

LONG PARADE MARKS AUTO SHOW CLIMAX

Five Miles of Throbbing Machines
Noses Path Through Hu-
man Walls.

WOMEN AND CHILDREN DRIVE

Many of the 365 Cars in Line
Are Steered by Feminine
Hands

Five miles of parading automobiles marked the climax of motor show week yesterday afternoon. The 365 cars in line were occupied largely by women devotees. Every type of motor propelled vehicle which Indianapolis contains was seen in this pageant, from the handsome Pullmanlike seven-passenger cars, the baby runabouts to the heavy commercial trucks.

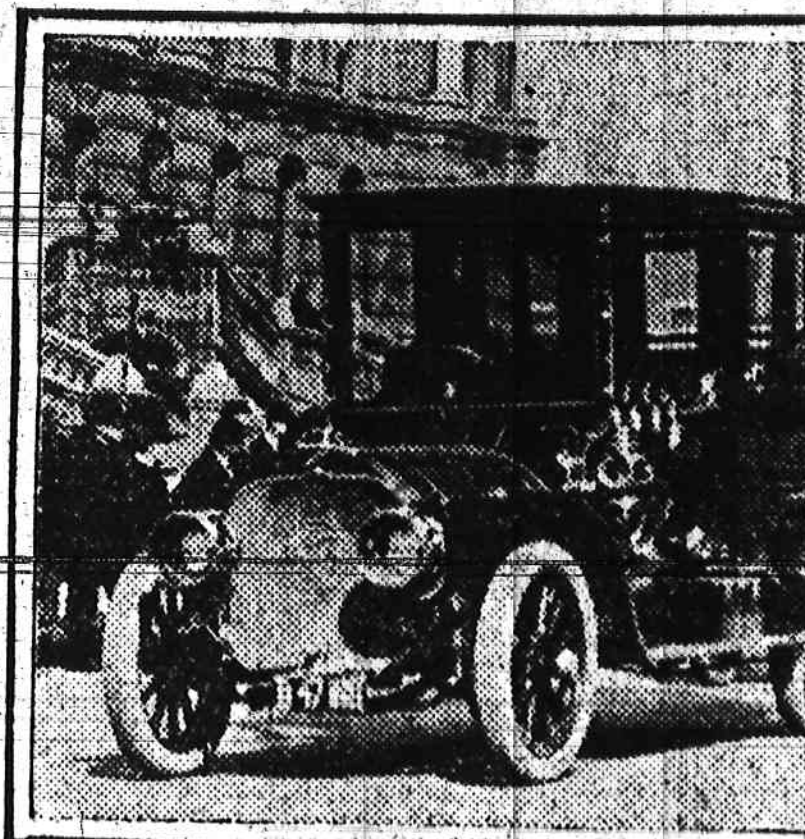
They represented an outlay of \$500,000. All were groomed and glistened in the bright spring sunlight. The women were handsomely gowned, and with flowers and floating pennants added beauty to the pageant. Thousands of persons viewed the parade.

All week the show has been gaining in splendor and the procession was the outburst of pentup enthusiasm. Thousands of autoists rode in the procession which nosed its path through the walls of human witnesses.

The weather man recompensed for his past neglect with compound interest on the sample of balmy March weather.

Formation Attracts Throng.

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Freda Brown. Another car was driven by Jenette Parry. Most of the Waverley electrics were driven by women.

After the parade the Marott department store presented Lew W. Cooper, who led the parade, with a basket of American beauty roses and Fred I. Willis, chairman of the parade committee, with an auto wheel of flowers.

Several "parade parties" were given by residents entertaining out-of-town guests. All visitors credit the show with being a demonstration of harmonious co-operation on the part of competitors.

Today will be open-house day, and numerous sales are expected. Every dealer will be "at home—in his garage" until late at night. At 10 o'clock the culminating feast will be served at the Denison.

Contests Create Amusement.

No sooner had the parade ceased than the crowds hurried to Capitol avenue, between Michigan and Walnut streets, to witness the obstacle races. Women did not participate because every car driven by them was fresh in paint and polish and fears were entertained for the machines' safety.

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From first to last the event was a success. Hundreds of eager spectators gathered at the assembling point on Fall Creek boulevard. This was perhaps the most spectacular part. That part of the city was a solid network of autos. Every street and cross section was lined with motor vehicles. The procession left the starting point in correct formation and with clockwork precision. Because of some misunderstanding the motor trucks occupied the space which had been assigned to the Gibson Company, but this error did not mar the harmony of the lineup.

Because of having a clear path, without interruption from traffic, the procession was stamped at its best along Meridian street. Every inch of this long course was flanked on either side by rows of spectators. Windows framed the smiling faces of hundreds of women and children as they viewed the procession from their points of advantage.

Line of Formation.

Five bicycle police officers led the parade. The new police automobile followed. It contained Capt. Hyland and Lew W. Cooper, chairman of the Board of Safety. The police patrol followed and was succeeded by the exhibition Warner speed indicator.

After the Indianapolis Military Band, which rode in a large Rapid truck, the dealers came as follows:

The Indianapolis Automobile Company with various models of the Cartercar; the Fisher Company, Overland, National, Maxwell and Stoddard-Daytons; the American Motor Company; the Hearsey-Willis tribe with White Steamers, Waverley Electrics, Ramblers and Mitchells; the Indiana Carriage and Automobile Company, Jackson, Regal and Leader; Nordyke-Marmon Company; the Cole Carriage Company; the State Automobile Company featuring the Oakland car; the Buick-Losey Company with a multitude of Buicks; the Finch-Freeman Company with the Haynes car, the Richmond and the Auburn; the Morton Place Garage with the Moline cars; the Cadillac with their various models, and the "Little German Band"; the Chalmers-Detroit Company with exhibition cars; the Willis-Holcomb Company with the E-M-F, Apperson and Packard; the Motor Truck Company and the Gibson Company with Reos, Fords, Premiers and Marions, followed by residents in private cars.

Parade Lacks Decorations.

Several expressions of regret were heard among the crowds of spectators

witnessed the obstacle races. Women did not participate because every car driven by them was fresh in paint and polish and fears were entertained for the machines' safety.

Eight men entered and demonstrated expert steering. The police furnished protection and despite the narrow escapes at different times not a single accident occurred. The crowds were banked on all sides.

Frank Willis, chairman of the contest committee, was ill and unable to superintend the proceedings. F. M. Ayers acted as judge. W. A. Hayman kept time.

The square had been blockaded with numerous empty barrels. They were separated just far enough for an auto to pass. At the signal "go" the driver started on his cruise to make the circuit in the shortest time possible, having knocked the fewest barrels over that his skill would allow.

From a standing start William Forbes, in an Overland, started the performance. Sixteen barrels fell and 1:18 was his time; Bert Haight, in an Overland, topped only eight barrels, and made time in 1:05; George Iovine, also in an Overland, with only three barrels touched and with time of 1:55; P. M. Bacon splintered seventeen barrels in an Overland, and made the course in 1:42½; B. C. Beard, in an Overland, hit six barrels and made time in 1:57; George L. Bixby made the course in 1:06 with a perfect score. He was in a Waverley electric. Jordan Tanner, in a Marmon, made time in 1:08½, hitting fifteen barrels.

Bixby won first place and Iovine and Beard next two honors.

Makes Staves Fly.

Some one ventured the assertion that he could knock over all of the barrels. Bacon was given an opportunity. The crowd gave the driver a clear track. The judge declined to brave the test. "Go"—and the Overland shot forward like a rocket, biff—bang—and the barrels flew in all directions, staves were thrown to either side like a motor boat plows the waves. The circuit was made in 37 seconds, and but few barrels remained to view the wrecked condition of their comrades.

After the contests the Fisher incline was visited by the crowds and several exhibition climbs enjoyed. Every inter-urban car from the city last night bore homeward hundreds of visitors to tell those less fortunate what a wonderful show Indianapolis exhibited.

INDIANA ATTRACTS AUTOISTS.

Scene of the Cobe Contest Will Be Visited Sunday.

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Parade Lacks Decorations.

Several expressions of regret were heard among the crowds of spectators because the cars were not decorated. This rule was conformed to in compliance with the committee's desires. It was said decorations served to hide the lines of the machines. The Overland Company, when it was refused decorations, distributed 2,000 pennants bearing the firm's name printed on them.

A clown band road in a truck and furnished amusement. Women carried large bunches of roses and carnations in some of the autos, and threw them to the spectators as they passed. Some of the trucks which followed behind the procession carried articles of merchandise from the stores they represented.

Some one remarked that there were no women in the National cars. A joking friend replied that A. C. Newby is a bachelor and offered that as a reason.

One of the forty-seven Overland cars was driven by a 10-year-old girl, May

of 1:55; F. M. Bacon splintered seventeen barrels in an Overland, and made the course in 1:42½; B. C. Beard, in an Overland, hit six barrels and made time in 1:57; George L. Bixby made the course in 1:06 with a perfect score. He was in a Waverley electric. Jordan Tanner, in a Marmon, made time in 1:03½, hitting fifteen barrels.

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Several local autoists expect to visit Crown Point Sunday. The Chicago devotees are going to invade this Hoosier center and give exhibition runs. According to reports it will not be the fault of the Chicago Automobile Club and its runs and tours committee if all the members are not soon personally acquainted with the eccentricities, delights, fairly long straightaways, fine turnpikes and safe turns of the Crown Point-Lowell racing quadrilateral in Indiana on which the small car and Cobe stock chassis contests will be held in June.

Chairman Ayres of the tours committee has posted a notice calling for a run down into Hoosierland next Sunday. The cavalcade will leave the Plymouth Place clubhouse at 1 o'clock and will be held to a conservative rate of speed by a level-headed pacemaker. The motor cars will spin through the South Chicago-Hammond route to Crown Point. Headquarters there are being established at the Commercial Hotel, which has extended all possible hospitality to the motorists. The whole country side is turning out each Sunday to witness the run around the course.

AUTOMOBILES DIRECTORY

CUBS WIN FIRST GAME ON GASOLINE CIRCUIT