

WHEN the doors of the dozen or more automobile salesrooms of Indianapolis are opened tomorrow morning the greatest display of machines in the history of the city will be on. The fact will be announced to the public when, a few hours later, an immense parade of autos will start from the circle and traverse Capital avenue, Washington street, Pennycuik street, Massachusetts avenue and Delaware street.

Over 200 machines, it is expected, will be in this parade, which is intended to show the citizens of Indianapolis the extent of the automobile industry in this city and State. This will be only a small part of the machines driven here. There are almost 1,000 machines owned in Indianapolis and all over the State there are about 4,000. But this number could not be accommodated in a parade. Invitations are being sent to every owner in the city, however.

Following the parade, the salesrooms will be thrown open to the public and proprietors and salesmen will be on hand to show the great makes of machines, the full lines having now arrived at the several garages. When

the week is over every one who is at all interested in the machine will have an opportunity to examine all makes and acquaint themselves with their merits.

The utility of the automobile is probably the main point to be brought out. The parade will demonstrate this better than anything else, probably. All of the cars will be driven slowly, forty or fifty feet apart. The route will take the machines through the business portion of the city where street cars will be encountered every few feet. Running slowly, the drivers will be required to dodge every obstacle and take especial care that pedestrians are not brought into danger.

This will require careful handling, and will show how nicely the auto answers to the direction of its driver. When the parade gets out into the residence district the speed will be slightly increased so that the whole trip will last hardly more than half an hour.

Indiana is one of the most prominent automobile manufacturing States in the country and there probably are as many drivers in Indianapolis, proportionately, as any city in the country.

- KEY TO THE DEALERS.
- 1—FRANK A. DECK.
 - 2—W. E. BOYD.
 - 3—R. L. McFARLAND.
 - 4—OLIN B. FECH.
 - 5—R. J. IRWIN.
 - 6—FRANK L. MOORE.
 - 7—J. J. MINTHORN.
 - 8—FRANK STALEY.
 - 9—A. G. HILL.
 - 10—J. W. HARTY.
 - 11—W. WATSON.
 - 12—J. SUMNER.



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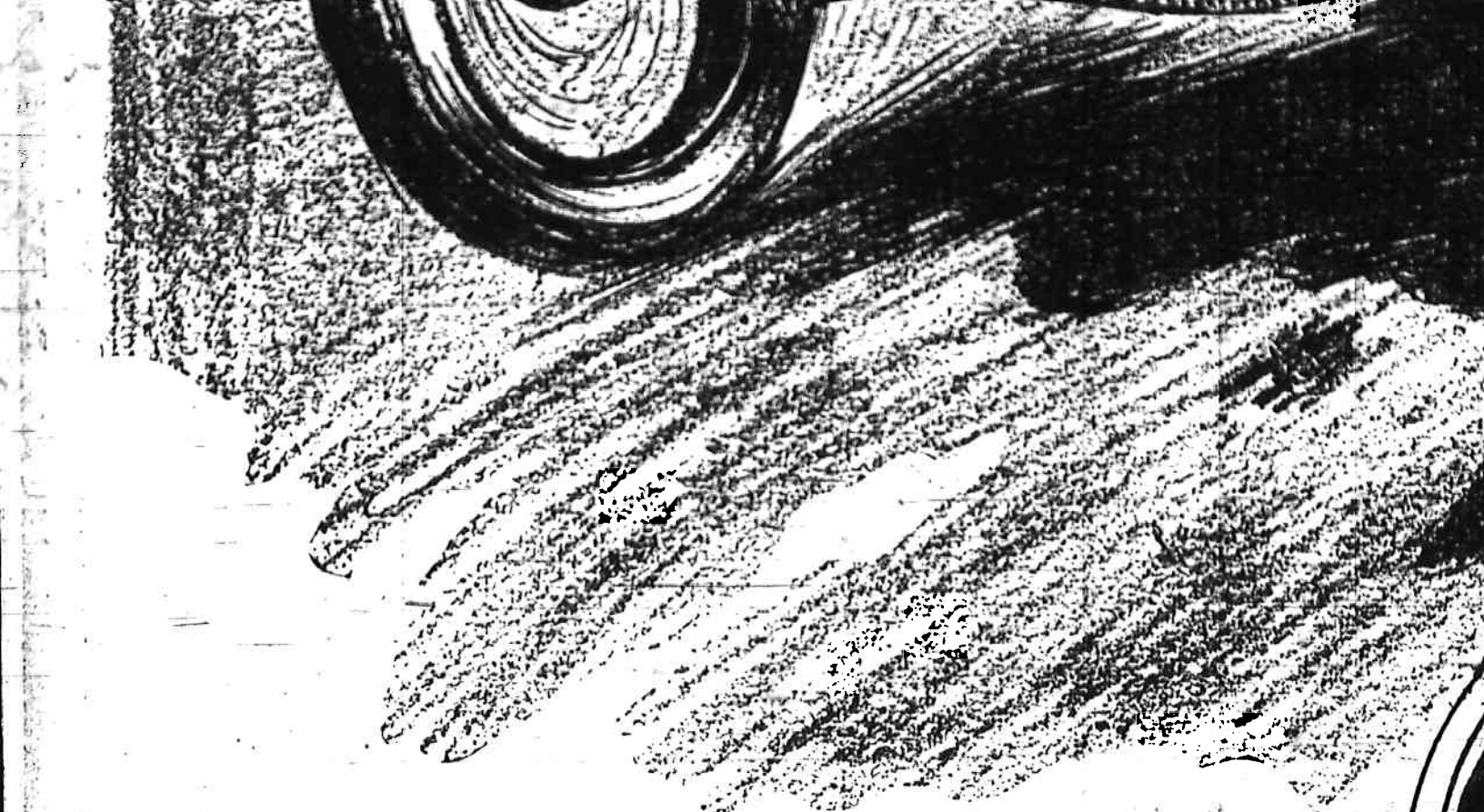


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KEY TO THE DEALERS.

- 1—FRANK A. BECK.
- 2—W. E. BOYD.
- 3—R. L. SUTHERLAND.
- 4—OLIN S. PECK.
- 5—R. J. IRWIN.
- 6—FRANK L. MOORE.

- 7—J. F. MINTHORN.
- 8—FRANK STALEY.
- 9—A. C. HILL.
- 10—J. W. HARVEY.
- 11—S. W. ELSTON.
- 12—S. J. SUMMER.



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