Club, and Arthur J. Dodge, of the National Press Club.

Commissioners Judson and Johnson and Gen. George H. Harries, president of the Board of Trade, are prevented, by absence from the city, taking part in the reception.

Following the reception to the tourists they, with local automobilists, will return to the Munsey building where the cars will disperse.

During their three days' stay in Washington, the tourists will make the New Willard Hotel their headquarters. The Washington Times office, in the Munsey building, will be official headquarters for the party during the visit here.

MNUSEY TOURISTS LEAVE HARRISBURG

HARRISBURG, Pa., Aug. 27.—It was an enthusiastic crowd of drivers, observers, and passengers which left this city at 2:30 this morning headed for Washington, the finishing point of the Munsey Historic Tour.

Interest in the final road test which takes place today has reached an intense point.

Every man who has a perfect score is guarding it jealously. Those who have been penalized are doing their utmost to guard against receiving further penalizations. In some classes certain cars are alone in holding perfect road scores, having won this position by a process of elimination which has been going on ever since the machines left Philadelphia.

First one machine would receive some adverse points for faults developed in grinding out the mileage from day to day. Then others would fall from the perfect score class until at the present time there are only thirteen cars with a perfect road score out of the twenty-eight machines which started from the Quaker City.

Brush Stands Alone.

Of the cars in Division One A, which includes machines costing $800 and under, Brush No. 14 is the only car which remains with a perfect score. The Krit was withdrawn on Wednesday last following the breaking of its wheel near Sydney, N. Y. It continues, however, as a non-contestant. Brush, No. 13, carries a penalty of three points. These were the three entries in this division which started from Philadelphia.

Of the four cars which entered in Division Two A, which includes cars costing from $801 to $1,200, Ford, No. 8, Charles F. Miller, of Washington, driver, and Ford, No. 34, James Cherry, of Philadelphia, driving, are perfect score cars. The Maxwell, No. 26, was withdrawn from this class, and is continuing with the tour as a press car. Ford, No. 30, has been penalized eight points.

In Division Three A, which includes cars costing from $1,201 to $1,600, the Maxwell, No. 25, driven by Harry Walls, of Philadelphia, is the only machine which is running with a perfect score. The Warren-Detroit, No. 10, the Great Western, No. 18, the Staver-Chicago, No. 23, the Crawford, No. 27, and the Moon, No. 32, have all been penalized.

The Great Western's penalization came about as the result of an accident in Vermont when Clarence LaMar, its driver, rounding a sharp curve, ran his machine purposely into the side of a bridge to avoid striking a woman driving a team, who was on the wrong side of the road.

Regal-Plugger Withdrawn.

The Regal-Plugger was withdrawn yesterday following the breaking of the right front springs.

Division Four A, includes cars costing from $1,601 to $2,000, and in this class there are three perfect score cars. The Washington, No. 5, driven by A. G. Carter, of Washington, the Washington, No. 6, driven by W. D. Arrison, of Washington, and the Enger, No. 17, driven by Harry Frisch. The Pierce-Racine, the Ohio, and the Inter-State in this class, have been penalized.

Five cars out of the seven which started in Division Five A, still remain in the perfect score class. They are the Columbia, No. 2, driver, G. M. Wagner; the Corbin, No. 11, driver, A. T. Bailey; the Stoddard-Dayton, No. 24, driver, L. H. Shaab; the Cino, No. 22, driver, Walter Donnelly, and the Kline-Kar, No. 31, driver, C. C. Fairman. The Elmore car was disqualified because the manufacturers did not file with the contest board of the American Automobile Association a certificate showing that their car was a stock model. The Glide was withdrawn following damages which were sustained at Elizabethtown, N. Y.

In division Six A, the big six-cylinder Matheson is the only entry and has come through the tour thus far with a perfect score each night. D. A. Hall is driving the machine.

The run yesterday from Wilkesbarre, Pa., to this city was over fairly good roads and through the beautiful Susquehanna valley.

Two Penalized.

One car was withdrawn and two cars were penalized in yesterday's work.

The Regal-Plugger No. 15, driven by A. W. LaRoche, suffered a broken spring just outside of Bloomsburg and was withdrawn from the tour. It continued the day as a noncontestant and will run to the finishing point as a noncontestant.

This car had hitherto been running in the perfect score division and its withdrawal from the contesting cars left the Maxwell No. 25 as the only machine in that class which has not received some penalization while on the tour.

The Ohio No. 21 was penalized five more points last evening, two points for ignition, and three points for work on the carburetor. The Pierce-Racine No. 16 was given twelve technical penalizations for replacing spring bolt.

The Perfect Scores.

The number of machines now holding a perfect score are thirteen:

The Columbia, No. 2, driver, G. M. Wagner.

The Washington, No. 5, driver, A. G. Carter.

The Washington, No. 6, driver, W. D. Arrison.

The Ford, No. 8, driver, Charles E. Miller.

The Corbin, No. 11, driver, A. T. Bailey.

The Brush, No. 14, driver, D. E. McCoy.

The Enger, No. 17, driver, Harry Frisch.

The Cino, No. 22, driver, Walter Donnelly.

The Stoddard-Dayton, No. 24, driver, L. H. Shaab.

The Maxwell, No. 25, driver, Harry E. Walls.

Kline-Kar, No. 31, driver, C. C. Fairman.

The Matheson, No. 33, driver, D. A. Hall.

The Ford, No. 34, driver, James Cherry.

The welcome accorded the Munsey Tourists last evening when the cars speeded into Harrisburg was delightful. The tourists were met a short distance from the town by Charles Sefton, W. B. Markley, and H. O. Dodge, members of the Harrisburg Automobile Club, and escorted into the city. At the entrance to the town a large white banner stretched across the street told the tourists that they were welcome to the city. A big reception, smoker and supper were given the men by the local automobile club at its headquarters last evening, and a handsome souvenir plate was presented to each man.

Today's Route.

The route today is 129 and a fraction miles, and is divided into two units. The first will be the distance to Frederick, Md., the noon control, seventy-two and three tenths miles, and will be run by all the cars within four and a half hours. After a rest of an hour, during which time luncheon will be served, the men will start for Washington and reach there about 4:30 in the afternoon.

The progress of the tour has been watched with interest from all parts of the country. W. T. Dewart, the general manager of the Frank A. Munsey company, sent to the officials of the tour last evening a congratulatory message on the progress of the cars, and his best wishes for a successful conclusion of the event.

Cars Redeem Themselves.

In some of the cases where the cars have been penalized, the adverse marks were received one day and the cars thereafter made perfect scores from day to day. The Staver-Chicago, which had been penalized August 19 and 20, made perfect scores both before and after those two days. Since the time it was penalized the machine has been running steadily without penalizations, making good time and never having an adverse point checked up against it.

The Brush No. 13 was penalized the first day and since then has been running with a perfect score. The Warren-Detroit No. 10 was penalized on the second day out and since then has been running perfectly.

The Great Western, which carries a penalization of 2,161 points, received these as the result of an accident and not from any defects in the machine.

The Crawford, which received a heavy penalization August 17, has been running since that date without a mark; Ford No. 30, which was for many days one of the perfect score brigade, was penalized eight points August 22, and has not received a point against it since. The Moon has received two points and has run perfectly except on the days when these were given.

Corbin Makes Good Record.

The Corbin Car No. 11 in the Munsey Historic Tour, and driven by A. T. Bailey, is running very smoothly over the rough roads of the contest. It is known as one of the speedy machines of the tour, and checks in at noon stops and night controls with many minutes to its credit. In yesterday's run the car caught the pacemaker and followed it into the noon stop.

BALTIMORE GREETS PILOTS OF THE TOUR

BALTIMORE, Aug. 27.—Dust-begrimmed, their faces marked with mud blotches, but wearing the smile of success which "refuses to come off," Lee Oldfield, Harry Ward, and John H. McCord, in the E. M. F. first pilot car, reached the News office at 12:15 o'clock.

Between crowds of cheering pedestrians they pulled up at the checking station, where they "shut off steam," applied the brakes, and went for a lunch.

Oldfield was at the wheel of the car and he brought it here ahead of schedule time. The pilot car left Harrisburg this morning at 5:03. At Frederick the party remained an hour where breakfast was served before the start was made for Baltimore.

According to Driver Oldfield, the worst roads of the tour were found between Harrisburg and Frederick, and when the party were a few miles outside of the Pennsylvania capital, low gear was used to plow through a roadbed of mud and stone.

Crows Give Welcome.

Along the route in the city the sidewalks were crowded with automobile enthusiasts and the many persons interested in the famous Munsey Tour. There was a special squad of policemen to keep the mobe of people from crowding the machines, but nevertheless when the E. M. F. car stopped in front of The News office it was immediately surrounded by a crowd of admiring automobile enthusiasts.

Question after question was hurled at the occupants of the car until they sought refuge in a nearby lunch lunch room.

It was shortly after 1 o'clock before Driver Oldfield, after checking, turned the crank of his pathfinder, soved the starting lever and was gone. Fifteen minutes before "Silent Jack" Harrigan, driving the second pilot car, reached the altimore checking station. He had followed close on the heels of the first pilot car, and after he and the other occupants had lunched they followed the E-M-F car on to Washington.

MANY ACCIDENTS MARK FINAL LAP

FREDERICK, Md., Aug. 27.—The last lap of the Munsey tour was begun this afternoon when the first car was sent away to Washington shortly before 12 o'clock.

The rest of the contesting machines followed at short intervals.

The run from Harrisburg to this city was full of incidents this morning. The Warren-Detroit broke a stret rod and the carburetor had to be fixed, but the machine reached the noon control on time.

The Elmore, which is accompanying the tour as a non-contestant, broke a spring about ten miles out of Harrisburg this morning and had to return to the city for repairs.

The Kline Kar missed the road some distance from Harrisburg at a sharp curve and went twenty miles out of the way. The car made the time up and was not late at the noon control.

The Great-Western broke the right front spring about thirty miles out of Harrisburg and is making repairs on the road. La Mar, the driver, expects to bring the machine into Washington tonight.

The Regal car, which broke its spring yesterday and withdrew from the contest, caught the tour this morning, and is continuing as a non-contestant.

Marshal of Escort

ROYCE HOUGH,
Assigned With Corps of Assistants To Conduct Entry of Munsey Rivals.

SHERMAN SMILES, BUT SAYS NOTHING

Vice President, at Chicago, Refuses to Roast, Praise, or Jest.

CHICAGO, Aug. 27.—Vice President Sherman, "Sunny Jim," arrived in Chicago this morning from his home in Utica, N. Y., prepared to open his speaking itinerary in Illinois.

He brought his smile all right. That was as expansive and as general as ever. But never a word has the Vice President for the waiting assemblage of reporters.

"I have nothing to say about anything," he said. And nothing did he say. Neither roast, complaint nor jest would he utter.

The Vice President was met on the arrival of the Lake Shore train at 7:50 a. m., by John Eversman, assistant treasurer of the Republican Congressional headquarters and Colonel Henry Sasson, acting secretary of the committee.

At 10 o'clock Mr. Sherman left over the Illinois Central for Clinton, Ills. There he will address a Chautauqua in the afternoon. He will be met by Representative Wm. B. McKinley, chairman of the Republican Congressional committee.

He will leave Clinton for Decatur with Representative McKinley on the latter's private interurban car.

The Vice President is supposed to sound the keynote for the coming campaign tonight, but he would not give the slightest inkling on the line of his remarks.

BRYAN WILL STAY OUT OF 1912 RACE

Leader Announces He Will Not Be a Candidate for Nomination.

KALAMAZOO, Mich., Aug. 27.—William Jennings Bryan, for the first time, positively stated last night that he would not make any effort to obtain the Democratic nomination for the Presidency in 1912.

"I will not be a candidate," said Mr. Bryan. "There is plenty of good material in the party, but who will be the next nominee for President on the Democratic ticket depends upon what the next Congress does.

"I believe the Democrats will control the next House."

TO STOP SPEEDING ON CONNECTICUT AVE.

Georgetown Policeman Detailed to Curb Practice Arrests Two Autoists.

WASHINGTON TIMES BUREAU,
GEORGETOWN, D. C., AUG. 27.

Owing to complaint of automobiles scorching on Connecticut avenue extended, Bicycle Policeman Canody has been detailed to put a stop to the practice.

Yesterday Livingston Hunt, of 1709 Rhode Island avenue, and Andrew Warren, of 2100 Massachusetts avenue, were arrested for violating the speed law. The former paid $10, and the latter was oblged to put up $25.

There is considerable complaint over the lateness in the delivery of the mails by the carriers of the Georgetown postoffice. In many cases the deliveries are fully an hour or more later than usual. The delay is explained by the fact that some of the carriers are on their annual leave, and the carriers on duty are now compelled to double up.

Not a single substitute carrier has been put on to help facilitate the deliveries.

Edward Johnson, of Thirty-third street, a well-known young painter, is seriously ill and his recovery is not expected.

John T. Wood, the dry goods merchant, of 3144 M street, is spending the summer at Breathedsville, Washington county, Md.

Mrs. Edith McCartney and children, of 3123 Dumbarton avenue, are at Bluemont, Va., to remain until the opening of the school season.

ASLEEP, STEPS OFF TRAIN.

POUGHKEEPSIE, N. Y., Aug. 27.—Theodore Churchill, aged thirty-seven, walked off a New York Central passenger train in his sleep. His arm was so badly crushed that it had to be amputated at Vassar Hospital, in this city, and Churchill died from the shock.

The Vital Records.

Births.

William J. and Annie E. Nalley, boy.
Fred R. and Bessie W. Franzoni, girl.
William L. and Florence E. Hayes, girl.
Clarence J. and Gertrude E. Walter, boy.
Daniel J. and Willabelle G. Bynacker, girl.
George H. and Annie L. Wilson, boy.
James M. and Elizabeth Webb, boy.
Thomas and Catherine Morris, boy.
Joseph F. and Maude V. Davis, girl.
John and Ella Moreland, girl.
Charles D. and Myrtle High, girl.
Benj. and May Williams, girl.
Adolph and Nora Seidler, girl.
Bertha L. and Beckie R. Rich, boy.

Marriage Licenses.

William C. Hoodlet and Bertha F. Hoodlett, both of Athens, Ohio.
Eugene M. Moreland and Olive V. Sanders, both of Washington.
Walter R. Talbott, of Washington, and Harriett L. Clark, of Chicago.

Deaths.

James Bright, 63 years, Sibley Hospital.
Richard C. Goodrich, 72 years, Providence Hospital.
Ruth E. Johnson, 5 years, 338 I street southwest.
Andrew B. Morton, 67 years, Naval Medical School Hospital.
Alvin E. Small, 3 months, 247 Fifteenth street southeast.
Georgina Dodson, 5 months, Children's Hospital.

INSURGENCY STIRRED UP BY ROOSEVELT'S TALKS

Former President's Brief Train Utterances Having Marked Effect—Opinion Divided as to His Purpose. Many Believe He Seeks Re-election.

By JOHN SNURE.

CHEYENNE, Wyo., Aug. 27.—It has been sufficiently demonstrated that Col. Theodore Roosevelt, out making a campaign in support of "my policies," is a potential personage and one not to be overlooked in the scheme of things political in this country.

Opinion is divided among shrewd men and close observers as to what are the plans of Colonel Roosevelt for the future.

There are many who cannot rid themselves of the idea that he is not only in quest of another term in the White House, but that in making the present swing around the circle he is doing nothing less than paving the way for the nomination in 1912. Others hold that his real purpose is not to seek the Presidency again, but that he has concluded that the great work cut out for him for the rest of his life is to promote in every way possible the policies he has advocated in the past, and is advocating.

If Colonel Roosevelt, deep down in the bottom of his heart, has elected to do all he can, not in office, but out of it, in support of what are popularly called "Roosevelt policies," it is not easy to overestimate the influence he can wield.

It is impossible to travel with him and see the crowds to which he talks and see the way he is received, without coming to the conclusion that his utterances have a weight with his hearers that has to be reckoned with. His speeches, or sermons, or whatever one chooses to call them, on the present trip to the West, are not merely getting large and enthusiastic audiences, but there are many indications they sink deep into the minds and hearts of his listenrs.

Banging At Corruption.

One of the things which Roosevelt has set himself to work on is to hammer in season and out of season against the corrupt politician. This has cropped out in many ways since he left New York for Cheyenne, Denver, and St. Paul. Whenever he reaches a section of the country where for any reason this subject possesses peculiar interest, he dwells upon it.

He lambastes the crook, high and low, political and otherwise. He preaches doctrines that are not calculated to make life any easier for the machine politician and the political boss. It is impossible to hear his talks and see their reception by his audiences without coming to the conclusion that what he says is calculated to stir up what is generally called progressivelsm or insurgency. One cannot conclude that the things he is trying to fasten on the public mind are calculated to further the plans of the political bosses, no matter how well it may be realized that Roosevelt is generally found in co-operation with the political organization.

One can get some interesting views on this question of what Roosevelt is aiming at, and what the importance of his preachments are, by talking to his admirers in various States. On the way across Ohio a prominent editor and politician of that State was asked whether Roosevelt was aiming at the Presidency, and if not what he was doing. The reply was:

Considered All-Powerful.

"I do not think Roosevelt is seeking another nomination. What he is trying to do is to go out before the country and advocate the policies which are known as the Roosevelt policies. He wants to urge the things he believes in and to get the people to take up with them, knowing that doing this strengthens himself. I think he has concluded this is a bigger field than the Presidency.

"My observation is that 75 per cent of the people of Ohio are for Roosevelt, without regard to party. If he were nominated, nothing could stop his election. You have seen the enthusiasm with which he has been met in Ohio.

"He holds the destiny of President Taft in the hollow of his hand. If he says Taft must not be renominated, he will not be. It was due to Roosevelt that Taft was nominated in the first place, and it rests with him whether he shall be renominated. My firm belief is that Roosevelt can be nominated himself in 1912 at any time up to within a minute of the time the nomination is made, providing he indisates he wants it or it is known he will accept."

It is noticeable that among the progressive or insurgent Republicans in the West, there is a strong disposition not to consider much the question of whether Roosevelt is aiming at another term or whether he is not, but to overlook this and take the view that Roosevelt must be nominated and elected.

Ready To Force Nomination.

An element of the insurrents takes the view that some of the men who have been prominent in the insurgent movement in Congress in the last year or so would be a better President than Roosevelt. But there is no doubt most of the voters of an insurgent turn of mind would be not merely satisfied but delighted with the renomination of Roosevelt. Nor is this sentiment by any means confined to Republicans of the insurgent type or members of the Republican party.

One hears much talk all through the West that it doesn't matter what Roosevelt wants, that he must take the nomination in 1912 to save the Republican party.

The platitudinous nature of many of the Roosevelt speeches has been remarked on so often that it is familiar to everybody. Many of them contain nothing but platitudes.

Roosevelt knows this. But his view is that the people like to hear homely and old-fashioned truths. Hence, he proceeds to talk to them accordingly.

A big percentage of the people of this country have confidence in Roosevelt and like to listen to him, just as a man listens to a friend he likes and admires, and whose advice he trusts. Even if he goes on talking platitudes, he will get a hearing, and a lot of people are pretty sure to take his advice.

ROOSEVELT'S WORDS DECLARED A CURSE

NEW YORK, Aug. 27.—The New York Evening Post, which characterizes itself as "independent progressive," and which is the unrelenting foe of New York gang politics, and the champion of the "progressives" in this State, yesterday printed a vitriolic editorial attack on Col. Theodore Roosevelt, which in part is as follows:

"Such wild and whirling words as Mr. Roosevelt uttered yesterday are a curse to public life. They arouse passion without directing it. They give no one a clear idea of what the speaker meant except that he thought to inflame the crowd and make mischief.

"The thing goes beyond a display of bad taste. As such it is shocking, but it is, besides, an exhibition of moral impudence. 'I will make the corporations come to time,' shouted Roosevelt to the mob. But did he really mean that he would make them come down with the cash to elect him as he did before?

"This champion of purity, this roarer for political virtue, is the man who was for years, when in public life, hand in glove with the worst political corruptionists of his day: he toadied to Platt, who praised Quay, who paid court to Hanna; under him as President Aldrich rose to the height of his power, always on good terms with Roosevelt; it was Roosevelt who asked Harriman to come to the White House secretly, who took his money to buy votes secretly in New York, and who afterward wrote to 'My dear Sherman'—yes, the same Sherman—reviling the capitalists to whom he had previously written, 'You and I are practical men.'

"If Roosevelt is the great cincher of crooks, why did he not cinch them when he was shaking hands with them?"

IN SELECTING TOILET SOAP

Why not procure one possessing delicate emollient properties sufficient to allay minor irritations, remove redness and roughness, prevent pore clogging, soften and soothe sensitive conditions, and promote skin and scalp health generally? Such a soap, combined with the purest of saponaceous ingredients and most fragrant and refreshing of flower odors, is Cuticura Soap. It costs but a little more, it wears to a wafer, and gives comfort and satisfaction every moment of its use in the toilet, bath and nursery. No other soap has done so much for poor complexions, red, rough hands, and dry, thin and falling hair. It has done even more for skin-tortured and disfigured infants, children and adults, when assisted by Cuticura Ointment. As a *toilet soap* for preserving and purifying the complexion, hands and hair, and as a *skin soap* for dissipating irritating and unsightly conditions of the skin, Cuticura Soap has no rivals worth mentioning. Its sale is greater than the world's product of other skin soaps combined. It is sold wherever civilization has penetrated. It has depots in all world centers. For the thirty-two page Cuticura Booklet, a guide to the best care of the skin and hair, address Potter Drug & Chemical Corporation, 131 Columbus Ave., Boston, U. S. A.

CHRICHTON READY TO FURNISH BOND

It was stated today by Henry H. Glassie, the attorney for Dr. McPherson Chrichton, the autoist for whom a warrant is issued following an automobile accident at La Plata, Md., last Monday night when Alexander F. Bowie sustained injuries that caused his death, that Dr. Chrichton will probably deliver himself up to the Maryland authorities tomorrow and will be released on $5,000 bail.

No charge has been made against Malcolm Chrichton, W. W. Bowie, and J. C. Malcolm, the other occupants of the automobile. Justice Robertson has fixed the November term of the circuit court of Charles county as the time for Dr. Chrichton's appearance to answer the charge of manslaghter.

The accident occurred near La Plata, Md., last Monday night, when a horse driven by Mr. Bowie became fractious and as hit by the automobile driven by Dr. Chrichton.

WANT ADS

For Main Section, Classified Advertising, See Pages 10 and 11.

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PROPOSALS

OFFICE OF THE COMMISSIONERS OF THE DISTRICT OF COLUMBIA, Washington, August 24, 1910. Sealed proposals will be received at this office until 2 o'clock p. m., September 1, 1910, for sinking deep wells in the District of Columbia. Forms of proposal, specifications, and all necessary information may be obtained from the Chief Clerk, Engineer Department, Room 427, District Building, Washington, D. C. CUNO H. RUDOLPH, E. M. MARKHAM (Acting), Commissioners, D. C.

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CHURCH NOTICES

CHRISTIAN SCIENCE—First Church of Christ, Scientist, 15th and R sts. N. W. Services: Sunday, 11 a. m. Subject, "Christ Jesus." Sunday school, 9:30 a. m., Wednesday evening meeting, 8 p. m. Public cordially invited. All seats free. Free reading room, 601 Colorado Building.

PEOPLE'S OPEN AIR EVENSONG—Mt. St. Alban, Sunday, August 28, 1910, at 4 p. m. Special preacher, Rev. Robert K. Massie, D. D., of Virginia Theological Seminary. The music will be sung by Cathedral Open Air Choir, led by detachment of U. S. Marine band. Take Tenleytown cars.

DEATHS

BARRY—On Friday, August 26, 1910, at her residence, 1400 Fifteenth street northwest, SALLIE L., daughter of Richard and Eliza Barry.

Bradbury—On Friday, August 26, 1910, at 10 a. m., at his home in Vergennes, Vt., Lieut. CHARLES A. BRADBURY, U. S. N., retired.

BROEKER—On Saturday, August 20, 1910, in Chicago, HENRY, son of Mary and Bernard Broeker.

COOKSEY—On Thursday morning, August 25, 1910, EMMA G. COOKSEY, wife of James C. Cooksey.

NELSON—On Friday, August 26, 1910, at Garfield Hospital, MARIE ELIZABETH, wife of Carl G. Nelson, aged twenty-three years.

JOHNSON—On Friday, August 26, 1910, at 8:10 a. m., at his residence, 52 Foxhall road, R. W. JOHNSON, beloved husband of Laura V. Johnson.

Funeral from his late residence, 52 Foxhall road, Monday, August 29, 1910. Interment at Rock Creek Cemetery, 2 p. m.

IN MEMORIAM

CANDLER—In loving remembrance of my BETTIE, who died one year ago today, August 27, 1909.

Unknown and forgotten by some she may be,
But the grave that contains her is sacred to me. —Papa.

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