GREAT DAY FOR THE ORPHANS

RIDE TO CONEY IN AUTOS AND HAVE RUN OF LUNA PARK.

More Cars Loaned Than Ever Before, Even Big Trucks Being Pressed Into Service —Police Keep the Mighty Procession in Good Order to the Sea and Back Again.

New York's annual orphans' automobile day was celebrated yesterday and 1,531 children had a day of adventurous delights. The weather man did his very best to make things pleasant for the children, and if the bright sunshine reddened a few small noses and the dust along the Coney Island boulevard was a trifle thick going and coming the yelling squads of happy youngsters had no thought about it.

They travelled in state, these inmates of the various charitable institutions of New York, for never before were so many big, high priced and high powered cars loaned for the occasion. The youngsters travelled to Coney Island and back in all sorts of motor vehicles, ranging from a trim exclusive "town car" through all the range of modern automobiles, touring cars, landaulets, limousines, runabouts, opera busses, sight seeing cars, even great gasolene and electric trucks being rigged up with temporary seats and pressed into service.

With the passing of the New York Motor Club some fears had been expressed that there would be no Orphans' Day this year. It had been hoped that the Automobile Club of America would take hold of the affair, but this was not done. W. J. Morgan, the originator of Orphans' Day, which has spread all over the country since he first broached the idea three years ago, did not propose to let the affair die out, and so he gathered a lot of the local motor car dealers and other merchants of Automobile Row into a special Orphans' Day committee and went to work.

S. M. Butler, secretary of the Automobile Club of America, helped all he could and sent out letters to members of the organization asking them to loan their cars, and his appeal was responded to very generally. The spirit of the automobile club members was illustrated by Frederick Strauss and Hamilton W. Cary, who when they found they could not have their own cars in the celebration went out and hired a big sightseeing machine and turned it over to the committee.

The automobiles and children assembled in eight divisions. Seven of these started from the neighborhood of Broadway and Fifty-sixth street and the eighth joined the procession at the Williamsburg Bridge.

With three mounted policemen leading and one of the Police Department cars containing Deputy Commissioner Bugher and Inspector Schmittberger following right behind the long line of cars with their crowded loads started for Coney Island. A band of forty pieces from the Hebrew Sheltering Guardian Society in a big motor truck led the procession just back of the police car.

The route followed was down Broadway to Forty-eighth street, to Fifth avenue, down to Fourth street, to the Bowery, to Broome street, to Clinton street, to the Williamsburg Bridge, to Broadway in Williamsburg and then to Bedford avenue, to Eastern Parkway, through Prospect Park to the Coney Island boulevard and Surf avenue to Luna Park, where Fred Thompson had turned the whole place over to the children.

The ride from the Williamsburg Bridge was made under the watchful eye of Sergt. Eugene C. Casey, as Deputy Commissioner Bugher and Inspector Schmittberger had to go somewhere else with the police car, and the three mounted men also turned back at the bridge. Casey had ten motorcycle cops under his command, and he saw to it that perfect order was kept. In other years some impromptu racing has been indulged in. Casey stayed on the job from the time he took command at the Williamsburg Bridge and bossed the homeward journey from the front seat of a touring car driven by C. D. Rogers.

When the children were unloaded at Luna Park they had lunch the very first thing. They were marched into the great dining room alongside of the big ballroom and the regular ballroom band played all sorts of popular airs for them while they ate. The luncheon was provided through the generosity of R. M. Owen of the Automobile Club of America and a member of the show committee of the American Motor Car Manufacturers Association.

Then the youngsters were turned loose in squads under the supervision of teachers and matrons from the different institutions and a number of young women who had volunteered their services. They saw most all of the many shows in Luna Park, but the open air circus pleased the little visitors as much as anything except the shoot the chutes.

Cars were donated by practically every automobile concern in the city. A partial list of the individuals who sent their machines and drivers is as follows: Miss Grace Dodge, Mrs. I. B. F. Hereshoff, Mrs. Mary Dundy, Mrs. F. Sinclair, Mrs. Joan Newton Cuneo, Col. John Jacob Astor, Richard Stevens, G. C. Knabe, Paul B. Pugh, G. E. Lewis, James C. Steeps, W. H. Buckout, N. T. Phillips, O. J. Gude, Edwin Darragh, E. W. Deming, E. J. Hassett, E. A. Bofinger, H. A. Lozier, R. M. Owen, Joseph Mayer, F. J. Wagner, Augustus S. Hutchins, C. F. Stoppani, Henry W. Hodge, N. F. Brady, W. Williams, R. H. Casey, Henry Guttman, James J. Joyce, Simon Ascher, W. W. Lee, William Strathman, J. Durand, G. D. Wilder, T. C. Lawson, F. Hecht, Taylor Wiltaline, Andrew J. Cobe, W. B. Thompson, W. A. Marble, James W. Stevenson, H. N. Allen, George C. Lee and Louis Jandorff.

THROUGH SOMEBODY'S FINGERS

Burglar Jack Gormley Jumps His Bail —Bondsman Arrested.

Jack Gormley, the flathouse burglar over whose arrest on Monday Deputy Commissioner Arthur Woods and the whole Detective Bureau were jubilant and who was released by Magistrate Breen early yesterday morning on a straw bond of $2,500, failed to show up in the Tombs court later and is believed to have left town. James S. Kennedy, a former police court clerk, who signed the bond, is in the Tombs under $5,000 bail, charged with perjury. Police Headquarters is vexed.

Gormley formerly kept a saloon in Harlem and with others of his kind turned out at election and primary time to work for the politicians. The responsibility for his release lies between Magistrate Breen and Lieut. Smith, head of the police squad at the night court, where Breen was sitting. Magistrate Breen insists that if he had known that there were twenty-five complainants against Gormley he would not have admitted him to bail. Lieut. Smith insists that he told him plainly that there were twenty-five complainants.

Kennedy, who is said to be friendly to Tammany politicians, was taken to the night court to do the bailing out by Eddie Gormley, Jack's brother, and some of Jack's friends. Kennedy says he had been drinking and was just able to make a good enough front to impress Magistrate Breen, whom he knew. Kennedy was formerly chief clerk in the Harlem and West Chester police courts, has been arrested five times for intoxication and disorderly conduct and resigned a week ago.

Gormley's name was called out all morning long in the Tombs court, with no response. At noon Magistrate Wahle issued a bench warrant for his arrest. Headquarters at the same time sent out a general alarm for him. Kennedy was taken to Headquarters, where it developed that he was not the legal owner of the property he had given for bail—several lots in Freeman avenue, near Hughes avenue, The Bronx, which Kennedy said were worth $50,000. Michael Naughton, Jr., appears in the city records as the owner. Kennedy said that he owned a half interest in the property and Naughton would turn it over "in a second."

Gormley is supposed to have had about $15,000 with him when he disappeared. Under the habitual criminal clause he was liable to a twenty-five year sentence this time.

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INDEPENDENT SHOW TO HAVE MOTORCYCLE SECTION.

Committee of American Motor Car Manufacturers Association Decides to Have Different Divisions of Grand Central Palace Exhibition—Reeves Goes West.

Announcement was made yesterday that the show committee of the American Motor Car Manufacturers Association had definitely decided to make arrangements for a separate section for exhibitors of motorcycles at the next show of the organization in Grand Central Palace. The official title of the coming exhibition has been selected by H. O. Smith, chairman of the show committee, and is as follows: "The Ninth International Automobile Show." The show will run from Thursday, December 31, to Thursday, January 7, which seems to be a particularly appropriate time to hold an exhibition of models intended for sale during the coming year. The addition of the motorcycle division will mean that the show will have four different sections—pleasure cars, commercial vehicles, taxicabs and motorcycles.

Alfred Reeves, general manager of the A. M. C. M. A., left for Chicago yesterday morning to attend to business connected with the Western show the organization of "independent" makers will hold in the Western metropolis next winter. He will hold several conferences with officials of the Chicago Automobile Club and the Chicago Motor Club regarding preliminary arrangements. He will also look over a number of buildings to decide upon their availability as show buildings, and it is probable that some selection of a show place will be made during his visit to Chicago. He will visit the factories of a number of members of the A. M. C. M. A. before returning to this city.

The directors of the Chicago Automobile Club have elected the following new members: H. M. Allison, E. W. Donahoe, F. J. Drake, H. T. Hollinshead, C. K. Knickerbocker, C. H. Knight, F. H. Lamb, Thomas Lynch, Eugene Malloy, G. H. Mead, R. M. Newbold, J. G. Pomeroy, H. H. Porter, Jr., M. L. Rothschild, H. E. Rycroft, W. L. Ruehl, Dr. C. S. Searles, H. N. Scott and C. B. Tomline, all of Chicago; Paul Symonds, Chicago Heights; J. H. McClelland, Brazil, Ind.; C. J. Harris, Geneva, Ill.; Antonio Roxas, Manila, P. I.; Thadden Binford, Marshalltown, Ia.; G. M. Space, Minneapolis, Minn.; M. H. Ritzwaller, Peoria, Ill.; W. H. Matthews, St. Louis, Mo.; G. G. Hadley and Hugh Shirkie, Terre Haute, Ind.

The first stage of the transcontinental trip which is being made by Mrs. E. E. Teape and her daughter, Mrs. MacKelvie, who are touring from Portland, Me., to Portland, Ore., was completed with their arrival in Chicago on June 1. Leaving Portland, Me., on May 14, in an eight horse-power Waltham runabout, Mrs. Teape and her daughter inaugurated the first attempt of transcontinental tour by women. The trip from Portland to Buffalo was uneventful, but beginning at Buffalo the road conditions after the recent rains, made travelling very heavy and burdensome. This was especially so in Ohio and Indiana, where in some instances not more than four miles an hour could be made.

In writing of the trip Mrs. Teape was enthusiastic over the treatment which she received from the motorists, calling attention to the good fellowship which existed. In nearly every instance pilot cars and guides were willing to put them on the right road without loss of time or annoyance of misdirection. The tourists left Chicago on June 2, headed for Omaha. When it is considered the condition of the roads, the fourteen days from Portland to Chicago, is most remarkable time, and Mrs. Teape is confident that she will be able to reach Portland, Ore., by July 1.

WASHINGTON, June 9.—The Thomas-Detroit won the cup for the lowest score made by a touring car in the reliability run held here to-day under the auspices of the Washington Automobile Club. The Stearns finished first in the roadster class, while the Buick and Ford runabouts tied in the third division. The contest was sanctioned by the A. A. A., and David Boocroft, chairman of the association's technical committee, acted as referee.

Wallace Hood covered the course in the Thomas car which competed in the Briarcliff race and was among the first to finish, although he did not qualify for a trophy because his entry came in too late. The course lay through Maryland, Virginia and West Virginia and included some of the roughest roads in this section. The distance was 164 miles.

Leo Shabb, who drove in last year's Glidden, was at the wheel of a Stearns, and Joe Watson, a well known professional driver, piloted a Corbin.

NEW ENGLAND CHAMPIONSHIP.

Play for Lawn Tennis Title Begins at Hartford Golf Club.

HARTFORD, Conn., June 9.—The play for the New England championship in lawn tennis singles began to-day on the courts of the Hartford Golf Club. The title is held by T. R. Pell of New York city, who will defend it against the winner of the tournament. Herbert L. Westfall of Brooklyn, who was beaten by Pell in the final round last year, won two matches to-day, both in straight sets, very handily. Prof. G. H. Nettleton of Yale, who played in the tournament last year, also won a match in the first round. The tournament, almost the oldest in the country, has attracted a good list of entries and good play is expected in the later rounds.

The doubles will be started to-morrow and will be carried along with the singles throughout the week. It is expected that the challenge round will be reached easily by Saturday. The summary:

New England Championship, Men's Singles—First round—R. Cole defeated G. Parish by default; J. O. Ames defeated B. McConnell, 6—1, 6—4; G. Walworth defeated L. Lyman, 6—1, 6—3; H. L. Westfall defeated W. Roberts, 6—1, 6—2; E. Morris defeated J. Holcomb, Jr., 6—2, 6—4; G. Pike defeated T. Lawrence, 6—4, 6—3; G. H. Nettleton defeated R. Bidwell, 6—2, 8—6; F. Howard defeated A. Burnell, 6—0, 6—1; F. W. Cole defeated H. F. Cole, 6—1, 6—0.

Second Round—W. Dunn defeated D. Graves, 6—3, 7—5; H. L. Westfall defeated E. Morris, 6—1, 6—1.

Harvard Has a Fine Crew.

NEW LONDON, June 9.—Both the Yale and Harvard oarsmen are handicapped by the choppy water on the Thames River course. Wray took his two eights and the varsity four oar down to the two mile flag off the naval station at 5:30 o'clock this evening and the varsity shell was in danger of being swamped. Harvard's freshman eight limped back to Red Top soon after starting out, Hooper at 7 having snapped a rowlock. After repairs the crew resumed practice.

Harvard's varsity eight are rowing in fine shape, their exhibition of watermanship being equal to any eight seen on the Thames in recent years; the sweeps dip just low enough to obtain a good catch, and with a strong leg drive the shell fairly hums through the water. No time is lost on the recovery and the blade work is snappy.

Longboat Goes to England After All.

TORONTO, Ont., June 9.—So great was the pressure brought to bear on the Canadian Olympic committee by the thousands of admirers of Tom Longboat, the Indian running marvel, that his name has been added to the list of Canadian athletes who will compete in the Olympic games in England. His expenses have been guaranteed by the members of the Irish Canadian Athletic Club of this city, and numerous individuals in various parts of Canada wired offers of his expenses. He left Toronto to-night for Montreal and will sail with the team on Friday. On Thursday at Montreal a relay team of five men will be started against him in a fifteen mile race.

E. W. S. Pickhardt Sued for Divorce.

John J. Delaney has been appointed referee by Justice Guy in the Supreme Court to take testimony in a suit for divorce brought by Maude F. Sutton Pickhardt against her husband, Ernest W. S. Pickhardt. The papers were served on Mr. Pickhardt at the Hotel Victoria, London.

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LAWN TENNIS.

Two Rounds Cleared in the Metropolitan Singles Championship Tourney.

The preliminary and first rounds of the metropolitan lawn tennis singles championship were put out of the way yesterday on the courts of the West Side T. C. A liberal use of the defaulting privilege cleared the preliminary round. In the succeeding brackets all the matches except one actually were played. T. R. Pell, who will be busy with the New England championship tournament at Hartford, defaulted in his match, as had been expected.

There were no upsets in the day's play, everything coming out as form indicated it should. G. M. Bodman the former Yale player, and R. H. Palmer, are a step ahead of the others. They each won second round matches and will play against each other this afternoon.

In the women's singles Miss Moore defeated Miss Wagner in a hard match, 9—7, 4—6, 6—4. This is about the thirtieth time that these players have met in two seasons and although Miss Wagner occasionally has won, as for instance in the indoor tournament, Miss Moore still has a majority of victories to her credit.

Play in women's doubles was started, but owing to complications O. M. Bostwick of the tournament committee said they would have to be replayed. "They were mixed doubles played by ladies," he put it in indicating the mixup. The summary:

Metropolitan Championships—Men's Singles—Preliminary round—Paul Foerster, New York city, defeated G. L. Wyeth, New York L. T. C., by default; E. F. Leo, New York L. T. C., defeated Dr. William Rosenbaum, Harlem T. C., by default; George Salinger, New York city, defeated D. E. Roberts, New York L. T. C., by default; Dr. F. Taylor, West Side T. C., defeated F. Banks, New York city, by default; H. McK. Glazebrook, Elizabeth T. and C. C., defeated T. M. Donohue, New York L. T. C., 6—2, 3—6, 6—2.

First Round—King Smith, West Side T. C., defeated J. M. Steinacher, Hamilton Grange L. T. C., 6—0, 7—5; O. M. Bostwick, West Side T. C., defeated Marshall Hagar, West Side T. C., 6—0, 6—3; M. Goldman, Ocean Grove T. C., defeated T. R. Pell, New York L. T. C., by default; Alexander Amend, Englewood F. C., defeated G. A. L. Dionne, West Side T. C., 8—6, 6—1; Walter L. Pate, Brooklyn T. C., defeated Paul Foerster, New York city, 6—2, 6—2; G. F. Touchard, New York L. T. C., defeated E. F. Leo, New York L. T. C., 6—1, 6—3; Calhoun Cragin, West Side T. C., defeated A. Bassford, Jr., New York L. T. C., 6—0, 6—2; George Salinger, New York city, defeated J. C. Tomlinson, Jr., West Side T. C., 7—5, 6—0; C. M. Bull, Jr., Crescent A. C., defeated J. S. Cushman, West Side T. C., 6—4, 8—6; R. D. Little, West Side T. C., defeated Dr. E. Taylor, West Side T. C., 6—4, 6—3; H. McK. Glazebrook, Elizabeth T. and C. C., defeated L. E. Dreyfuss, Ocean Grove T. C., 6—3, 3—6, 11—9; Ross Burchard, West Side T. C., defeated E. P. Grosvenor, West Side T. C., 6—3, 7—5; G. M. Bodman, West Side T. C., defeated Rufus Rowe, West Side T. C., 6—1, 6—4; H. S. Mellick, West Side T. C., defeated W. D. Chase, Hamilton Grange L. T. C., 6—0, 7—5; W. V. Bennett, West Side T. C., defeated R. D. Richey, New York city, 6—4, 6—1.

Second Round—G. M. Bodman, West Side T. C., defeated H. S. Mellick, West Side T. C., 6—4, 6—4; R. H. Palmer, Ridgewood G. C., defeated W. V. Bennett, West Side T. C., 6—4, 6—4.

Women's Singles—Preliminary round—Mrs. W. H. Pouch defeated Miss Jane Colton, 6—4, 6—3.

First Round—Miss M. Johnson defeated Mrs. W. C. Aufermann, 7—5, 6—4; Mrs. [illegible] G. Miles defeated Miss C. Cassell, 6—3, 6—3; Miss [illegible] H. Moore defeated Miss Marie Wagner, 9—7, 4—6, [illegible]—4.

The handicap doubles at the Crescent A. C. have been going on through the last week. Dutcher and Woodward have reached the lower semi-final bracket. The summary:

Crescent A. C. Handicap Doubles—First round—Stoddard and Perry, minus half 30, defeated Parkinson and Cannon, scratch, 6—3, 6—3; Mitchell and Spencer, minus half 15, defeated Henderson and Brooks, minus half 30, 1—6, 6—3, 6—4; Sears and Van Sickle, minus 15, defeated Brigham and Collins, minus 15, 6—1, 6—4; Dutcher and Woodward, scratch, defeated Sargent and Lunt, minus 15, 6—3, 6—2.

Semi-final Round—Dutcher and Woodward, scratch, defeated Sears and Van Sickle, minus 15, 8—6, 6—1.

Golf.

BOSTON, June 9.—Some surprisingly low scores were made in the opening play of the Eastern Women Golfers championship tournament at the Oakley Country Club in Watertown to-day. Miss Katherine C. Harley of Fall River led the field of forty-nine starters in the qualifying round with a score of 86 for the eighteen holes. Miss Mary B. Adams of Wollaston, the present association champion, and Miss Fanny C. Osgood of the Brookline Country Club had 88 each. Miss Margaret Curtis, the national champion, and her sister Harriet did not qualify. The driving contest this forenoon was won by Mrs. Clarence Vanderbeck of the Philadelphia Cricket Club. The distance which she drove on three balls were 194 yards 11 inches; 196 yards 16 inche; 180 yards 17 inches, respectively.

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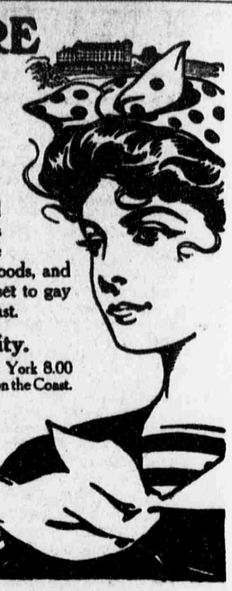

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