AMONG THE AUTOMOBILISTS

CARNIVAL ROYAL PAIR LEAD DAYLIGHT PARADE.

King Guy Vaughan Keeps His Consort, Queen Annette Kellerman, Waiting for an Hour—Harrisburg Contestants Gathered in by Washington Cops.

King Guy Vaughan and Queen Annette Kellerman had their outing yesterday afternoon in the postponed carnival parade, and if the breezes were brisk beyond the liking of some of the thinly clothed girl occupants of the decorated and advertising cars the sunshine was warm enough most of the time to partially atone for the chill atmosphere. With a true regal disregard of time King Guy kept the courtiers and crowning party waiting for an hour after the appointed time before he showed up at Bretton Hall, where the regal pair were invested with the badges of their transitory grandeur, before leading the procession up and down Broadway, over to Fifth avenue and up that thoroughfare to the disbanding point.

King Guy I., second king of the carnival or king of the second carnival, as one wishes, was in a royal rage when he reached the spot where Queen Annette and the crowning party awaited his coming. He had been ready to start sharp on time, but the knaves to whom had been entrusted the task of adorning the royal chariot had been most remiss in their labors and had kept him waiting for more than an hour after he was to have started for the point from which the parade was to begin. Gen. John T. Cutting, chairman of the carnival committee, assisted by Gen. George Moore Smith, grand marshal of the parade, made a very few brief remarks before he crowned the royal pair and the parade finally got under way.

Generals Cutting and Smith were in the leading car, and immediately behind them came the chariot of Queen Annette, a Buick car upon which a platform representing the seashell had been erected. The Queen's throne was half surrounded by pillars and there was a fountain in front of her, but the fountain had run dry by the time the chariot reached the reviewing stand. The Queen wore a green robe. King Guy's chariot was a red platform erected on a Stearns car and the King sat in a golden chair, with attendants at his sides. He wore a golden colored suit and a white wig.

Following the regal pair were a number of racing cars. David Bruce-Brown, in the big 120 horse-power Benz racer, was towed along by a Benz touring car, as the great engines of the speed monster could not be throttled down to the pace set by the leading cars. A. B. Cordner was in line with the Acme racer that competed in the Automobile Club of America's Grand Prize race at Savannah last fall and the National racer that was also a competitor at Savannah was also in line. The Chalmers-Detroit and Maxwell stock cars that won in their classes in the Fort George hill climb were in this division and there were some early models of the Haynes and Columbia machines. Mrs. Cottle, who is more than one hundred years old, but is an enthusiastic motorist, rode in a Frontenac with her daughter, Mrs. J. J. Evans, and the latter's husband, the car being driven by Mrs. Cottle's grandson.

The parade did not prove as popular with automobile owners as did the illuminated procession of last year's carnival, as only about half as many cars were in line yesterday afternoon as were out a year ago. In view of the fact that it was neither in the evening nor on a holiday the turnout of commercial vehicles was a very good one, and afforded striking testimony of the increase in the number of business motor cars in this city. Some of the makes of cars represented in the undecorated pleasure car division were as follows: Chalmers-Detroit, Rambler, Ford, Lozier, Buick, Maxwell, Stearns, Autocar, Overland, Knox, Oldsmobile, Pope-Hartford, Matheson, Franklin, National, Haynes, Thomas, Herreshoff, Midland, Corbin, Acme, Peerless, Pierce, Elmore, Columbia, Palmer and Singer, Mitchell, Reo, Rainier, Stevens-Duryea, Cadillac and Winton.

David C. Goodman's six cylinder Lozier, representing the Goddess of Fortune, won first prize in the decorated division. A wheel of fortune, of red carnations, was mounted on the bonnet and a gilded horn of plenty was mounted above the wheel, extending the whole length of the car. In the tonneau there were a number of young women from the "Beauty Spot" company in Colonial costume, busily engaged in working spinning wheels. Harry Cobe, who drove the car, was also rigged out in Colonial style. Gen. Cutting's Oldsmobile, carrying a dusky Cleopatra, won second prize, and A. Y. Matheson's Matheson, filled with young women in Pierrette costumes, won third prize.

The Michelin Tire Company's famous pair, the Bibendum Twins, two gigantic rubber figures, won in the commercial vehicle division. Second prize went to a float carrying an immense Thermos bottle, and the Matheson trophy car received third prize. This car showed five big silver cups, two of which were won in the Giant's Despair hill climb, one by Mongini at Long Branch, one in the midwinter run of the Quaker City Motor Club and the fifth by the late Tom Cooper, when he drove a Matheson car with seven passengers a mile in 50 1-5 seconds on the beach at Atlantic City several years ago. Frank Schumaher won first prize in the grotesque division with a creation called "an airship in Africa." This was a dirigible balloon model mounted on an old supported car with a number of men made up as African natives sitting under the balloon. A Reo with a miniature battleship built around it and driven by B. F. Thomas won second prize in this division.

WASHINGTON, May 3.—The contestants in the third annual reliability run of the Motor Club of Harrisburg arrived at the New Willard Hotel in this city this afternoon, a tired and dust covered crowd, after the completion of the first leg of their 604 mile journey.

This is the first automobile contest from outside the District of Columbia that has made the national capital its stopping place, and the probabilities are that it will be some time before another of its kind will enter this city. The action of the police here was far from hospitable toward the Pennsylvania motorists and two of the contesting cars were stopped in Pennsylvania avenue and the drivers arrested for exceeding the speed limit of twelve miles an hour. The drivers protested but in vain, and after being allowed to check in they were arraigned and fined. The drivers were Tom Berger of the Oldsmobile and A. B. Cocklin of the 30 horse-power Pullman in Class B.

Only fourteen cars came to the mark at Harrisburg this morning, the Chalmers-Detroit entry being scratched on account of unreadiness. This is the smallest entry list that the club has had in the three years that it has been promoting the event. This is attributed to the stringent rules.

The contesting cars have been divided into four classes. Class A for touring cars selling at more than $2,250; class B, touring cars selling for less than $2,250; class C, runabouts selling for $2,000, and class D, for runabouts selling for less than $2,000. A trophy donated by Gov. Stuart of Pennsylvania and known as the Stuart trophy will be the prize for the winner of the class A division, while the club offers prizes to the winners in the other divisions.

At one minute past 7 o'clock this morning the first car, an Oldsmobile, was sent away from the starting point at Harrisburg on the 159.2 miles journey to Washington. The other cars followed at one minute intervals. Most of the journey was over the Blue Ridge Mountains, and the recent severe rainstorms in the Keystone State did not improve the roads any. During the first seventy miles the roads were frightful, the wheels being deep in mud continually while the hills encountered tested the climbing ability of the cars. One hill near Waynesboro, fifty-six miles out from Harrisburg, was a particularly difficult proposition.

After the noon control at Hagerstown had been passed the roads gradually improved, but by the time the cars got to the roads that were decent a high wind came up and the dust inconvenienced the drivers and passengers considerably.

Two cars did not make an appearance at Washington until long after the others. They were the Rambler and one of the White steamers. The Rambler, driven by W. B. Rheineck, arrived at 8 o'clock, having been delayed by clutch trouble. The White did not get in until forty minutes later.

Ten of the cars that finished the day's run had perfect road scores, while the Pullman car in class C, driven by H. P. Hardisty, and a car of the same make in class D, driven by J. G. Goodman, arrived after their scheduled time had elapsed. Hardisty's tardiness was caused by tire trouble.

The 50 horse-power Peerless driven by Edward Burnshaw was the first contesting machine to arrive at the checking station in this city. It drew up in front of the Willard at 3:37, twenty minutes ahead of its scheduled time. Two minutes later the 40 horse-power Oldsmobile and the 40 horse-power Pullman came up to the control simultaneously, the latter accompanied by a bicycle policeman. The 50 horse-power Pullman was the next to arrive and a blue uniformed cop also kept pace with this car. It was expected that some Government official would review the visiting motorists as they came down Pennsylvania avenue, but the police monopolized that part of the programme, being stationed all along the roadway from the outskirts of the city.

To-night the tourists will be the guests of the Automobile Club of Washington and to-morrow at 7 in the morning they start on the second leg of their journey, a trip back to Harrisburg via Baltimore, a distance of 170.7 miles.

Harlem Regatta Association Meeting.

A special meeting of the Harlem Regatta Association was held at the Harlem Casino last night for the purpose of considering a proposition to reduce the annual dues of clubs forming the association from $15 to $5. The sentiment appeared to be against the amendment and it was laid over for consideration at the next annual meeting, which will be held in March. The outlook for the regatta on May 31, occupied the attention of the delegates and there are indications of fifty-one entries for the events. An encouraging letter was received from Yale to the effect that the university might be represented by a junior four and junior double.

Wintergreen Wins Kentucky Derby.

LOUISVILLE, May 3.—From the first jump to the last, Wintergreen, a strong favorite in the betting, led his field in the thirty-fifth renewal of the classic Kentucky Derby, to win by four open lengths to-day. Miami was second and Dr. Barkley was third. Two of the ten starters looked dangerous until well into the stretch. Miami laid in behind the pacemaker all the way, while Friend Harry, in third position for nearly a mile, made a strong bid rounding the far turn, only to drop back hopelessly beaten. The time, 2:08 1-5, was good considering the condition of the track.

Harvard Beats Princeton at Tennis.

PRINCETON, May 3.—Harvard beat Princeton at tennis on the university courts this afternoon by a score of 6 to 4. The Tigers really won only one match, securing the other points by default. The summary:

Singles—Niles, Harvard, defeated Gordon, Princeton, 6—3, 6—2; Burr, Harvard, defeated Howe, Princeton, 6—0, 6—0; Raleigh, Princeton, defeated Cutting, Harvard, 9—7, 6—4; Sweetser, Harvard, defeated Thomas, Princeton, 6—3, 6—4; Adams, Harvard, defeated Gerlach, Princeton, 6—4, 6—3.

Doubles—Niles and Sweetser, Harvard, defeated Thomas and Rowe, Princeton, 6—1, 6—1; Burr and Adams, Harvard, defeated Gerlach and Gordon, Princeton, 7—5, 6—2.

College Athletics.

Fred Gibbs, Georgetown's track captain, has resigned because of ill health.

Chicago's swimmers are after an award of the regular varsity letter instead of the secondary C.

Brumbaugh of Lafayette won the hammer throw against Haverford last Saturday with 111 feet 11 inches.

Oahu College of Honolulu will have a baseball team in the games at the A. Y. P. fair at Seattle.

We wish to enter a protest against the award of Second Prize in the Commercial Vehicle Division to the Thermos Bottle Company on the grounds that they are not the makers of an Accessory in the automobile business.

(SIGNED) MARCUS ALLEN, Manager

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KNOX Knox Automobile Company. 1966-1968 Broadway. Phone 4336 Col.
LOZIER 56th STREET AND BROADWAY. Telephone 5892 Columbus.
MATHESON AUTO CO., 1886-1888 B'way. Phone 6355 Col.
MAXWELL MAXWELL-BRISCOE (Inc.), 1930 Broadway. Phone 4140 Col.
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CIN., ST. LOUIS, LOUISV	9:50 am	10:00 am
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L. I. FIRUSKI, Auct., 70 Bowery, sells 10 A. M. all pledges for unpaid loans from pawnbrokers pledged previous to dates and numbers, both inclusive, and all older ones as follows:

May 4—Con. Loan Co.; jewelry.
May 5—P. Kalmus & Son, 380 Canal st.; pledges prior April 24, 1908, to No. 4813; E. Alter & Son, 309 3d av., prior April 24, 1908, to No. 37727.
May 6—H. Stern, 516 6th av.; all pledges prior No. 49795 of 1908.
May 7—Geo. Weaver, 460 9th av.; all pledges prior May 1, 1908, to No. 21173.
May 10—D. Mayer, Hoboken, Speier & Co., 1531 2d av.; all pledges prior May 1, 1908.
May 11—M. Bruckheimer, 1970 3d av.; all pledges prior No. 5400 of 1908; M. & E. Bruckheimer, 2108 3d av., all pledges prior May 1, 1908, to No. 14850.

CENTRAL AUCTION CO., M. Sheehan, Auctioneer, 152 Canal st., sells 11 A. M.:

May 4—By J. Simpson & Co., 225 Park row; diamonds, jewelry, &c., pledged previous to Feb. 1, 1908, Nos. 1 to 4000, and all goods held over; also J. Simpson & Co., 1550 Broadway and 144 West 46th st.; diamonds, jewelry, &c., pledged previous to March 1, 1908, Nos. 1 to 3000, and all goods held over.
May 5—By John Simpson, 164 Bowery; diamonds, jewelry, silverware, &c., pledged to No. 3500, Feb. 1, 1908, and all goods held over.
May 7—By Fillin; jewelry, &c.
May 10—By McAleenans', 1330 Broadway; diamonds, watches, jewelry, &c., from Nos. 1 to 7000 in 1908, and all old dates held over from previous sales.

JOS. SHONGOOD'S SONS, Auctrs., 94 Bowery, by Julius Shongood, Auctioneer:

May 4—Jewelry, &c., pledged prior to April 27, 1908; W. H. Gentzlinger, 98 Amsterdam Av.; P. McPartland, Brooklyn.
May 5—Clothing, &c.; Mayer Bros., 772 9th av.
May 6—Clothing, &c.; I. Harris, 513 9th av.
May 7—Jewelry; A. Rhode, 807 Columbus av.
May 10—Clothing, &c.; Magen Bros., 459 Grand st.; A. Frankenstein & Co., 74 Delancey st.
May 10—Jewelry, &c., pledged to May 3, 1908; M. Bernstein, 273 West 125th st., 253 1st av.

ELI SOBEL, Auct., 98 Bowery, sells 10 A. M.:

May 6—Clothing; Sol Lowensohn, 710 3d av.
May 7—Clothing; Sobel Bros., 822 Columbus av.
May 7—Jewelry; Estate C. Sobel, 57 First av.
May 10—Clothing; I. Dreyer, 353 8th av., and Dorfman & Walker, 131 Park row.

CENTRAL AUCTION CO., Wm. McCarty, Auctioneer, 169 Canal st., sells 10 A. M.:

May 4—By M. Lavery, 594 9th av. and 2277 3d av.; clothing pledged to April 23, 1908.
May 6—By Fillin; clothing.

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General Office, 81-85 Beach St., N. Y.

AMERICAN LINE From Pier 15, N. R. at 10 A. M.
Plymouth—Cherbourg—Southampton.
Philadelphia....May 8, June 5, July 3, Aug. 7
St. Paul.....May 15, June 12, July 10, Aug. 14
New York.....May 22, June 19, July 17, Aug. 21
St. Louis.....May 29, June 26, July 24, Aug. 28

ATLANTIC TRANSPORT LINE
New York—London Direct—Pier 39, N. R.
Minnetonka.....May 8, 11:30 A. M.; June 5, July 3
MINNEWASKA (new).May 15, 7 A.M.; June 12
Minnehaha.....May 22, 8 A. M.; June 19, July 17
Minneapolis.....May 29, 9 A. M.; June 26, July 24
New, 14,500 tons. Luxuriously equipped.

RED STAR LINE From Pier 14, N. R., at 11 A. M.
New York—Dover—Antwerp.
Zeeland.....May 8, June 5, July 3, July 31
Kroonland.....May 15, June 12, July 10, Aug. 7
*LA PLAND...May 22, June 19, July 17, Aug. 14
Vaderland.....May 29, June 26, July 24, Aug. 21
*New, 18,694 tons. Elevator, Orchestra, Lounges, Shop, Verandah, Cafe, Glass Enclosed Promenade.

WHITE STAR LINE From Pier 48, N. R.
New York—Queenstown—Liverpool.
Celtic.....May 8, 12 noon; June 5, July 3
Cedric.....May 15, 2 P. M.; June 12, July 10
Baltic.....May 22, 12 noon; June 19, July 17
Arabic.....May 29, 2 P. M.; June 26, July 24
Plymouth—Cherbourg—Southampton.
Majestic.....May 5, 9:30 A. M.; June 2, June 30
Oceanic.....May 12, 11 A. M.; June 9, July 7
Teutonic.....May 19, 9:30 A. M.; June 16, July 14
Adriatic.....May 26, 12 noon; June 23, July 21
NEW YORK & BOSTON TO ITALY
Via Azores, Madeira and Gibraltar.
CANOPIC.....May 6, 12:30 P. M.; June 12, July 24
CRETIC.....May 15, 2 P. M.; June 26, Aug. 7
ROMANIC.....May 22, 12:30 P. M.; July 3, Aug. 21
FINLAND.....June 5, 12 noon; July 10, Sept. 23
PASSENGER OFFICE, 9 BROADWAY.

CUNARD LINES
From Piers 51-52-56, North River.
QUEENSTOWN—LIVERPOOL.
LONDON—PARIS.
Mauretania.May 5, 10 AM | Lusitania..May 19, 10 AM
Caronia.....May 8, 10 AM | Carmania..May 22, 10 AM
Campania..May 12, 10 AM | Mauretania.May 26, 10 AM
Mauretania, Lusitania: largest, Finest and Fastest Steamships afloat, sail WEDNESDAYS
Caronia, Carmania: These luxurious steamships have reentered the Liverpool service, sailing SATURDAYS—Fortnightly
HUNGARIAN-AMERICAN SERVICE
TO FIUME, VIA
GIBRALTAR, NAPLES, TRIESTE.
PANNONIA.....May 15, noon; July 1; Aug. 19
*CARPATHIA.....May 20, noon; July 8; Sept. 2
SLAVONIA.....June 3; noon; July 22; Sept. 16
*Also calls at Genoa.
Travelers' Checks Issued—Good Everywhere.
THE CUNARD STEAMSHIP CO., LTD., 21-24 State St., opposite the Battery.

North German Lloyd.
Fast Express Service.
PLYMOUTH—CHERBOURG—BREMEN, 10 A. M.
Kaiser Wm. II....May 4 | Cecilie.....May 18
Kronprinz Wm...May 11 | Kaiser Wm. D. Gr. May 25
Twin-Screw Passenger Service.
PLYMOUTH—CHERBOURG—BREMEN, 10 A. M.
P. Friedrich Wm...May 6 | P. Alice.....May 27
Friedrich der Grosse..May 13 | Bremen.....June 3
Mediterranean Service.
GIBRALTAR—NAPLES—GENOA.
SAILING AT 11 A. M.
Barbarossa.....May 8 | K. Luise.....May 22
Berlin (new).....May 15 | P. Irene.....June 5
North German Lloyd Travellers' Checks
Oelrichs & Co., Agents, 5 Broadway, N. Y.

The Express Turbine Steel Steamships
YALE AND HARVARD
All-the-Way-by-Water between NEW YORK and BOSTON
Leave New York, week days and Sundays, Pier 45, North River, near foot Christopher Street, 5 P. M. Leave India Wharf, Boston, same hour; due either city 8 o'clock next morning. Through tickets to all points. An unbroken night's rest from City to City. Most fascinating salt water trip in the World. Ask for tickets via Metropolitan Line. On sale at Wharf, also at N. Y. Transfer Co. and Tourist Offices throughout the City.
EXPRESS SERVICE FOR PASSENGERS, FREIGHT, AUTOMOBILES & HORSES.

AROUND THE WORLD CRUISE
By S. S. Arabic, 16,000 Tons, Oct. 16, $650 and up.
30 TOURS TO EUROPE $270 UP
FRANK C. CLARK, Times B'ldg., New York

OLD DOMINION LINE
DAILY SERVICE.
For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D.C., and the entire South and West. Freight and passenger Steamers sail from Pier 26, N.R., foot of Beach st., every week day at 3 P.M.
W. L. WOODROW, Traffic Manager.

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FIRST CLASS ROUND TRIP.
SPECIAL DAY EXCURSIONS
ALL EXPENSES PAID
Itinerary includes: Round Trip fare, berth and meals, 8 days at the magnificent St. GEORGE HOTEL, and an entire week of sight-seeing, carriage drives and launch trips, all for $35 up
STEAMER SAILS EVERY WEDNESDAY
MAY IS THE MOST DELIGHTFUL MONTH IN BERMUDA. A Paradise on earth with its exquisite colors. Bathe in the clearest of turquoise water. Every outdoor recreation. Fields of rare and beautiful flowers in gorgeous bloom. Less than two days from New York by the superb 19 knot twin screw ocean flyer "PRINCE GEORGE" (equipped with wireless). THE FASTEST AND MOST COMFORTABLE STEAMER TO BERMUDA. Itinerary and booklet of Bermuda-Atlantic S. S. Co., 24 State St., N. Y.

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WEDNESDAY SAILINGS
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