

WASHINGTON, D. C., SUNDAY, SEPTEMBER 4, 1910.

WHEN THE FIRST MOTOR CAR ENTERED MT. VERNON

It Was in the One-cylinder Days, and the Roads Were Very Bad in Those Times.

By C. H. CLAUDY. "Will you please tell me how to get to Bunker Hill?"

"Why—er—you go—let me see, I—I don't know—you'll have to ask a policeman, I've never been there!"

This reply by the native bred Bostonian has been used in various forms in newspapers in alleged comic papers ever since there was a Bunker Hill monument to visit.

But Boston has nothing on Washington—ask any average Washingtonian how to get to Mount Vernon and he'll reply, vaguely—"by boat, I guess; I've never been there."

And if you ask him how to motor to Mount Vernon, the chances are he will tell you the trip isn't to be made, because there isn't any road!

If such are the conditions to-day, what do you suppose they were in that time when no one had ever been to Mount Vernon in a motor car?

This prehistoric age was only six years ago—but six years in the history of the automobile is a long, long time. Then the one cylinder car was the main thing in inexpensive cars—horizontal engines were the choice of the wise ones—trips of fifty miles were long trips—cars which went alone for long runs had courageous drivers.

Four and six cylinders, high power, great speed, ability to climb stone walls on the high, were dreams, or tales from foreign lands. Looking for the Road.

Yet the Expert Driver, the Newspaper Man, and the Man of Means, with the courage of their convictions, decided that a run to Mount Vernon might be both pleasant and profitable.

Never thinking that they might be pioneers, they applied to others for directions. The more they applied the stranger became the outlook. No one knew how to go.

But there must be a road," said the Expert Driver, "and it must be in Virginia." These sage observations were solemnly agreed to by the rest of the prospective party.

Of course, there must be a road, because Washington himself must have driven to and from Mount Vernon. Obviously, too, it must be in Virginia, since even the mighty Father of His Country could not have swam the Potomac, even if he did cross the Delaware, every time he wanted to go to church or buy a new ruff for his neck.

The Newspaper Man ventured the opinion that "Washington went to church in Alexandria, I think; probably the road starts from there."

With this for a hint, the party started off. It is amusing to look back through the long vistas of six years and see that going forth for a day's run of twenty miles. There were two machines. "Pop," said the Expert Driver, "you can't tell what's going to happen, and we might get stuck. Twenty miles is a long way."

car for means of travel, and at last Mount Vernon was reached. Never before have two innocent motor cars caused such a sensation!

The custodian didn't know what to do. There were no rules against motor cars coming into the grounds, because no motor cars had ever tried to come before, as he patiently explained.

They didn't think they could wait until he wrote the president of the society about it, did they? he wanted to know. They didn't think they could. Well, the custodian decided, if they would register first he would let them in.

"Oh, certainly not!" chorused the Man of Means, the Expert Driver, and Newspaper Man. "Certainly not!" "Wonder what he thought we wanted to do with them?" whispered the Expert Driver.

"Guess he imagined we'd want to show the automobiles George's bedroom," was the Newspaper Man's idiotic and disrespectful reply. Within the Historic Inclosure.

So the party solemnly filed in through the turnstiles and registered themselves, and as solemnly filed out again and took the automobiles inside—not that they wished to show the automobiles the mansion, but because they wanted documentary evidence that they had made the trip.

Said documentary evidence is still in existence—part of it, in the form of the pictures, is presented here. These are the first cars—an old Pope Hartford and old Pope Toledo ever to make the trip to Mount Vernon if the custodian is to be believed—and no one has ever disputed the claim.

But because these cars were the first in no reason why they should be the last. The roads are much improved. Then they were the same, only more so, as they were in Washington's time.

One could not blame him for remaining at home on Sunday after a storm, rather than go to church, in fact, he would, with that old stage coach of his, hook had to start the night before. Now they are much better—not exactly fine roads, but easily passable.

And they will be better yet. The noble work done by the Ladies' Mount Vernon Association in purchasing the grounds, restoring the property, and stocking it with heirlooms of Washington's day and presenting to the public in almost the same condition it was when the first President lived in its spacious halls, is not to end with the house and the grounds.

A Boulevard Will Come Some Day. If Virginia and Congress will not add the roads, the Ladies' Association will, until, some day, there will be a broad and smooth-topped highway between the home of his heart and the city of his name.

Tourists come in increasing numbers every year by boat, by trolley, and will come by auto when the roads are better. Doubtless, George Washington would open those placid eyes of his in astonishment, could he see the modern motor car—perhaps even he might consider it undignified, who always rode in a coach and four.

But there was nothing but reverence in the conduct of that first auto party when the little snorting one-cylinder was hushed of its noise in front of the simple tomb of the first American, nor was the respect paid with lifted hats the less that those who looked at within the modern conveyance and not behind good horse flesh.

No man can visit Washington's home and not add to his patriotism. Inasmuch as patriotism is much to be desired, any improvement in road which will bring increasing numbers of autoists to travel the pioneer road, first run by motor car six years ago, over tracks in the mud, misnamed a "pike," is a consummation devoutly to be wished.

MOTORING TO MOUNT VERNON A REAL PLEASURE THESE DAYS.



THE FIRST AUTOMOBILE TO STAND IN FRONT OF WASHINGTON'S TOMB.



CHARACTER OF ROAD TO MT. VERNON, AS LATE AS 1904.

AUTOMOBILE TOURS TO BE ENCOURAGED

Protest Against Restrictions of New York Law.

The attitude of Maryland toward District automobilists has a counterpart in the position assumed by the New York authorities in regard to visiting motorists.

In New York, nonresident tourists are allowed no privileges unless the State to which they belong has enacted reciprocal legislation.

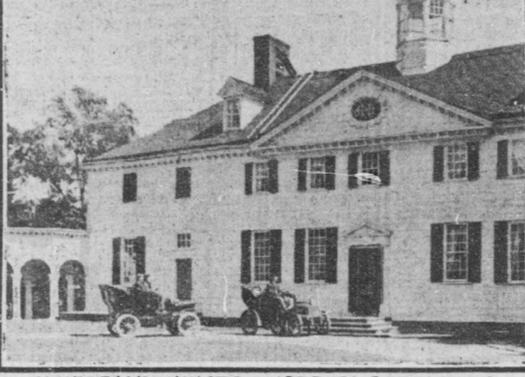
This condition of affairs has led to a wholesale cancellation of touring trips across New York into New England, and vice versa, and the hotel men have begun an emphatic protest.

The opposition developed into definite form yesterday at a largely attended meeting of the New York State Hotel Men's Association, held at their headquarters in the Cambridge Building, Fifth avenue and Thirty-third street.

By invitation, several of the leading hotel proprietors of New England were present, headed by A. C. Judd, of Waterbury, Conn., president of the New England Hotel Association; Luke J. Minahan, of Pittsfield, Mass., treasurer of the association, and Secretary Frederick H. Elliott, of the Touring Club of America.

Appreciating the value of automobile travel and the necessity of removing all possible restrictions, the hotel men immediately organized the Hotel Men's Automobile Protective League.

An executive committee was appointed, and as the result of previous arrangements, an important conference of automobilists, members of the hotel associations, and the secretaries of State highway commissions and other officials of New York and neighboring States will be held this week, either in New York City or Albany.



WHERE WASHINGTON USED TO STEP INTO HIS COACH.

AUTOMOBILE NEWS AND GOSSIP

Over in Detroit they have little sociality runs that are proving exceedingly popular, and which might be adopted in Washington. The method of procedure is something quite out of the ordinary.

A course is selected over which it would take an average automobile the goodly portion of a day to travel. A pathfinder goes the route in whatever time the driver chooses, and the time consumed in the entire trip is kept a secret.

An affidavit stating this time is made out, sworn to, sealed and placed in a safe. When the run takes place, he who drives his car over the course, in the time nearest to conforming to that made by the pathfinder is awarded the trophy.

Such a run took place last Sunday. Fourteen cars were entered. The course traversed included the towns of Dearborn, Plymouth, Northville, Pontiac, Utica, and Mount Clemens.

The secret time was placed in the vaults of one of the local newspapers. Ten cars finished the run: four dropped out. A Columbia car, operated by William B. Wreford, came the nearest to that of the time made by the pathfinder.

HOLDS RECORD IN ENDURANCE RUNS

Splendid Showing Made by the Washington Car.

In the recent Washington Post endurance run to Richmond and return there were two Washington cars entered as contestants, and a third Washington car was furnished as a press car.

All three of these cars came through with absolutely perfect scores, not having an adjustment of any kind during the entire trip.

In the Munsey historic tour the Carter Motor Car Corporation entered two Washington cars as contestants, and also furnished a third Washington car as a press car on this tour.

All of these cars finished the tour with perfect road scores and without having to make a single adjustment during the entire run of over 1,500 miles, winning the trophy in Division 4 with car No. 6, and with car No. 5 finishing second.

The press car was driven by J. E. Welch, was subjected to the hardest kind of work during the entire trip, and finished in absolutely perfect condition.

This car, besides carrying five passengers during more than half the tour, had a vast amount of baggage aboard. It never failed to check in on time, and during several occasions developed a speed of fifty miles an hour, going several miles faster than the fastest schedule for the regular contestants.

"This is the most remarkable showing ever made in endurance contests," said Garry Carter. "In fact, no other car, except the Washington, has gone through two endurance contests with three cars entered and finished with three perfect scores in each case.

NATURALISTS GET EXPERT OPINIONS

Decisions on Names by the Zoological Commission.

MANY DISPUTES ARE SETTLED

Smithsonian Institution Advises the Students of Animal Life on Course to Pursue in Controversies Involving Nomenclature—Board is Important Factor in Research.

One of the most valuable features of international congresses is the creation of international committees for the purpose of discussing and reporting upon questions of dispute among their members, many of whom are of differing nationalities.

This is conspicuously the case with zoologists, where questions involving the proper use of nomenclature is so very important. The development of the work of the International Commission on Zoological Nomenclature is a striking evidence of this fact.

Its history is of interest. An international commission on zoological nomenclature was appointed in 1885 by the Third International Zoological Congress, held at Leyden, Holland.

There were originally five members. The commission was directed to study the various codes of nomenclature and to report upon the same to a later congress.

At the congress of 1898 the commission was made a permanent body and increased to fifteen members, who later were divided into three classes of five commissioners each, each class to serve nine years.

During the interval between the congresses the commission has been in correspondence. It has held one meeting between congresses and regular meetings during the triennial congresses.

As a result of its labors the original Paris-Moscow code was taken as the basis, and with certain amendments was adopted by the international congress. Amendments were presented by the commission to the Boston congress and were adopted.

Amendments Must Wait. The Berlin meeting adopted a rule that no amendment to the code should thereafter be presented to any congress for vote unless said amendment was in the hands of the commission at least one year prior to the meeting of the congress to which it was proposed to present the amendment.

Prior to the Boston congress a desire had developed among zoologists that the commission should serve as a court for the interpretation of the code, and in accordance therewith the commission presented to the Boston congress five opinions, which were ratified by the congress.

Since the Boston meeting a number of questions on nomenclature have been submitted to the commission for opinion. Owing to the amount of time consumed in communicating with the fifteen commissioners, it was impossible to act promptly upon these cases, but in the winter of 1906-1907 the Smithsonian Institution gave a grant to provide for the clerical work, and since that time it has been possible to render the opinions more promptly.

The commission has no legislative power. Its powers are restricted to studying questions of nomenclature, reporting upon such questions to the international congress, and to rendering opinions upon cases submitted to it.

First Opinions Issued. The Smithsonian Institution has now undertaken the publication of these opinions up to a certain point. Publication No. 1388, entitled "Opinions Rendered by the International Commission on Zoological Nomenclature," has just been issued by the Smithsonian Institution, and gives the first twenty-five opinions rendered by this commission.

The following is the method to be adopted in submitting cases for opinion, and zoologists will aid the commission in its work if they will bear in mind the following points:

The commission does not undertake to act as a bibliographic or nomenclature bureau, but rather as an adviser in connection with the more difficult and disputed cases of nomenclature.

All cases submitted should be accompanied by a concise statement of the point at issue, with the full arguments on both sides, in case a disputed point is involved, and complete and exact bibliographic references to every book or article bearing on the point at issue.

Of necessity, cases submitted with incomplete bibliographic references can not be studied, and must be returned by the commission to the sender.

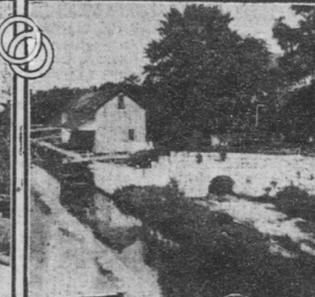
SNAPSHOTS OF AN AUTOMOBILE TOUR.



STOPPING FOR ICE ON FAIRFIELD ROAD.



BRIDGE ON HAGERSTOWN PIKE.



CHESAPEAKE & OHIO CANAL, SHEPHERDSTOWN, W. VA.



AT THE CRESS FARM, NEAR HAINESVILLE, W. VA.



Prevent Mud Splashing.



FOOT OF BLUE RIDGE MTS. NEAR CHARMIAN, PA.



DOWN THE CATOCTIN MT TO FREDERICK.

of these cars has been sold to Mrs. Eva S. Gallock, the Ontario. Mr. and Mrs. W. D. West are due to arrive in town September 8. Mr. Cliff Long reports the delivery of an E-M-F touring car to Walter E. Hayden. Theo. Barnes and party left the city Thursday for Atlantic City in a Pullman touring car. He expects to return tomorrow or Tuesday. A trouble often encountered in those cars in which fuel is supplied to the carburetor by pressure from the exhaust is a failure to maintain sufficient pressure for the purpose. As a rule, the pressure work was exacting, as the car really covered many more miles than the contestants, several times getting off the roads, owing to the fact that it had to find its way in the dark morning hours.

How about his eyesight? Can he see out of both eyes? "Sure," said Hank, "he's got good eyes." Here he leaned forward, his eyes fairly scintillating with suppressed honesty. "One eye is particularly good." Hank's enthusiasm for the truth had carried him too far. The deal was off. It Sounded Hopeful. A young man who was not particularly entertaining was monopolizing the attention of a very pretty debutante with a lot of uninteresting conversation. "Now, my brother," he remarked, in the course of a dissertation on his family, "is just the opposite of me in every respect. Do you know my brother?" "No," the debutante replied demurely, "but I should like to."

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