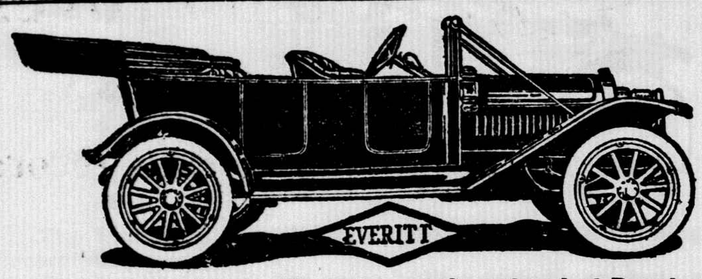
# EVERITT WINS AS USUAL




**The Everitt 30 won the only race it entered at Benning Decoration Day.**

**The Everitt factory has never built a racing car—but—a car over three years old, after a service of 75,000 miles, won hands down. This is certainly a remarkable test of Everitt durability.**

**You can buy a newer and better Everitt—if you hurry—our 1912 allotment is nearly sold.**

**Phone for a demonstration, or, better still, call at our handsome new salesrooms and "look them over."**

**We have for immediate delivery Two Six-Passenger, Six-Cylinder Cars and Two Special Auto Show Thirties.**

| EVERITT 4-30 | EVERITT 4-36 | EVERITT 6-48 |
|---|---|---|
| Fully Equipped | Fully Equipped | Fully Equipped |
| $1,250 | $1,500 | $1,850 |

**W. P. BARNHART & CO.,**
**1707 14th Street N.W. Phone North 2089**



# KELLY-SPRINGFIELD

Automobile Tires.

The name Kelly-Springfield On a tire means more in the way of mileage guarantee than any other tire "guarantee" ever meant.

**Kelly-Springfield Tire Co.'s Washington Branch,**
**1730 14th Street N.W.**


## BERLIN THE RIVAL OF PARIS.

### German Capital Attracting Strangers in Increasing Numbers.

From the New York Sun.

Which is the more important city, Paris or Berlin?

A generation ago the question would not have arisen, but recent statistics show that Berlin is rapidly coming to the front as a center of attraction to the world. Between 1906 and 1910 the number of strangers annually visiting Berlin has increased from 1,029,461 to 1,278,-000, while the number of strangers who visited Paris in 1908 (the last year available) only amounted to 1,209,514.

It is true that of the latter number no fewer than 460,709 were foreigners, whereas in Berlin out of the 1910 visitors only 253,838 were foreigners. As against this, however, it ought to be noted that since 1906 the number of foreigners who have visited Berlin yearly has increased by over 42 per cent, which is a more rapid rate than is shown by Paris, and Berlin therefore must soon overtake Paris.

### Pay as You Go.

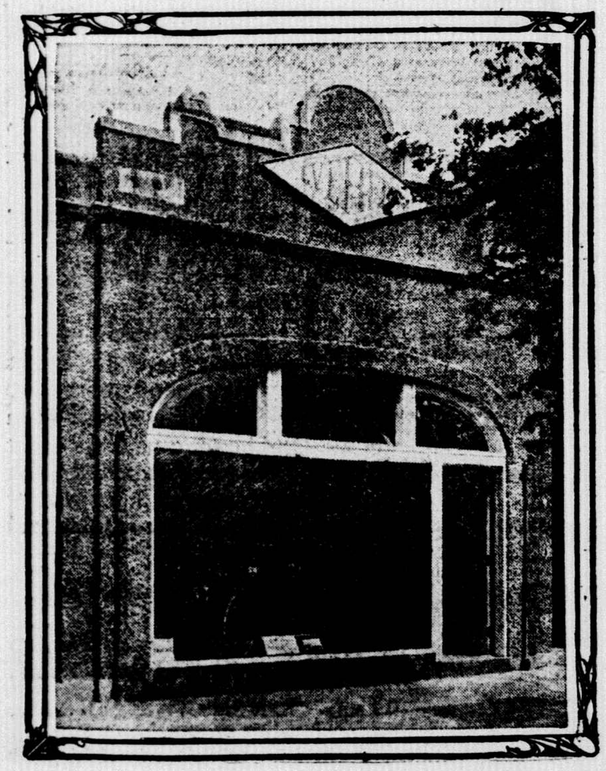
From the Yonkers Statesman.

The Judge—So you admit you were going at the rate of twenty-five miles an hour.

The Chauffeur—Yes, your honor.

The Judge—Well, a man should pay as he goes. I'll fine you $25.

## NEW HOME OF EVERITT CAR.



# ENGLAND NOW FACES ARMY HORSE PROBLEM

### System Now in Vogue Declared to Be Useless Waste of Money.

Special Cablegram to The Star.

LONDON, June 1.—The extraordinary difficulty now being experienced in finding good horses should help to emphasize the wasteful and yet inadequate expenditure in which the government is about to indulge.

Some 80,000 territorials, who will presently begin their fortnightly training for the year, are without a horse to their equipment. They are going to be supplied by hiring horses at a cost of some $750,000, for which there will be nothing whatever to show when the training is over.

Some of these horses are hired and rehired and hired again, so that the government may pay in hiring fees within the year more than the total value of the horse. By this ludicrous arrangement the minimum of horses is trained. The men get no chance of learning the ways of a horse or the art of horsemanship except during the fortnight, and the troops are left without a horse at their disposal. Even in the annals of the British army there was never a more wasteful and inefficient system. The facts that Italy has half denuded Ireland of horses—1,500 were sent away recently in one consignment—and that the reserve of omnibus horses has disappeared make the system the more dangerous.

#### Adequate Supply Needed.

It has recently been demonstrated by those concerned with the master of hounds military horse breeding system that $750,000 could be effectively used to insure a supply of horses in each locality, and finally to establish a real equipment. The board of agriculture and the war office officials have approved the gist of the system, but the other absurd method is still preferred, because no one will take the trouble to substitute a permanent for a temporary and temporizing plan, and so the expensive muddle remains.

It is probable that many an old horse worth some $75 will earn this summer, in passing from one camp to another, a whole procession of five-pound fees. At the end the horses used by territorials will be added together as if no item had been repeated, and some one will get up in parliament to demonstrate how large the supply of horses is.

## A VAST GRAZING COUNTRY.

### Madagascar Along the West Coast Has Great Cattle Lands.

From Engineering.

Madagascar possesses on the west coast and in the central plateau vast grazing lands. These extend to great rolling lands along the slopes and wide backs of hill ranges, have good, natural herbage, and are well watered by numerous streams and rivers. The cattle lands are best in the province of Ambatondrazaba, but continue to the northern parts of the island, which are still almost unknown.

Cattle breeding is already the main occupation of the natives, and it is estimated there are over 4,000,000 head in the island today. The Malagasy are devoted to their cattle, which they hold up to 100 head to a single owner, and they are qualified both by instinct and experience to handle them. But the island is sparsely populated, containing under 3,000,000 of people on an area as large as France, and large tracts are practically unoccupied. Those acquainted with the upland country believe it to be teeming with possibilities for cattle ranching on a large scale, in accordance with the up-to-date methods practiced in Australia and America. So far this has not been attempted in any systematic manner, though a company with British capital has recently established an ice plant in the island. This will no doubt lead to further effort in the same direction, and the existence of this enterprise certainly adds to the chances of others operating in the country. There is a very good market in France itself, where, owing to shortage of meat supplies, the French consumers have lately been in a serious position.

### Making History.

From Life.

Paul Revere was exceeding the speed limit.

"You can do it this once to save the country," said the local constable, "but if this occurs again the country can go to the dogs."

# MOTORING.

(Continued from Sixth Page.)

to face the starter. E. A. Moross and H. D. Brown, president and general manager of the Maryland State Fair Assocation, say the track has been gone over carefully and is in good condition, and it will be thoroughly oiled and rolled.

* * * *

Automobile licenses have been issued since The Star's last report as follows:

13447—R. M. Jameson, 332 8th street southeast, Maxwell.
13448—W. F. Anderson, 1804 14th street northwest, Buick.
13449—E. E. Thompson, 604 14th street northwest, Elmore.
13450—A. F. Lucas, 1406 16th street, Michigan.
13451—T. D. Richards, Germantown, Md., Ford.
13452—M. Kroxheim, 3218 M street northwest, Maxwell.
13453—J. J. O'Donnell, 153 G street southeast, Cadillac.
13454—F. W. Chilton, Fort Myer, Va., Flanders.
13455—J. H. Hedges, 2937 Macomb street northwest, Ford.
13456—M. E. Bange, 1712 East Oliver street, East Baltimore, Md., Oldsmobile.
13457—P. d'Arago, Forestville, Md., Dart.
13458—F. M. Booth, 702 10th street northeast, Ford.
13459—R. E. Joyce, Mount Rainier, Md., Maxwell.
13460—F. A. Fenning, Century building, Ford.
13461—P. F. Gormley, Union Trust building, Chalmers.
13462—H. B. Bowen, 117 North Liberty street, Baltimore, Md., Winton.
13463—C. H. Dickey, Somerset road, Roland Park, Baltimore, Md., Peerless.
13464—A. E. King, 117 North Liberty street, Baltimore, Md., Cadillac.
13465—Washington Gas Light Company, 413 10th street northwest, Maxwell.
13466—W. W. Gaskins, 3908 New Hampshire avenue northwest, Buick.
13467—P. Lindemeyer, Pratt and Charles streets, Baltimore, Md., Babcock electric.
13468—C. E. Bright, 1351 Spring road, Knox.
13469—J. C. Nealon, 723 9th street northeast, Ford.
13470—C. A. Baker, the Burlington, E-M-F.
13471—R. S. R. Hitt, 1501 New Hampshire avenue, Baker.
13472—H. W. Van Senden, 1813 Columbia road, Great Western.
13473—V. G. Bloede, post office station D, Baltimore, Md., Babcock.
13474—Dr. J. L. Simonton, Cumberland, Md., Buick.
13475—E. L. Holloway, 1402 Madison avenue, Baltimore, Md., Alco.
13476—Mrs. F. C. Colville, 34 Channing street northwest, Buick.
13477—F. A. Volland, 1333 9th street northwest, Palmer-Singer.
13478—W. S. Hemwell, Prince Frederick, Md., Stoddard-Dayton.
13479—F. L. Meacham, 719-21 13th street northwest, Overland.
13480—H. E. Chandlee, 920 F street, Cole.
13481—J. M. Dove Company, 12th and I streets, Pierce-Arrow.
13482—Dr. J. A. Flynn, 1333 Q street northwest, Ford.
13483—G. L. Greenman, Hotel Hamilton, Overland.
13484—H. B. Willson, 715 8th street northwest, Stevens-Duryea.
13485—U. N. Wagner, Rockville, Md., Wayne.
13486—H. A. Rauch, 716 H street northeast, Panhard.
13487—J. A. Ridgeway, Takoma Park, Buick.
13488—H. A. Fogarty, 24 Florida avenue northeast, Thomas.
13489—Dr. C. Slagle, 406 Guilford avenue, Baltimore, Md., Pierce-Arrow.
13490—A. P. Knapp, Roland Park, Md., Packard.
13491—S. S. Streb, 427 E street northwest, Autocar.
13492—W. H. Clifford, Ostlands, Va., Overland.
13493—J. A. Cannon, Kensington, Md., Stanley.
13494—L. L. Cahoon, 921 G street northwest, Ford.
13495—C. E. Schildnecht, Frederick, Md., Stoddard-Dayton.
13496—E. Steen, 3700 Reisterstown road, Baltimore, Md., Ford.
13497—C. E. Trump, Manchester, Md., Cadillac.
13498—E. H. Johansen, 329 Broad street, Philadelphia, Pa., Flanders.
13499—W. D. Wilcox, 1526 New Hampshire avenue, Oakland.
13500—Commercial Garage, 305 6th street, Demonstrating.
13501—E. Gummel, 1805 2d street northwest, Grabowsky.
13502—W. H. Leimbach, 628 6th street southwest, Overland.
13503—S. W. Ferguson, 1716 M street northwest, Oldsmobile.
13504—S. W. Ferguson, 1716 M street northwest, Locomobile.
13505—E. L. Becley, M. D., 527 U street northwest, E-M-F.
13506—Alice M. Elliott, 14th and Euclid (the Clifton), Chalmers.
13507—A. Stewart, 1442 Clifton street northwest, E-M-F.
13508—S. Giovannetti, 913 N street northwest, Overland.
13509—P. L. Joachin, 2d and E streets northeast, Overland.
13510—Pedro Pons, 1451 N street northwest, E-M-F.
13511—J. K. Taussig, the Wyoming, Cadillac.

* * * *

Among those who received their 1912 Warren cars during the past week were Drs. A. L. Miller, R. Coffett and G. A. Monroe, touring cars; A. T. Ball, 35 roadster, Fred H. Kramer, delivery wagon and Charles R. Sanford, 30 touring car.

* * * *

The latest owners of 1912 self-starting Cadillacs, whose cars were delivered within the past week, were the following: Mrs. Laura Merritt, Preston Gibson and Capt. James F. Oyster, touring cars, and Miss Katherine Woodward a roadster.

* * * *

The recent announcement from Detroit of the resignation of Paul Smith from the sales management of the E-M-F Company to accept the vice presidency of the Metzger Motor Car Company was especially good news to W. P. Barnhart, local agent for the Everitt line, as Mr. Barnhart was formerly directly under Mr. Smith at the former factory, and their former friendship was once more renewed with both in the ranks of the Everitt organization.

Mr. Smith enjoys the unique distinction of being known as the "highest salaried sales manager" in the automobile world, and it may be confidently stated that his salary is one-half that of the President of the United States.

* * * *

The new salesroom and "Society Garage" of William P. Barnhart & Co. was formally opened last week at 1707 14th street northwest, and is another evidence of the expansion of the automobile business in the National Capital.

The new salesrooms and home of the Everitt are handsomely fitted up in a tan shade, which is carried out even into the garage, which is located immediately to the rear of the salesroom. The walls are paneled in burlap, with hardwood, finished in tan in panels, and the salesroom is separated from the garage by a wide plate glass movable door running the entire width of the building.

The garage, which has been named the "Society Garage," is probably the only one with a glass roof south of New York. This type of construction is rapidly coming into fashion, and the patrons are assured of a well lighted building, which is also clean and airy.

Washington automobilists are to be congratulated upon the opening of a garage and service department of this character which will be equal in every respect to the best New York establishment.

* * * *

W. M. Fling of Leesburg, Va., was a guest last week of the firm of Earle & Allen, during his brief stay in Washington. Mr. Fling resided in the National Capital a number of years ago and renewed many acquaintances.

* * * *

Coronado Beach, near New Smyrna, Fla., saw the extraordinary spectacle of an automobile sinking in the Atlantic ocean and its "rescue" from the ocean bed eleven hours later. The car after being rescued immediately carried its owner home at a mile-a-minute clip, a distance of fifty miles. George H. Foote, jr., of De Land, Fla., was driving his new self-starting Hudson "33" slowly along the water's edge when the tide was very low. In reality he was on the ocean bed. Suddenly he felt all four wheels sinking beneath him, and, peering over the side of the car, he saw he had struck quicksand of the worst kind.

The car sank rapidly and within a very few minutes the tide commenced to come in. The occupants waited in the car until remaining there longer became dangerous, and the automobile was abandoned to the waves. When the tide reached its full height the car was almost a quarter of a mile out in the ocean, Mr. Foote stated. The waves pummeled the car for several hours as it remained in practically the same position. Then suddenly it completely disappeared from the view of those on the beach, slipping underneath the surface of the ocean.

Mr. Foote, who had rescued his camera from the car, said at least he would secure some pictures of the auto as it settled down in the quicksand, and he made a number of photographs. Finally, after the automobile had been beneath the surface several hours, a "life-saving crew" in the shape of a wide-wheeled wagon and two teams of horses appeared from New Smyrna, and endeavored to reach the car and keep it from sinking beneath the ocean bed in the quicksand after the tide went out. It was dangerous work and was abandoned.

After the car had been under the salt water for eleven hours, time for low tide came, and with it the horses and men carefully picked their way toward the car, adjusted a chain about the rear axle, and, after much straining, pushing and jerking, hauled the car up on the beach.

Ed B. Terry, a local motorist, and the writer had a similar experience about two years ago while motoring to Fredericksburg, Va. When about six miles north of the town his Buick roadster almost sank out of sight in the quicksand. Had it not been for a farmer and his son, who came to the rescue, the balance of the journey would probably have been made on foot.

* * * *

Sales and deliveries of Overland cars were reported yesterday for the past week, as follows: Dr. H. B. Riley, 59 roadster; Lakewood Market Company, 59 touring and 59 delivery; A. Leavey, 59 roadster; F. D. Klimkiewiez, 59 touring; M. J. Colbert, 59 express; W. M. Furr, 59 roadster; R. G. Finney, 59 touring; Mrs. Richards, 59 touring; Joseph Walker, 61 touring; Mr. Hyman, 60 touring; J. H. Neese, thirty-horsepower touring; Hoge, McDowell & Co., 59 roadster.

* * * *

Norman S. Bowles, whose Warren car participated in the automobile races at Benning Memorial day, feeling that his car was capable of winning the twenty-mile free-for-all race for The Star trophy, announces today that he will compete in a match race against the Cole car, which won the event, on any track and under fair conditions to both parties, within the next thirty or sixty days for a purse of any amount to be agreed upon. It is understood that the entrants of the Cole car are willing to participate in such a race, and arrangements will shortly be made for the contest. The Warren car was driven by Irving C. Barber and the Cole by Cleveland C. Campbell.

* * * *

The convention automobile race meet will be held at the Maryland state track, Laurel, Friday and Saturday, June 28 and 29.

This event has been arranged for the week of the democratic national convention, when Baltimore's hotels, boarding houses and private homes will be filled with many thousands of visitors.

Richard E. Shadel selected the track at Laurel for the races because it is exactly midway between Baltimore and Washington.

Sanctioned by the American Automobile Association, as was the 500-mile race at the Indianapolis motor speedway last Thursday, and indorsed by the Baltimore and Washington Automobile clubs, the speed lovers will be treated to three or four big races each day. In addition there will be motor cycle races arranged by Howard A. French and it is probable that there will be a marathon race. Frank Ruth, manager of the Cross Country Club and winner of the recent marathon race from Laurel to Baltimore, will be asked to take charge of this part of the program.

* * * *

One of the prizes will be the Remy brassard and trophy in the free-for-all open race, which will be run best two out of three heats. The Remy trophy is valued at $2,500, and gives to the driver of the car winning it $75 a week in salary as long as he holds it. The driver gets a shield showing him the winner. Burman is the present holder.

Gov. Goldsborough and Mayor Preston will be invited to the races, and it is hoped to have them present the first day.

* * * *

Sales of Independence cars were announced yesterday as follows: P. M. Galvin, 6-60 1913 model roadster, finished in royal blue, and Frank S. Appleman, 1913 6-40 racing roadster.

* * * *

From the great lakes to the Gulf of Mexico will be the route of the 1912 A. A. A. national reliability tour for the Glidden, Anderson and A. A. A. trophies. Some 1,500 miles will be covered between the City of the Straits and the Crescent City, and while the concluding part of the journey will be from Memphis to New Orleans, the itinerary of the northern section has not been chosen by the special committee in charge. This committee includes Col. Frank M. Joyce of Minneapolis, Lewis R. Speare of Boston, John A. Wilson of Franklin, Pa.; W. E. Metzger of Detroit and W. E. Moyer of Des Moines. Mr. Wilson represented the committee as its emissary to various cities, including Indianapolis and Detroit, and the selection of the greatest city in the world, from the automobile manufacturing standpoint, came about through the combined activities of the Wolverine Automobile Club, Chamber of Commerce and Dealers' Association, in which A. W. Porter, W. E. Metzger and F. E. Spooner played a prominent part.

Though Detroit secured the plum, it is among the possibilities that Indianapolis, another of the important automobile manufacturing cities, will serve as a night stop of the big cavalcade, which promises to outdo in point of interest any similar event ever held in this country. If it had been possible geographically to have done so, the committee would have included Cleveland, which is the remaining one of the three cities which supply nine-tenths of the self-propelled vehicles made in the United States.

In the planning of the details of the tour President Robert P. Hooper of the American Automobile Association asked Dr. C. E. Dutton of Minneapolis to serve as vice chairman of the touring information board which this year will have the event in charge. Dr. Dutton has had a wide experience in touring competitions, is president of the Minnesota State Automobile Association, and last year served as the referee of the state association run from the twin cities to Helena, Mont.

The pathfinding trip may not take place for several weeks, owing to the conditions of the roads, especially in Louisiana. There is pronounced striving for the honor of laying out the route of the "lakes-to-gulf" tour, which will be covered in detail, and will be added to the national routes which the A. A. A. touring bureau is gradually extending in its covering of the entire country.

The date of the tour is not decided, but early in October seems to be generally preferred, and a rough estimate of the time consumed will be not more than ten days, including a Sunday stop in a city capable of caring for the party comfortably. Entertainment will be generous from the beginning to the end, and Detroit intends to outdo herself in hospitality. There will be opportunity of visiting the large automobile plants, as well as of enjoying the improved roads which are being constructed in Wayne county. It goes without saying that the Hoosier Motor Club, in case Indianapolis is visited, will extend a hearty welcome, along with other local organizations. Memphis is one of the most progressive cities of the south, and may be counted upon to make the stop-over there particularly enjoyable. Of course, it goes without saying that New Orleans will make the visitors feel thoroughly at home. The Crescent City has an atmosphere distinctly its own, from coffee drinking in the old French market to the lavish hospitality of St. Charles street.

After the tour has had its satisfying finale in New Orleans, there will come, for those who care to make it, a supplementary trip to the Isthmus of Panama, though the committee hesitates to advise taking automobiles there as yet, even though Uncle Sam is engaged in building a fine highway across the strip of land which divides the Atlantic from the Pacific. The tour, however, will give road building an impetus throughout the country traveled.

# WARREN CHALLENGES

## COLE "30"

Feeling satisfied that I have a faster car and one of the best local drivers, but owing to ill luck the same as befell "Cleve" Campbell in his COLE in the ten-mile race at Benning May 30—the WARREN car while leading in the twenty-mile free-for-all the same day developed trouble which caused Barber to lose the race to the COLE, and without detracting from the splendid exhibition of driving by "Cleve" Campbell, I claim that with equal luck the WARREN would have won this race, and herewith CHALLENGE said COLE "30" for a match to be held within 30 to 60 days on any track and under fair conditions to both parties for a purse of $1,000 or amount to be agreed upon, to be posted before the race.

Please accept CHALLENGE through the advertising columns of The Star.

*Norman S. Bowles.*

"THE WINNING WARREN"


### Lucky Juliet.

From Harper's Bazar.

Mrs. Knicker—What impressed you most in "Romeo and Juliet"?

Mrs. Suburbs—The fact that Juliet could keep a nurse in what appeared to be the suburbs.