

TARRED ROADS IN MARYLAND.

The Maryland state roads commission reports the following roads now in process of being oiled: From Ellicott City to Frederick, Hagerstown and Cumberland, which they expect to complete within ten days to two weeks. From Frederick to Emmitsburg, which they expect to complete within a week. From Easton to Elkton. The state roads running through Worcester and Somerset counties. From La Plata through Waldorf to Washington. The Annapolis boulevard from Baltimore to Annapolis is being oiled in patches. The following is a list of roads to be oiled: The Belair road between Baltimore and Belair, which will be started within three weeks. The Washington boulevard from Washington to Baltimore, which will be started within ten days to two weeks. There is no oiling being done at the present time between Frederick and Harpers Ferry. There will be no oiling done on the state road from Annapolis to Solomons. The state roads from Perryville to Elkton and Leonardtown to Waldorf have been completed.

AUTOMOBILE LICENSES

- District automobile licenses have been issued since the Star's last report as follows: 26522—William P. Meade, 250 15th street southeast, Stevens-Duryea. 26523—Charles M. Smathers, 1524 Wallach street northwest, Cadillac. 26524—Claude O. Hodges, Washington barracks, Pierce-Arrow. 26525—Elizabeth L. Crawford, 1775 Church street northwest, Hopmobile. 26526—J. E. Lapham, 2815 Quarry road northwest, Jeffery. 26527—Donald H. McKinn, 2219 California avenue northwest, Hopmobile. 26528—Edward H. Smith, Takoma Park, D. C. Overland. 26529—Frances L. Adams, 5665 14th street northwest, Ford. 26530—Gilbert H. Grossvener, National Geographic Society, Cleveland. 26531—Frank McManamy, 3825 Huntington street northwest, Cartercar. 26532—J. C. DeLoach, 50 Rhode Island avenue northwest, Buick. 26533—Potomac Electric Power Company, 14th and C streets northwest, Cadillac. 26534—Isabelle O. Wells, 1609 Connecticut avenue northwest, Cadillac. 26535—W. H. Osborn, Treasury building, Overland. 26536—Edna W. Remsen, 1819 I street northwest, Overland. 26537—A. J. Hendricks, 402 6th street southeast, Overland. 26538—William K. Hartung, 1327 Harvard street northwest, Studebaker. 26539—John P. Maury, 2702 Keokuk street northwest, Overland. 26540—Augustus G. Prosper, 1819 Ontario place northwest, Buick. 26541—William M. Richardson, 404 16th street southeast, Hudson. 26542—John B. Grier, 1212 6th street northwest, Hudson. 26543—Marion K. Cassidy, 1209 Park road northwest, Hopmobile. 26544—M. Kronheim, 3218 M street northwest, Pullman. 26545—A. J. Hawkins, 1202 Virginia avenue southwest, Ford. 26546—George F. Bowerman, Public Library, Ford. 26547—Basil Miles, 1718 H street northwest, Ford. 26548—E. C. Steward, 12th and G and F streets northwest, Ford. 26549—A. W. Chaffee, Hotel Continental, Jeffery. 26550—Joe Rose, Augusta apartments, Oakland. 26551—R. W. Rittenour, 65 I street northwest, Studebaker. 26552—B. B. Obaugh, 2d and Maryland avenue northwest, Studebaker. 26553—J. A. Brown, 1335 12th street northwest, Ford. 26554—J. C. Mathes, United States Soldiers' Home, Ford. 26555—Warrington Motor Car Company, 1851 14th street northwest, demonstrating. 26556—R. E. Marshall, 1403 Rhode Island avenue northwest, Buick. 26557—C. P. Haddock, 1322 I street northwest, Mitchell. 26558—Elmer M. Tate, 3332 P street northwest, Maxwell. 26559—Ella Chelini, 100 H street northwest, Vim truck. 26560—Emerson & Orme, 1407 H street northwest, demonstrating. 26561—W. E. Bingfield, 2111 18th street northwest, Buick. 26562—William H. Neligan, 2014 14th street northwest, Paige. 26563—Clark W. Gould, 1525 Q street northwest, Saxon. 26564—Jacob Waldman, 232 Tennessee avenue northeast, Saxon. 26565—J. C. Milstead, 1209 33d street northwest, Chalmers. 26566—Harper-Overland Company, 1922 Connecticut avenue, demonstrating. 26567—Arlington Harcoft Auto Company, 1312 E street northwest, Little Giant truck. 26568—S. J. Burdette, 418 G street southeast, Argo. 26569—Paul du V. Barry, 727 Harvard street northwest, Ford. 26570—R. de B. Wynkoop, 1431 Rhode



NATIONAL GUARD D.C.

BRIG. GEN. WILLIAM E. HARVEY was commissioned during the week, and immediately accepted the commission assuming command of the District of Columbia Militia. He succeeds Maj. Gen. George H. Harris, D. C. M. retired. Col. Harvey has been in the National Guard for a number of years, for the past five years having commanded the 2d Infantry.

A number of important National Guard matters face Gen. Harvey. Among them is the reorganization recently ordered by the War Department, the selection of an armory for the organization and the selection of a camp site. It is understood that the tentative dates set for the encampment of the adjutant general's department, some time ago, will remain unchanged. The question of armories, according to Gen. Harvey, will be given first consideration. Those in charge of the Center market armory of the guard have asked for an increase from \$3,000 to \$10,000 for the rental of that building. However, Congress only appropriated \$2,000, so it will be necessary to look for the rental of other buildings as an armory for the guard. Officers of the guard in a few days will make an examination of this building with the rental of which goes the privilege of using Convention Hall for drill purposes should the guard decide upon this place. Another building being considered is the old census bureau quarters at 1st and B streets northwest. At the present time the guard maintains an armory on 1st street northwest, adjoining the census bureau quarters. This armory is being used by the 1st Battery, Field Artillery, Signal Corps Company and Field Hospital.

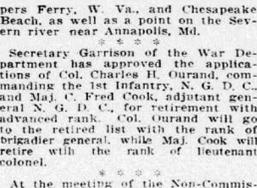
The reorganization board of the local National Guard has been working hard this week in an attempt to perfect the details of the reorganization. Officers charged with this duty, under the terms of the instruction issued by the War Department, are striving to get the reorganized guard into shape as soon as possible.

Several members of the board were held during the week, at which the question of officers was gone over. The clerks at headquarters are still delving into the files and compiling statistics of the efficiency records for the various officers of the organization. Those officers who are given the highest ratings will be allowed to remain in the one regiment of infantry which is to supplement the two now existing under the law.

Just how many officers will have to leave the guard has not yet been determined, and those engaged in the reorganization work are inclined to be reticent concerning the matter. After the details of the reorganization are arranged on paper, then will come the heavy work of checking up the thousands of dollars' worth of property and its transfer from the two regiments to the one. Attempts then will be made to organize the battalion of coast artillery required by the War Department and the other organizations provided for in the reorganization scheme.

Those working up the details of the organization express confidence that the entire scheme will be perfected by the time of the annual encampment. With the signing of the commission of Brig. Gen. William E. Harvey by the President, it is probable that the question of the annual encampment of the National Guard of the District of Columbia will be settled. Tentative dates were set by Maj. C. Fred Cook, adjutant general department, N. G. D. C., and it is probable that these dates will remain unaltered. However, the camp site will have to be selected, and many other details in connection with the encampment will have to be settled.

Officers of the Quartermaster Corps some time ago made investigations of various camp sites offered around Washington, and their reports probably will be submitted to Gen. Harvey within a short time. The officers have made visits to Frederick, Md., Harpers



NAVAL BATTALION

ONG before the scheduled time for departure to board a battleship for their annual cruise, the members of the Naval Battalion of the National Guard of the District of Columbia will be ready, according to Commander Joseph A. Dempf, commanding the organization. Every man will be fully outfitted and will go aboard the battleship prepared for every class of naval work.

Much progress was made in the preparations Thursday night at drill. The entire evening was given over to the lashing of hammocks. This work was practically completed Thursday night. It is one of the biggest jobs in connection with the preparations, according to the officers. The hammock is given an identification number and this must be stamped on the blanket, mattress and mattress cover.

Those who did not complete their hammocks Thursday night will be compelled to come to the armory Sunday, it is declared, to finish part of the preparations. While practically all of the men had completed the work of stamping their names on their clothes before the inspection, there are a few who yet have this work to do. This will be completed by the end of the drill period next Thursday night and then the men can rest on their own until Friday night, July 2, when they will depart for Hampton roads, where they will embark and start the voyage up the coast.

When clothing and equipment are in first-class condition attention will be devoted by the division officers to training with the gun crews, of which there are two in each division. The local naval militia finished third aboard the battleship Rhode Island during the annual target practice with the highest percentage. The trophy is now held by the North Carolina naval militia, which participated in target practice with the District of Columbia aboard the Rhode Island last summer. The same organization will cruise with the District sailors and fire at target practice this year.

The local organization is handicapped to some extent in its gun practice because of the fact that the "dotter," which goes with the big gun recently installed in the quarters of the 2d Division has not been delivered. This device is used in armory firing and shows how accurate is the pointer's aim. However, Ensign W. R. Hoeter, ordnance officer, has put up a temporary device of his own design and the men will be able to work this very well.

All the other paraphernalia which goes with the gun has been installed. While the temporary device will not approximate actual firing conditions

like the "dotter," nevertheless it will give the gun crews team training. The first steam launch which has been at the Washington navy yard for some months, undergoing repairs, is ready for service. It is declared, and will be brought around to the armory Sunday. The addition of this boat to the fleet of small craft will give the militiamen more equipment for training in small boat work.

Ensign Wilbert E. Locklin instructed the recruits of the battalion in the method of lashing hammocks during the drill period Thursday night. The United States battleship Kearsarge of the Atlantic reserve fleet will carry the members of the naval militia of the District on their annual cruise next month. This fact was made known at the Navy Department during the week.

The Kearsarge is one of the so-called second line battleships, having been placed in commission in February, 1909. She has been attached to the Atlantic reserve fleet since 1912. The vessel is 385 feet long, has a beam of seventy-seven feet and a draft of twenty-three and one-half feet. She displaces 11,520 tons and has a speed of sixteen knots. The Kearsarge requires a crew of twenty-two wardroom officers, thirteen junior officers, nine warrant officers and 627 enlisted men. Her battery consists of four turret guns of thirteen inches, four eight-inch guns in superimposed turrets, eighteen five-inch rapid-fire guns and four six-pounder saluting guns, as well as one torpedo tube. The members of the naval militia probably will use the five-inch battery in their target practice.

King and Pullman Deliveries. During the past week King and Pullman cars were delivered to the following: Henry E. Lang, R. S. Nelson, Nelson Tippet, Claude A. Kilburn, Capt. Thomas Parsons, A. M. Mason, C. G. Moorman, A. W. Arhognast, W. H. Cuckler and Otto Spangler.

Oldsmobile Deliveries. During the past week Oldsmobile touring cars were delivered to Charles E. Shenk and P. von Dackenhauer, and a roadster of the same make to William C. Schaefer.

Studebaker Deliveries. During the past week 1915 Studebaker cars were delivered to L. S. Bacon, Thomas Detrich and Harry Crandall, of the six-cylinder type, and Dr. Harry Smith, a four-cylinder car.

Tire Representative Here. George Blair, manager of the Philadelphia branch of the Pennsylvania

First Battery N.G.D.C. THE usual drill period of the 1st Battery, Field Artillery, N. G. D. C., was given over to a lecture by Maj. Charles G. Harris, adjutant general of the National Guard of the District of Columbia, in which he discussed the details of the reorganization of the guard. The lecture was held in the quarters of the 1st Battery, Field Artillery, Signal Corps Company and Field Hospital.

1915 Paige Deliveries. A six-cylinder Paige touring car was delivered within the past few days to M. Pasternak and a roadster of the same type to Dr. A. J. Carries. P. B. Solt also purchased a touring car of the four-cylinder type.

GABRIEL REBOUND SNUBBERS \$15 to \$30 Rayfield Carburetors, Batavia Tires, J. M. Shock Absorbers, Spartan Horns, Power Gas, Batavia Pure Gum Tubes, Jones Speedometers, Ford Demountable Rims. IRVIN T. DONOHUE Auto Supplies and Service Station. Telephone Main 3467. 14th and I Sts. N. W. OPEN SUNDAY MORNINGS.

Advertisement for Diamond Squegee Tires. Includes text: "Some men hope and some men fret, Some have pride and some regret. But the good or ill depends, After all, on what you get." -Mister Squegee. There are people who can be satisfied with little if they know their neighbors have less. This is a poor kind of philosophy. It is not necessary to recommend any such doctrine to those who buy Diamond Squegee Tread Tires. They have a right to demand much, no matter how little their neighbors get out of their tires. Unbeatable mileage economy, unusual freedom from trouble on the road, and unexcelled service under all conditions are some of the things the man who uses Diamond Squegee Tread Tires has the right to expect. And he gets them. Diamond Squegee Tread Tires are sold at these "FAIR-LISTED" PRICES:

Size	Diamond Squegee	Size	Diamond Squegee
30 x 3	\$ 9.45	34 x 4	\$20.35
30 x 3 1/2	12.20	36 x 4 1/2	28.70
32 x 3 1/2	14.00	37 x 5	33.90
33 x 4	20.00	38 x 5 1/2	46.00

PAY NO MORE For Automobiles, Bicycles, Put on Diamond Squegee Tread Tires For Cyclecars, Motorcycles

CHEVROLET \$235.00 SAVED The 1916 "Baby Grand" touring car now listing at \$750.00, including electric starting and lighting system, is the same identical car that sold previous to June 1 for \$985.00. The car has not been slighted or changed in any way, has not been shortened or cheapened—in other words, has not been built around a price, but has been built up to the previous CHEVROLET high standard. The wonderful success of the 1915 car has proven that there is little room for improvement—consequently, the 1916 model is being continued without change, except in price, through the 1916 season. The greatly increased output, the saving in experimental work on new models, the curtailing of the margin of profit to manufacturer, distributor and retailer enables the Chevrolet Motor Co. to market their car for the coming season at a saving of \$235.00 to the purchaser. Phone or Call for Demonstration Roadster, \$720.00 Touring, \$750.00 Including electric starting and lighting system. Cars without the starting and lighting system, \$60.00 less. The Henderson-Rowe Auto Co. 1012 14th St. N.W. Phone Main 3543

REPAIR BILL A Hard Nut to Crack A Story in a Nutshell —Time Saving —Business Building —Record Breaking Which is accomplished by 40 employes, each of whom is a specialist on FORD cars, together with 1,000 satisfied patrons. Just call Main 23 any hour of the day or night and let us prove the above facts to your complete satisfaction. 40 Gallons of Gas and one pint of Invader Cylinder Oil.....\$1.20 Storage, per month.....\$7.00 Service and Rates Must Meet Your Approval. RECORD AUTO SERVICE & SUPPLY CO 631-3-5 Mass. Ave. N.W. Buick Model D 45 Light Six Delivered \$1,015 Washington Buick Pleasure Cars for 1916 Will Be Confined Exclusively to 6-Cylinder Models Valve-in-Head Motor 115-Inch Wheel Base Electric Lighting and Starting Demountable Rims, One Extra High-Grade Mohair One-Man Top Luxurious Upholstering, Deep Cushions Left-Hand Drive, Center Control Speedometer, Electric Horn, &c. Buick Motor Company WASHINGTON BRANCH Connecticut Avenue at L Street