

# HIPPODROME

AMERICAN LEAGUE BASE BALL PARK  
GRAND OPENING TOMORROW EVENING 8:30

Circus... Vaunderville...  
Band Concerts Mammoth Shows  
Daredevil Babcock Slivers, The Clown  
LOOPING the DEATH TRAP GAP LATE OF BARNUM & BAILEY CIRCUS N.Y. HIPPODROME

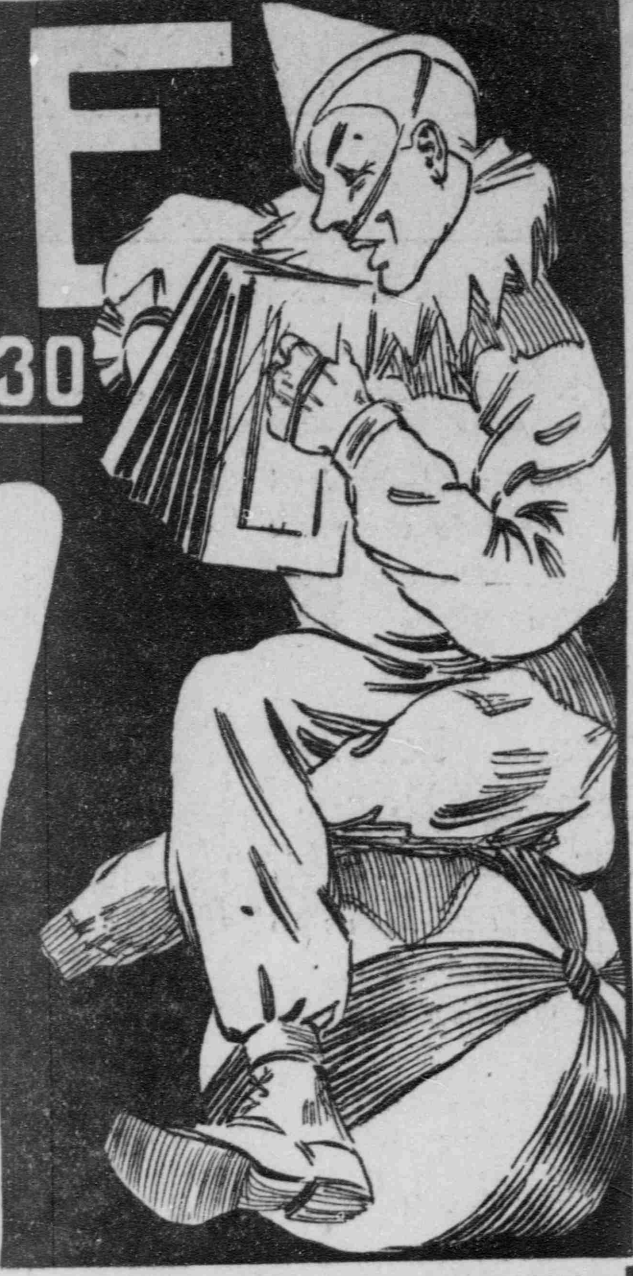
GRAND CONCERT BY **PISTORIO'S FAMOUS BAND** EVERY EVENING,  
Commencing at 7:30.  
**THE WORLD'S GREATEST OFFERINGS.**

**LUNETTE SISTERS,**  
Most Beautiful Act in Circus Vaunderville.  
**MATSUDA TROUPE,**  
Imperial Japanese Act, Direct from Japan.  
**DUPONT BROTHERS,**  
Ground and Lofly Tumblers.  
**FRANCE REED,**  
Equestrian Artist.  
**DEVOIE & DUNLOP,**  
Double Trapeze Act.

**MARTELL FAMILY,**  
Expert Exponents of Bicycle Riding.  
**MME. NANO'S**  
TROPICAL TRAINED BIRDS.  
**REID & DE MOTT,**  
Double Equestrian Act.  
**DELMORE & ONEIDA**  
On the Flying Rings.  
**HENRY BROTHERS,**  
Comedy Horizontal Bar Acrobats.

**CARL DAMMON TROUPE,**  
European Acrobats, Direct from Berlin, Germany.  
**WHITE'S**  
COMEDY MULE CIRCUS.  
**THE GREAT STERK,**  
Black Wire Artist.  
**JOSIE DE MOTT,**  
Equestrian Artist.  
**MARVELOUS OSTRADA,**  
Equilibrist.

All Good Seats. 10c 15c 25c Box Seats, 50c.



Excellent street car facilities, together with the best seats to be obtained both here and abroad, make this an ideal spot to spend an evening.

## BOON TO AUTOISTS OF THE CAPITAL

### Maryland Licenses to Be Issued in This City.

The announcement that Mr. Le Roy Mark has been appointed an agent of the State of Maryland to issue licenses for the State in this city will be a matter of interest to automobilists in Washington, inasmuch as it will save them the trouble of communicating with the authorities at Annapolis.

Under the Maryland law, the commissioner of motor vehicles has the right to name assistants, and Mr. Mark's appointment has been duly signed by the governor. He will employ at his own expense the clerical aid necessary to handle the business, and it is expected that the arrangement will be a great convenience here.

It is impossible, however, for a Virginia agency to be established, because under the Virginia law the licenses must be issued by the secretary of the Commonwealth, who cannot delegate his authority. Mr. Mark has made a visit to Richmond for the purpose of becoming the State agent here if possible, but after an interview with Gov. Mann and other officials found that the law intervened. District Autoists Denied Privileges.

It is also a matter of considerable interest to automobilists here to know that Mr. Mark has in his possession a letter from the secretary of the Commonwealth stating that the residents of the District of Columbia are not entitled to non-residence privileges in the State, but must secure full and complete registration. This will necessitate every automobilist in Washington communicating with the Richmond authorities and complying with every detail of the law just as if they resided in Virginia.

There was some indignation yesterday over the appointment of Mr. Mark among agents who represent the Maryland Casualty, United Fidelity and Guaranty, the Maryland Motor Car, and other insurance companies in Baltimore, New York, Philadelphia, and cities North, East, South, and West in the United States, and England and Scotland.

"Bobbie" Wells, a prominent lawyer, who represents the State Senator, Wells, of Prince George County, who is a lawyer, with offices in Washington, is among the Marylanders in the Capital who are inclined to add their protests to those of the insurance agents and demand explanations from both John E. George, commissioner of automobiles, and Gov. Crothers.

## THE NEW VIRGINIA LAW.

The new Virginia automobile law went into effect last Wednesday. It provides that no machine shall be operated without a permit, which may be obtained from the secretary of the Commonwealth, Richmond, Va., and shall be firmly attached to the machine in an easily accessible place, and shall be shown to any sheriff, constable, or other police officer, when demanded by said officer. All certificates terminate on December 31.

The fee for certificate of registration and license and number plate for an automobile of twenty horsepower or less is \$5; for over twenty horsepower and under forty-five horsepower, \$10; for forty-five horsepower or over, \$20. The horsepower is determined by the rating given by the manufacturer, and if there are two ratings, the fee is based upon the highest. The fee for motorcycles is \$2.

Drivers' permits, \$2.50. (Must have two names certifying as to competency.)

The limit of speed within the corporate limits of any city or town is twelve miles an hour, except in cases when the local ordinances provide otherwise. Outside of the corporate limits of any city or town a speed of twenty miles an hour is permissible, except going around curves, down sharp declines, or at the intersection of any cross-roads, or over the crest of hills, or passing other vehicles or riders, on roadways, when a rate of speed not exceeding eight miles an hour must be observed.

When signaled to stop by any horseback rider or occupant of a horse-drawn vehicle, the automobile operator must bring his machine and engine to a full stop, and if requested to do so, shall lead the horse or horses past his machine.

When damages have been incurred by reason of violation of the law, and in default of the deposit of a sum in cash reasonably sufficient to pay such costs and probable damages, the machine may be seized and impounded anywhere in any county or city of the State upon the order of the justice of said county, or city, in which the offense is committed, and may, by order of the justice, be sold to pay such fine or damage. But before any judgment shall be entered in said proceedings the owner of such machine shall have notice of the same by publication or otherwise, according to law, and allowed an opportunity to make defense, and the driver of the machine shall be deemed an agent of the owner, the purpose of serving process.

The fees collected are to be deposited to the credit of a special fund for improving the highways.

## MONTREAL TO MEXICO.

A Unique Automobile Tour of Over 5,000 Miles.

The Montreal to Mexico trip of the Flanders "20" is without doubt the most unique and interesting tour ever undertaken. As might be expected, it is full of unusual and quaint experiences. The journey through Canada was not a pleasure jaunt owing to the continuous rain and the rough roads. Not until the car reached Western Ontario was the traveling attended with comfort.

In 200 miles of travel between Quebec and Montreal the crew of the car discovered that one individual who could talk real English, aside from the Canadian Pacific's telegraph operators, all of whom are French, but are supposed to be able to make a stab at the Dominion's national tongue. This linguistically gifted one was, quite naturally, an insurance agent located at the Little French village of St. Arne de la Parade, where the tourists spent one night. Lane and Brucke were going through their usual show of gesticulation, meaning a desire for eats, when the insurance man broke in with excellent English, an interpreter. He proved to be a French-Canadian who had, by a peculiar freak of fate, spent a year in a Detroit private school. The man's answer was a matter of great difficulty. After the car had successfully surmounted the Jacques Cartier hill, the stiffest climbing proposition on the trip across the Dominion, he couldn't get the name of the stream from the pronunciation of a group of school children who stood by, so, in desperation, the hand of the machine took its place upon the map, and the Frenchman, whatever that meant. The boy had an inspiration, and this is what he entered in the log-book: "Jacques Cartier".

When the car reached Windsor, opposite Detroit, the United States flag was substituted for the British emblem, and the machine took its place upon the great map. At Detroit Mayor Hanna, of Windsor, turned the car over to Acting Mayor Heinemann, of Detroit, and the press of the Dominion the machine took its place upon the great map. At Detroit Mayor Hanna, of Windsor, turned the car over to Acting Mayor Heinemann, of Detroit, and the press of the Dominion the machine took its place upon the great map.

When the car reached Windsor, opposite Detroit, the United States flag was substituted for the British emblem, and the machine took its place upon the great map. At Detroit Mayor Hanna, of Windsor, turned the car over to Acting Mayor Heinemann, of Detroit, and the press of the Dominion the machine took its place upon the great map.

## AUTOMOBILE NEWS AND GOSSIP

Continued from Page Ten.

a change of plan necessary in the ordering of dinner because the press car was disabled.

Three routes out of Hartford, each 200 miles in length, were covered in the three days of the run. Approaching Norwich the third day, the contestants passed over a long stretch of what one man remarked would "eventually be a highway." Coming from miles of mud onto some better roads, most of the entrants started on a final dash for the night control, and end of the run at Hartford. Carria, however, was holding an even speed, which, he knew, would bring him to the journey's end in ample time. Behind them came one of the press cars, trying to pass the contestants and make an early arrival in Hartford.

"We are going ahead to order dinner for you," shouted one of the men to Carria, as the press car went past toward Williamstown.

"Thank you," was the Franklin man's reply. A few minutes later, as the big Franklin rolled down one of Williamstown's streets, there was the press car temporarily disabled by a blow-out. Around the tire were the occupants of the car awaiting a turn at the hand pump, and a short distance away was a gathering of onlookers, who poked fun at the little group.

The face of Carria took on a little smile as he recognized the car and its occupants, and, with a laugh, he passed on to order the dinner himself.

Mr. James Strayer and Mr. Charles Stone recently made the trip to Atlantic City in Mr. Stone's Stevens-Duryea. The Washington Herald map was used on the trip.

Drs. J. J. McCarthy and L. T. Howard left Washington in Dr. McCarthy's Chalmers touring car Wednesday for an extended trip through New York State.

The Maxwell-Briscoe Washington Company report the sale of a roadster to Miss Isabelle May, and runabouts to I. B. Harts, C. I. Corby, and Dr. Wolf.

Permits for operating automobiles were issued last week as follows:

859-Mrs. Julia E. Webb, apartment 3, the Royal, 1264 Girard street, Ford touring car.  
860-J. E. Haynes, District Building, Hupmobile.  
861-C. J. May, 1235 K street northwest, Maxwell roadster.  
862-E. S. Platt, 1717 Newton street, Pullman.  
863-A. E. McKay, 1336 G street northwest, Ford touring car.  
864-J. M. Doyle, 329 Pennsylvania avenue northwest, De Tumble touring car.  
865-G. W. Baird, 1505 Rhode Island avenue northwest, Franklin touring car.  
866-Thomas M. Quinn, 111 Third street northeast, Maxwell.  
867-Rev. C. Rosensteel, Forest Glen, Md., Ford touring car.  
868-Mr. G. Young, 112 Seston place northwest, E. M. F. touring car.  
869-Dr. A. M. Curtis, 1309 Thirteenth street northwest, Regal touring car.  
870-William Smith, 21 B street northwest, Overland roadster.  
871-J. Alby Henderson, Rockville, Md., Orient touring car.  
872-C. F. Salvers, 823 G street, De Tumble.  
873-H. M. Young, United States Soldiers' Home, Studebaker.  
874-Charles T. King, 1226 H street northwest, Stevens-Duryea.  
875-C. L. and H. Barnett, 523 Third street northwest, White steamer.  
876-H. F. Saintella, M. D., 3001 Eleventh street northwest, Mora roadster.  
877-Raphael Semmes, 336 Tenth street northeast, Black Crow roadster.  
878-J. B. Hartz, 734 Seventh street northwest, Maxwell runabout.  
879-H. P. Parker, 149 E street southeast, Reo touring car.

The fact that St. Louis is forging to the front as one of the "big four" in automobile manufacturing is brought

more vividly to mind with the announcement that the Moon Motor Car Company has completed plans and arrangements to erect a four-story plant, which will have a total floor space of over six acres. The plant will be of the most approved fireproof, sanitary, and modern construction, of the type consisting principally of glass sides, thus insuring a maximum amount of light on all parts of every floor, with the additional safeguard of absolute fireproof construction. The present establishment is completely equipped with the latest machine tools, compressed-air systems, and modern labor-saving devices, and these will be moved into the new factory.

Three local cars have entered the hill-climbing contest in Baltimore, to be given under the auspices of the Maryland Automobile Club.

Mr. C. B. Hazard has received a 35-horsepower tour tonneau, model K Pullman, from Barnes & Hendrick.

Matthew Trimble, Jr., has received his Olds special from Taylor Pollock.

John J. Fister reports the sale of a Mora "40" four-passenger roadster to Dr. Saville and a Mora "20" to A. B. McGinity.

Another factory man will be added to the repair force of the Buick in Mr. J. A. Hunt, who was formerly foreman of one of the departments of the Buick factory.

A new automobile agency was established in the District last week, when Tom Moore opened the agency for the New Era automobile at 306 John Marshall place.

When they recently moved the post-office building in Fall River, Wis., they found a new use for the automobile. By means of a 25-horsepower Franklin touring car the structure, twenty by thirty-two feet in ground dimensions and containing a safe weighing nearly a ton, was drawn nearly two blocks along the street and set on a new site. All furnishings and equipment remained in the building during the trip.

With the automobile, the operation was simple enough. The building was raised, rollers were placed beneath, and the automobile was attached to it by a tackle. Driven ahead, the motor car moved the post-office steadily away. Once upon a time the operation would have been

done by hand. Ten years ago it would probably have been done by horsepower. But in this case it was decided the up-to-date method would be the use of the automobile.

The car used was of 1905 design and belonged to T. D. Babcock, of Fall River.

During the recent Athletics-Tigers series in Detroit, Connie Mack, George Davis, Dan Murphy, and Eddie Collins visited the plant of the Chalmers Motor Company and took a good look at the type of car which is to be given the champion batsman.

"We are all ready for that car," said Connie Mack, "and if one of my boys don't get it, there will be an awful row around Philadelphia. We have a fine garage in connection with Shibe Park, and I have agreed to take care of this car free of charge for the Philadelphia player who wins it."

"I guess he has his eye on a few rides for himself," said George Davis.

"I certainly have," said Connie Mack. "I would allow one of my players to accept an automobile without promising to give me plenty of rides in it? I don't get any chance at the stick myself, or I wouldn't ask any one else to win it."

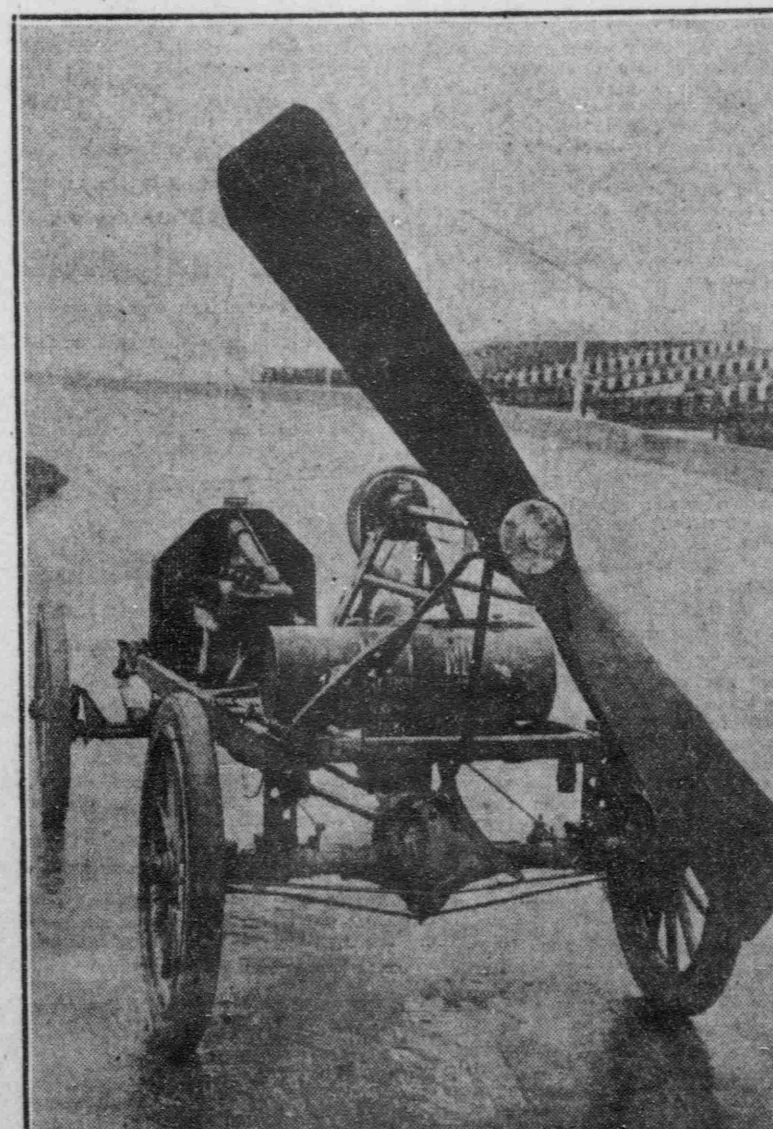
Mr. F. D. Dorman, formerly secretary of the United States Motor Company, will represent the Maxwell-Briscoe Company in Tarrytown, N. Y.

The Cook & Stoddard Company sold and delivered the following cars during the week ended yesterday: Baker victoria electric, to Mrs. M. E. Goldsmith; a model G Franklin, to Rear Admiral Baird; S. N. retired, and a Cadillac touring car, to Mrs. Hillyer.

The pathfinders for the Munsey Historic Tour are now making their way through the New England States. Great effort is being expended by them in selecting and recording points of historic interest.

The E-M-F car, with Tom Skeggs at the wheel, received a brilliant send-off in Philadelphia Wednesday. At a luncheon at the Hotel Walton, hundreds of automobiles were guests of the Munsey newspapers. Buglers from the battle ship Georgia sounded the call to start. A large parade of autos escorted the pathfinder through the streets.

The Munsey Historic Tour promises to be the big automobile event of the year. Already there are twelve entries, and let-



OVERLAND WIND WAGON.

Used at Indianapolis Motor Speedway June 13-18, during aviation meet and race against Wright brothers' aeroplanes. Weight, 1,500 pounds. Average speed of fifty-three miles an hour. Forty-horsepower motor. Driven entirely by wooden propeller eight feet long. Drive shaft not connected with differential.

## LEON ZONGLE BREAKS RECORD

Chadwick Car Captures Hill-climbing Event at Baltimore.

Winning Car Makes Run Up Belvidere Avenue Hill in Thirty-six Seconds.

Baltimore, Md., June 18.—The second annual hill-climbing contest of the Automobile Club of Maryland on the Belvidere avenue hill, from Falls road to Roland avenue, a distance of six-tenths of a mile, scored a success this afternoon.

The record of 0:31.5 of last year was broken by the Chadwick 30-horsepower car, owned by the Chadwick Engineering Works and driven by Leon Zongle, winner of the consolation prize in the recent Wilkes-Barre contest.

Zongle made the ascent in a magnificent run of 0:36, and a Matheson car, owned by the Matheson Motor Car Company and driven by Shank, was second.

In class D only Washington cars were entered, and the entries and results in this were:

Class D—Cars selling for \$1,600 to \$2,000. Oakland, 30 (Howard Bader), Oakland Motor Car Company; Buick, 30 (George Jenkins), Louis Hazard; Washington, 40 (Frank Chaslo), Carter Motor Car Corporation; Kissel, Kar, 50 (Robert M. Stemm); Buick, 40 (G. B. Hall or Charles Jenkins), Auto Outing Company. Won by Hall, time 0:44.0; Oakland, 0:51.5; second, Jenkins, 1:03.5; third.

Forty feet below the surface of New Jersey avenue and C street northwest he and his men worked for two days and two nights, standing in three feet of water, in order to repair the weakened sewer arches. Though the rising water threatened destruction to the men, they staved manfully on the job and completed the work Friday night. "Big Bill" was immediately placed in the hero class by Superintendent of Sewers Phillips, but the husky foreman refuses to accept the honors.

Patronal Feast Observed To-day.

The patronal feast will be observed at St. Anthony's Church, Brookland, to-day. Solemn high mass will be sung at 11 o'clock by Rev. Edward Southgate, pastor, assisted by priests from the Franciscan Monastery and the Dominican House of Studies. Rev. Father O'Neil, O. P., will be master of ceremonies, and Rev. Father Steverman, O. F. M., of the Franciscan Monastery, Mount St. Sepulchre, will deliver an appropriate discourse. A special programme will be rendered by the choir with Miss Agnes Dowling at the organ.

Trolley Wreck's Wagon.

A dump wagon was demolished and the driver slightly injured about the body yesterday when a south-bound Capital Traction Company car ran into the team in Fourteenth street. The driver attempted to cross the tracks ahead of the car. The wagon was owned by John Gogart, of 214 Four-and-a-half street northwest.

Moonlight Trips.

Large crowds of pleasure seekers are enjoying the delightful moonlight trips on the palace steamer St. John's, which is being used by the Colonial Beach company for this purpose and which leaves the Seventh street wharf every evening except Saturday and Sunday at 7 o'clock. This handsome steamer has three magnificent decks and a capacity of 2,500.

## OUTDOOR PLAYS TO BE TRIED

Copenhagen Plan of Aiding Poor Children Is Extended.

Theater in Woodland to Seat 4,000, Who Will Be Notified in Case of Rain Interfering.

Copenhagen, June 18.—A noteworthy addition to the list of experiments in open-air dramatic performances is being made in the woods near Copenhagen. By permission of the Crown an open-air theater, consisting of a fine stage, dressing-rooms, and rows of seats for 4,000 persons, has been contrived in a glade, which, by reason of its slopes and including trees, could not be better suited to the purpose.

There are to be ten performances, all beginning at 7 o'clock in the evening. The plays to be given are a national drama, "Hagbarth of Signe," and "Midsummer Night's Dream." Owing to the closing of the dramatic season in Copenhagen, it has been possible to secure the services of the best actors and actresses in Denmark, and an artistic success of the highest order is looked for. "Hagbarth of Signe" was played and the ministry and all the best-known people in Copenhagen attended. The price of seats was doubled on the last performance, the usual charge being 25 to 50 cents.

The experiment is being made by a committee of fifteen public-spirited persons, who have guaranteed \$12,500. It is not thought that they will lose anything by the venture. The rain problem has been solved by an ingenious arrangement by which in case the weather is thought to be unpropitious the decision to have no performance will be announced at 4 o'clock by a telephone and by placards on the taxicabs of the capital.

The profits arising from the performances will be devoted to taking poor children into the country.

ARMY AND NAVY.

Army Orders.

First Lieut. DOUGLAS POTTS, Eighteenth Infantry, will report by telegraph to regimental command.

A board of officers, to consist of Maj. AMOS W. KIMBALL, quartermaster, Capt. ALBERT C. PAULIN, Twenty-ninth Infantry, and Capt. ELMER LINDSEY, quartermaster, is appointed to meet at the general depot of the Quartermaster's Department, Philadelphia, June 21.

Leave granted First Lieut. FRED W. BURGESS, Twenty-fifth Infantry, recruiting officer, is extended four days.

By direction of the President, Lieut. Col. WAUTER L. FINLEY, General Staff (Thirteenth Cavalry), relieved from duty as a member of the General Staff Corps and from duty at headquarters, Department of California. He will proceed on the transport to sail from San Francisco on July 9 to join his regiment in the Philippine Islands.

By direction of the President, First Lieut. BERNARD S. GOSTIN, Medical Corps, is honorably discharged, with one year's pay.

Leave granted Lieut. Col. WILLIAM E. CRAIG-HILL, Corps of Engineers, by the Chief of Engineers, extended two months.

Capt. JAMES E. NORMAN, quartermaster, now at San Francisco, will proceed to Fort Leavenworth for duty.

The following named officers are detailed with the organized militia of Pennsylvania, at Gettysburg, August 11 to 20: Capt. EDWIN B. WINANS, Fourth Cavalry; Capt. EDGAR A. FRY, Tenth Infantry; Capt. EDGAR T. CONLEY, Fifteenth Infantry; First Lieut. RONALD E. FISHER, Fourteenth Cavalry, and First Lieut. EDGAR S. STAYZER, Twenty-third Infantry.

Naval Orders.

The following orders have been issued: Lieut. W. P. GADDIS, detached duty Virginia; to duty Dolphin.

Pay Director T. J. COWIE, detached duty as pay officer and general storekeeper, Naval Academy, Annapolis, Md., and continue other duties.

Paymaster W. R. IZARD, detached duty as pay officer, purchasing pay officer, and general storekeeper, navy yard, Pensacola, Fla., settle accounts, and wait orders.

Paymaster J. W. MOISE, detached duty New Jersey, settle accounts, and wait orders.

Paymaster G. W. FOGHAN, Jr., detached duty Wisconsin, settle accounts, and wait orders.

Associate Paymaster J. J. LUDWIG, detached duty New Jersey; to duty navy yard, Pensacola, Fla., as purchasing pay officer, general storekeeper, and pay officer.

Chief Gunner J. HILL, detached duty Rhode Island, and when discharged treatment Naval Hospital, New York, wait orders.

Chief Gunner J. T. ROACH, to duty works E. W. Bliss Company, Brooklyn, N. Y., and additional temporary duty Sag Harbor, L. I.

Gunner F. Heiss, detached duty works E. W. Bliss Company, Brooklyn, N. Y.; to duty Rhode Island.

Paymaster's Clerk G. W. MASTERSON, appointment as a paymaster's clerk in the navy, duty navy yard, Pensacola, Fla., revoked.

Paymaster's Clerk E. V. LEE, appointment as a paymaster's clerk in the navy, duty New Jersey, revoked.

Paymaster's Clerk A. GAFFNEY, appointment as a paymaster's clerk in the navy, duty Naval Academy, Annapolis, Md., revoked.

Paymaster's Clerk J. P. FIRENG, appointment as a paymaster's clerk in the navy, duty Naval Academy, Annapolis, Md., revoked.

While you think of it, telephone your Want Ad. to The Washington Herald, and bill will be sent you at 1 cent a word.