

MOTORISTS FLOCK TO THE AUTO SHOW

Dealers Pleased with Attendance at Spacious Hall.

LARGER TIRES PREDOMINATE

Makers of Big Machines Have Obtained Greater Resiliency in Riding Qualities—Luttrell Company Credited with First Sale—Diplomats Invited to See Autos on Exhibition.

By DIRECT DRIVE. Washington's motoring population and the out-of-town contingent were offered a most opportune breathing spell yesterday after the opening on Monday night of the auto-aero show at Convention Hall, when the gasoline clan hereabout was thrown into a state of excitement.

Local auto men declare the state of affairs is surprising. That the call of the auto is fast gripping Washington was demonstrated again last night, when another large crowd thronged the spacious hall and inspected the numerous exhibits.

A noticeable feature has been the attendance of out-of-town auto men. Scores of exhibitors arrived at the hall early yesterday morning, and everything was spick and span last night.

Motorists who note every component part of the new models are struck by the tendency toward greater diameter in tires. In less than ten years the jump has been made from pneumatic tires of 2 1/2-inch diameter to those measuring a full 5 inches, in the desire to obtain the greatest resiliency and consequent easy riding qualities of heavy cars.

Practically all of the two-ton and slightly lighter cars at the show are using the 5-inch tire. Many makers are placing 4 1/2-inch tires on their lighter products. Four-inch sections predominate, however, on the middle class of town cars, runabouts, and touring cars.

The smallest pneumatic tires mounted on any show cars are found on the small runabouts. All of these utilize the 3-inch diameter. There are practically no 2 1/2-inch tires in use.

More than passing interest was shown by the crowds at the show last night in the exhibit of motor boats manufactured by the Racine Boat Company, and sold in Washington by C. D. Davis, 1504 H street northwest.

Many persons made a close inspection of the twenty-five-foot cruiser and the eighteen-foot speed launch.

The writer had an interesting talk with W. C. Sterling, of the New York branch of the White Company, who is assisting Manager Chichester, of the local offices, at the show yesterday afternoon.

"There is more chrome nickel steel used in the White gasoline car than in all other cars but two selling at more than twice the price of the White," said Mr. Sterling. "Chrome nickel steel is the latest development in high-grade alloyed steels for this class of work, and it has not been used heretofore, except in minute quantities, in any car selling under \$4,000."

He explained that the White people intend building a car only for quality, and it is only by building them in large quantities that they are able to use this particular material.

"The crankshaft of the car," continued Mr. Sterling, "has a factor of safety far beyond its possible requirements. The shaft is, in fact, 2-1/8 in diameter, and there are few 50-horsepower cars with as large a shaft as this."

"The White Company claims there is no car in America of small carrying capacity, such as these, and selling at its price, that can show the quality of the new White. It is their intention to make a place for it in the American market that is not at present occupied, and that will be a standard for some years to come. They do not cater to those desiring cheap cars, nor permit comparison with cheap cars, where prices only is regarded, claiming their car is a mate—and not an unworthy mate, at that—to the highest priced and highest grade cars made, and will serve in the light of a tender to the same owner."

Sales of cars began Monday evening and continued yesterday and last night, although "prospects" (meaning near-purchases) are being booked every minute of the day. Louis Stevenson, of the Luttrell Company, local agents for the Packard, scored the initial knockout when he convinced A. R. Rinehart, of Covington, Va., that a Packard "15" touring car is the one and only genuine car in all motordom.

If Charley Bender means it, George Y. Wheeler and his brother, Harry Wheeler, of the Fifth-Stirling steel plant, came here from Pittsburgh in their American Simplex just to see what Washington could offer as an auto exhibition.

To-morrow night will be "society night," following the custom observed at the shows in other cities. The price of admission will be doubled, and as special invitations have been extended to members of the diplomatic corps, army and navy officers, and other government and city officials to attend the show, it is expected that it will rival Mr. Hammerstein's opera in the production of a crowd of notables.

E. D. Shummer, of the Royal Tourist Company, of Cleveland, is here with the Terminal Taxicab Company's exhibit.

Roy Dent, of the B. F. Goodrich Company, is certainly the talkative one when asked about tires. However, he has nothing on E. H. Johannsen, of the Hartford product. It's a toss-up between 'em.

Jacob Spoerer, of the Carl Spoerer's Sons Company, of Baltimore, is delighted with the way Washington has acknowledged his car.

W. F. Kurtz and Evans Maxwell, of the Huson factory, are telling prospective purchasers all the merits of the little brother to the famous Chalmers-Detroit.

W. Clifford Long (he doesn't like to be called "Cliff") is on the receiving end of all the foolish questions.

"Brownie" Spence, of the Pope Automobile Company, should not be overlooked as one of the moving spirits.

One of the most important, as well as most patronized, features is the soda

MANAGER OF WASHINGTON AUTO SHOW.



BEN. R. JOHNSON.

HERALD'S REVIEW OF THE 1910 MODELS

One of the newest cars in this section of the country is shown by the Terminal Taxicab Company, which recently accepted the agency here for the Royal Tourist, made in Cleveland. A touring car and working chassis are shown.

The Royal Tourist model is designated the "Model M." series 2, being an approved refinement of its predecessor of exceptional quietness and freedom from vibration. It retains the motor of the model "M." series 1, which has a 3 1/2-inch bore and 6-inch stroke. The improved carburetor is also retained.

An important addition is an oil filter, composed of alternate layers of filter paper and metal discs, the paper being clamped between the discs, and the oil being forced between the two.

The high tension dual ignition system with Bosch magneto and storage battery is employed. The cylinders are vertically cast in pairs, with valve chambers, water jackets, and cylinder heads cast integral.

The change gear is of the selective type, having four forward speeds and one reverse. All brakes are of the internal expanding type, thoroughly protected. The spring suspension is three-point platform in the rear, and semi-elliptic in the front.

The improved carburetor, introduced and used so satisfactorily last year, is retained. It is of the improved type of Venturi tube, and is noiseless in action as well as economical in fuel consumption. The water pump for the cooling system is gear-driven off the cam shaft and has ample capacity to insure rapid circulation.

The motor is equipped with the high-tension magneto system, the car starts readily with a half turn of the crank. Easy cranking is further provided by means of a compression release.

C. Casard Schroth, Washington agent for the Stearns car, has an attractive exhibit at the northeastern corner of the hall. The Stearns has been built and marketed since 1896, and has been developed along the lines of the accepted type of motor car design.

The 30-horsepower models have become so firmly entrenched in public favor that a few words suffice for a complete description of their sterling qualities. From the time the standard four-cylinder type was developed, the 30-hp has remained practically unchanged in all essential details. An abundance of power, combined with exceptional flexibility, quickly developed by the five and three-eighths inch by five and seven-eighths inch motor, and as silently transmitted to the rear wheels, sum up briefly the mechanical characteristics.

Although second to none in speed and hill-climbing ability—as attested by the triumphs of owners in all parts of the country—many other excellent qualities appreciated by the discriminating are noticeable. The smooth-running motor and four-speed transmission, with the dry multiple disc clutch, render operation extremely simple. Correct suspension, and springs sufficiently long and flexible to smooth out the road, give pronounced easy riding qualities, rendering country touring as great a pleasure as boulevard driving. All springs are of the semi-elliptic type of a special grade of Van-

fountain at the north end. "Bankroll" Johnson says he would see the cars sooner if the entrance was at the K street side.

Manager Chichester, of the White branch, is being assisted by W. C. Sterling, of the New York offices.

A lady demonstrator is in charge of the Westinghouse Company exhibit. A number of electrical household articles are shown.

The musical programme for this afternoon and to-night, by Haley's Orchestra Band, follows:

- AFTERNOON. March, "Military Days".....Miller Selection, "The Sad Kiss".....Levi Novellette, "Glimmering Star".....Hager Waltz Suite, "Wedding of the Winds".....Hall Selection, "The Three Tains".....Koschna Intermezzo, "The Glow Worm".....Linke March, "Happy Days".....Luders Selection, "Woodland".....Levi Patrol, "Simses".....Linke Selection, "M. B. Mediate".....Herbert Waltz Suite, "Marwita".....Belinet Selection, "The Rolling Girl".....Francis EVENING. March, "Our Progress".....Armstrong Selection, "Wendland".....Herbert Waltz, "Spirit of Love".....Hall Overture, "The Ballet".....O'Hara Characteristic, "The Tolly Band".....Horton Operetta, "Bates in Poland".....Herbert March, "Daisy Land".....Haines Selection, "The Talk of New York".....Cohan Fantasia, "My Old Kentucky Home".....Langer Waltz Suite, "The Merry Widow".....Lazar Intermezzo, "The Trolleys".....Povoni "Scenes from Algeria".....Herbert

Do you believe in the mesmeric influence of a full moon in August? Then see "The Harvest Moon," the National feature, next week.

adium steel, and practically unbreakable. This spring design permits a minimum amount of side sway without sacrifice of flexibility, and in a car capable of extremely high speed is absolutely essential.

Thirty-six-inch wheels, with four-inch tires in front, and either four and one-half or five in the rear are provided, Continental demountable rims being standard equipment. When two sizes of tires are specified two extra rims are furnished. All body types—seven-passenger touring, two or four seated toy tonneau runabout, and the Commercial and Landulet—are mounted on the 20-hp horsepower chassis, either shaft or chain drive being furnished. In every case the entire car is in pleasing harmony with the mechanical perfection of the chassis.

The four-passenger toy tonneau runabout may be easily and quickly converted into a two-passenger roadster by the removal of the tonneau. A chauffeur's seat may also be placed on the left running board of either the 15-30 or 30-50, thus providing a two, three, four, or five passenger car on a few moments' notice. This feature is one that has become very popular because of its convenience and adaptability.

One of the debutantes in motor car construction is the Flanders "3A," which arrived yesterday and is being shown by the Commercial Auto and Supply Company. The car can be used as a two-passenger roadster or a four-passenger car.

A feature is the tubular underframe which carries the motor, radiator, dash, steering gear, pump, magneto, and coil on its two parallel tubes, while the transmission is found on the rear axle. The motor is of the four-cylinder type. The cylinders are cast en bloc. A leather-faced cone clutch is used. Another Flanders feature is that the clutch and service brake are interconnected, so that only one foot lever is required.

A full line of the Spoerer product, made in Baltimore, forms an attractive exhibit. The Spoerer embodies the latest ideas and best engineering practice, and uses only materials and methods in construction that have been tried and tested, both in this country and in Europe.

The demonstrating car has run many thousand miles over all kinds of roads—up mountain sides—through almost impassable stretches of mud, sand, and clay, and, with the severest test we have been able to find, the car looks practically as good as the day it left the factory, without a repair or any description being necessary. The great shift is direct from the lever shaft to the gear case, and avoids the lost motion so common in the ordinary speed change. This allows perfect working of the gears, and consequently saves a great deal of wear and tear.

The transmission is selective, sliding gear type, three speed forward and reverse. All the gears and gear shafts are of Krupp nickel steel, and the sliding member runs on a round keyed shaft—the keys being integral with the shaft and make a quiet running gear. Also in the direct drive, where the driven shaft is supported by and runs within the driving shaft, a H. B. bearing is used instead of the sloppy-fitting straight bearing usually employed.

AUTO SHOW SECRETARY.



JOHN S. LACOMBE, JR.

Rev. W. L. Pond Killed. Saratoga, N. Y., Jan. 25.—Rev. Washington I. Pond, one of the earliest graduates of Union College, was struck by a trolley car in a blinding snowstorm, north of this village, last night, and instantly killed. From 1841 to 1887 he was a clerk in the Postmaster General's office at Washington, D. C.

WEATHER CONDITIONS.

U. S. Dept. of Agriculture, Weather Bureau, Washington, Tuesday, January 25, 1910—8 p. m. A disturbance of slight intensity has moved northwardly to the southeast New England coast. It caused rain and snow within the last twenty-four hours on the middle Atlantic coast and in New York and Southern and Western New England. Another storm of marked intensity is centered over Nebraska, and it has caused local snows in the Upper Lake region, North Dakota, and the Northern Rocky Mountain region. Rain is again reported from the Pacific Coast. In districts other than those referred to, fair weather prevailed during the last twenty-four hours.

The temperature has changed but little in the States east of the Mississippi valley, and it has risen decidedly in the Mississippi Valley and the Plains States. Unusually high temperatures prevailed during Tuesday in the Lower Mississippi Valley, the West Gulf States, Oklahoma, and Kansas. Coldest weather is reported from the Rocky Mountain and Plateau regions. No unusually low temperatures have prevailed, however, in any part of the country.

A general rise in temperature will overtake the northwardly and cause local rains Wednesday in the Ohio and Upper Mississippi valleys, and the Upper Lake region. Snow showers Thursday over the Great Lakes. In all other districts east of the Rocky Mountains the weather will be generally fair during Wednesday and Thursday. The weather in the Rocky Mountain and Plateau regions will be fair Wednesday, followed by unsettled weather and local rains and snows in these districts Thursday.

A general rise in temperature will overtake the districts east of the Mississippi River Wednesday, and there will be a further rise in the Atlantic States Thursday. The temperature will fall Wednesday over the Plains States and the West Gulf States, and in the Mississippi Valley by Thursday night.

Storm warnings are displayed on the Pacific Coast, from San Francisco northward.

Table with columns: Locality, Max., Min., 8 p. m. fall. Lists various cities like Asheville, Atlanta, Baltimore, etc.

Local Temperature. Midnight, 33; 2 a. m., 33; 4 a. m., 33; 6 a. m., 32; 8 a. m., 32; 10 a. m., 31; 12 noon, 35; 2 p. m., 36; 4 p. m., 37; 6 p. m., 37; 8 p. m., 37; 10 p. m., 31; maximum, 37; minimum, 30.

Tide Table. To-day—High tide, 8:55 a. m.; 9:10 p. m.; low tide, 2:50 a. m.; 3:14 p. m. To-morrow—High tide, 9:10 a. m.; 9:58 p. m.; low tide, 3:48 a. m.; 4:32 p. m.

Condition of the Water. Special to The Washington Herald. Harpers Ferry, W. Va., Jan. 25.—Both rivers very muddy.

BROKER CRISS TO SUE.

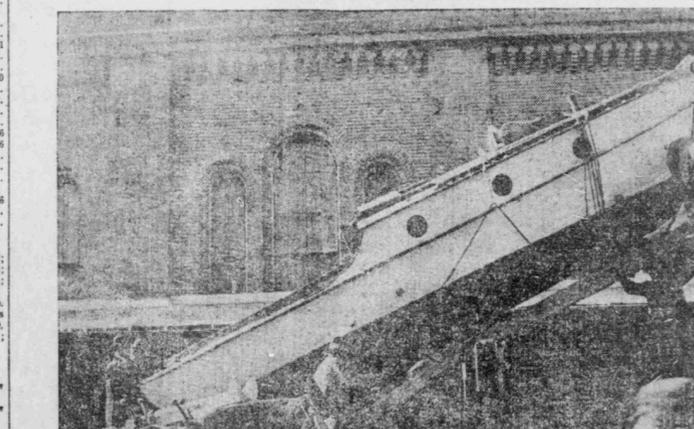
Holds Firms Responsible for Repudiating Contracts. New York, Jan. 25.—The firms which repudiated the buying contracts in Columbus and Hocking Coal Iron, made in their name by Hugh F. Criss and others, will have to stand suit for breach of contract. The plaintiffs are mostly clients of stock exchange houses outside the pool, who sold the stock in the smash on Wednesday last. A great majority of these traders met with heavy losses, through the fact that Criss' ostensible principals refused to accept delivery, throwing the entire financial responsibility for the transactions on Roberts, Hall & Criss, which went to the wall. These traders thereupon closed out their contracts as "witnessed transactions" and the difference between the selling price to Criss, which was located in the 6th, 7th, and 8th, and the closing-out price in the 20s represents the amount they hope to recover from the firms Criss names as his principals.

LIKES NEW YORK BETTER.

Attache of Belgian Legation Here Goes to Metropolis. New York, Jan. 25.—Prince Henry de Ligno, who came over here to be attached to the Belgian Legation in Washington, is disappointed with our National Capital. The prince arrived here from Europe only a week ago yesterday, and after stopping for a few days in New York to look about he decided on Friday that it was about time for him to proceed to his post, and left that night.

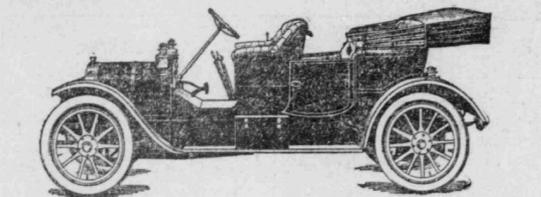
When Monday came the prince had his servant pack his things bright and early, and during the day he turned up again at the Hotel Wolcott. He likes New York better. The prince has spent a good deal of his life in Paris, though last year he was attached to the Belgian Legation in Morocco.

ONE OF THE MOTOR BOATS ON EXHIBIT.



WORKINGMEN HOISTING BOAT FROM STREET TO EXHIBITION ROOM IN CONVENTION HALL.

"Everything the foreign car has but the price." That description can be truthfully applied only to the

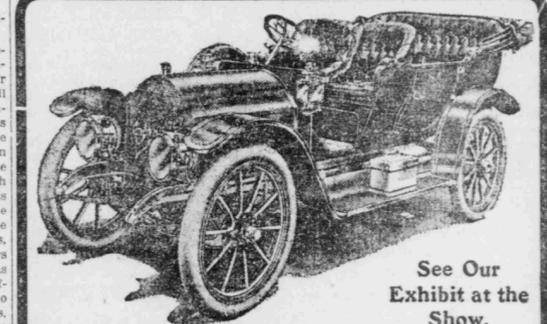


WHITE

Gasoline car. The latest ideas of Europe, built by American brains to suit American conditions in the finest equipped factory in the world. The result is unbeatable.

SEE US AT THE SHOW AND LET US SHOW YOU.

THE WHITE COMPANY, 1124 Connecticut Avenue.



See Our Exhibit at the Show.

Agents Wanted for the Spoerer Car.

Motor—Four-cylinder vertical—cylinders cast in pairs of 4 1/2 in. diameter and 5 1/2-in. stroke. Stromberg carburetor. Clutch—Cone—with leather face and universal joint. Transmission—Selective—sliding gear type—three speeds forward and reverse—H. B. bearings. Ignition—Two separate systems, battery and Bosch magneto.

Roadster, \$2,850; Touring Car or Small Tonneau, \$3,000; Seven-passenger, \$3,250. Address all communications to

CARL SPOERER'S SONS CO. 901-909 South Carey Street, Baltimore, Md.