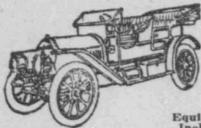


# The Leading Motor Cars of the World AND THEIR WASHINGTON AGENTS.

The "Washington" Car  
"40" \$1,750

Guaranteed for 5 Years



Equipment Included.

Every Owner Satisfied  
Moral—Buy a Washington

'Phone M. 5126  
for Demonstration.

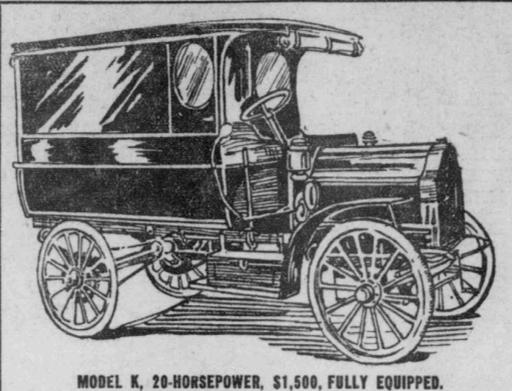
CARTER MOTOR CAR CORPORATION

MUNSEY BUILDING, Washington, D. C.

Factory, Hyattsville, Md.

## "The Buffalo" Delivery Car

The Car That Will Always Be On Time.



MODEL K, 20-HORSEPOWER, \$1,500, FULLY EQUIPPED.

The Ideal Car for the Ideal Business House.

Every merchant having a delivery service needs this BUFFALO DELIVERY CAR. There is style to a business that has an Auto Delivery Service. Each car is attractive in appearance, certain in action, and economical in operation.

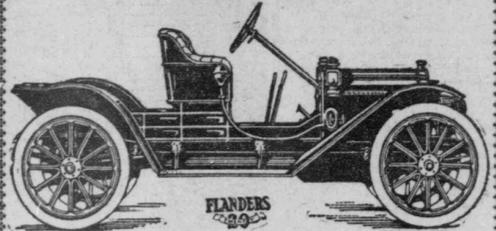
It is a splendid advertisement for an enterprising firm.

The BUFFALO DELIVERY CAR works all day and saves money.

Let us show you in figures the benefits in owning a BUFFALO DELIVERY WAGON.

LESTER D. MOORE, Jr., 829 14th St. N. W.  
'Phone Main 6890.

## IMMEDIATE DELIVERY OF FLANDERS "20" CARS



\$750

Including 5 lamps, magneto, generator, jack, tool kit, pump, and tire kit.

Commercial Auto & Supply Co.  
1313 New York Avenue N. W.  
Washington, D. C.

## Washington's Favorite FORD

The Car That Never Fails Its Owner.

Model T Fully Equipped.  
Touring Car, \$975



MODEL T FORD.

The Car That Lasts Longest—and Costs Least While It Lasts

We have tried to emphasize in our previous advertising the extremely low cost of maintenance of a Ford.

This is the main point at issue in buying a car!

What will it cost to run it?

The cost of many cars is not in the first cost.

It's the daily grind day after day, the endless round of bills, bills, bills, that maketh the heart sick and the purse slim.

You escape this enormous upkeep when you buy a Ford.

Its light weight gives it a decided advantage over heavy, dead-weight cars.

Tire troubles and the thousand and one cares are unknown to the Ford.

It will run 25 to 30 miles on one gallon of gasoline.

It will average over 10,000 miles on one set of tires.

Your repair bill will be merely nominal.

We ask a chance to prove these statements, or any others that we have made in favor of the Ford.

We can prove them to you if you'll come in and let us.

Our Demonstrators will gladly call by appointment and will take pleasure in showing you by actual test—why the Ford is the car for you.

4 Cyl. 20 H. P. 5 Passenger Touring Car, 100 in. wheel base, \$975, delivered in Washington; includes magneto, top, wind shield, gas lamp, generator, speedometer, 5 oil lamps, horns, and kit of tools.

**MILLER BROS.' AUTO AND SUPPLY CO.,**  
1105-1107 Fourteenth St. N. W. 'Phone North 4170-4171.

Batteries,  
Magnetos,  
Spark Plugs,  
Timers, &c.

Batteries Recharged and Repaired.

Witherbee Igniter Company,  
Everything for Ignition and Lighting,  
813 Fourteenth St.  
'Phone Main 3529.

## The New Era Autocycle



A NEW ERA AUTOCYCLE Climbing 25th Street Hill on Its Own Power.

An Autocycle that starts like an automobile, operates like one, and is as quiet as one. No pedaling necessary to start this machine.

This machine has proven its supremacy during the season of 1909 over the average type of motor cycle. THE TRANSMISSION IS PLANETARY, HAVING TWO SPEEDS FORWARD.

The motor is a single cylinder, air cooled, 5-horsepower.

LET US CONVINCING YOU BY DEMONSTRATION.

TOM MOORE, Agt., 306 John Marshall Place. 'Phone M. 4347

**COOK & STODDARD CO.**  
Pierce-Arrow  
Cadillac  
Franklin  
**AUTOMOBILES**  
BAKER ELECTRICS  
Salesroom, 1313 H STREET N. W.  
Garage, 22d and P Streets N. W.

**REGAL**  
EMERSON & ORME,  
Temporary Location, Rear of 1219 K St. N. W.  
'PHONE MAIN 7005.

**APPERSON**  
EMERSON & ORME,  
Temporary Location, Rear of 1219 K St. N. W.  
'PHONE MAIN 7005.

**TIRES** Auto Sundries and Tire Repairing  
JONES & KESSLER  
RUBBER TIRE CO.  
605 E St. N. W. 'Phone Main 3056

**HUDSON** TOURING CARS, ROADSTERS,  
\$1,150. \$1,000.  
ZELL MOTOR CAR CO.,  
1315 New York Ave. N. W.

**E-M-F "30"**  
Allotment of cars nearly sold. Only a few more open dates of deliveries left.  
COMMERCIAL AUTO AND SUPPLY CO.,  
1313 New York Ave. N. W.

**NATIONAL ELECTRICAL SUPPLY CO.**  
1330 NEW YORK AVE.  
Everything for the Automobilist.

**1910 ELMORES**  
FOR IMMEDIATE DELIVERY.  
Several second-hand machines, in first class condition, for sale at bargain prices.  
CHAS. E. MYERS, 1429 L St. N. W.

**ECKSTEIN'S MIDDAY LUNCH** is the  
Talk of the People.  
12 to 3—TRY IT.

**Storage AUTOMOBILES Repairs**  
We Store and Repair Any Make of Machine.  
IMPERIAL MOTOR COMPANY,  
E. A. GARLOCK,  
1214 V Street Northwest, Washington, D. C.  
Frank R. Chase, Manager. 'Phone North 2056.

### AUTOMOBILE NEWS NOTES AND GOSSIP

Continued from Page One.

leaders, the Hudson and a National "20," these two being far in advance of all other competitors.

The National was setting the pace for the Hudson, which was scarcely a length behind, when a gust of wind raised a cloud of dust, totally obscuring the vision of Bruner. Before his car had penetrated through the dust his left front wheel struck the fence with a resounding crash and turned his car completely around.

Few in the grand stand could see what had happened, while others were certain that a spill had occurred. Bruner, however, managed to keep his car right side up, and, turning around, took pluckily after the other contestants, all of whom had gone by him.

Passing the grand stand on the next lap, he was given a round of applause. As his car gradually gained upon his opponents, the entire assemblage arose and amid deafening shouts his car overtook one after the other. He closed all but a small gap between his car and the National. The latter won the race.

Ted Johnston, manager of the local branch of the Buick, left for New York last week to attend a meeting of the branch managers.

The Maxwell-Briscoe Washington Company unloaded a seven-passenger Columbia touring car yesterday.

Mr. Thomas, of the Maxwell-Briscoe Washington Company, last week sold and delivered cars to Joseph G. Walker and I. E. Shoemaker.

The show windows of Miller Bros. have attracted many people during the week, and Mr. Charles Miller has received many congratulations on his artistic window decorations.

and runs at any desired speed, has been invented by Willard D. Doremus, of this city.

This engine operates exactly as a steam engine, but does not have the attendant complications of steam. It works equally well on alcohol, crude oil, kerosene, or gasoline.

"I am not quite ready to give a detailed description of this engine," said Mr. Doremus, "as I wish to make one or two slight changes, and besides, I wish to be thoroughly protected by patents before divulging too much."

"I have carried experiments far enough along, however, to prove that it is a thoroughly practical engine. It is simpler and far more reliable in its action than is possible in any other form of hydro-carbon motor developed up to the present time.

"One lever controls the starting, stopping, and speed simply by admitting into the cylinders fuel in quantities desired.

"For automobiles its use will eliminate flywheels, clutches, transmissions, with their attendant levers, control rods, and troubles. It also eliminates the subtle troubles of ignition and carburetion."

Ignition in all its branches is a business by itself. The Witherbee Igniter Company appreciated this when they equipped their store at 813 Fourteenth street with a full list of appliances used for ignition and lighting. One of their principal features is their battery recharging and repairing business, a fact worth remembering when batteries need attention.

The Commercial Supply and Auto Company unloaded six Flanders cars Friday.

**A Coast-to-coast Tour Proposed.**  
Hardly is one Golden tour under way, from year to year, than plans are formulated for routes for the next succeeding one. In almost every year past the routes selected have had their first suggestions in the minds of those who were actively engaged in a preceding one. Such is the case at present, and it is with great interest that there is noticed a decided opinion that the entire nation should be crossed during the season of 1911.

The Golden tour is a classic, as much so as the Vanderbilt race among speed yachtsmen, the America cup race among yachtsmen, and the Suburban Handicap among horse followers. Thousands of

people watch its progress each season, either in person or through the daily and weekly press, and there is every indication that reliability contests, instead of waning, are indeed increasing in popular favor. It must be so as purchasers of motor cars become more discriminating, for they learn far more of the ability and quality of a machine from this type of contest than from any other. Such is the case in Europe, where endurance contests now take precedence over races. Certain large sections of this country have been visited by the great Golden tour, and this is really the one which counts most, far more than local affairs, and only the Pacific Coast has not been touched by it thus far. The small transcontinental runs already held have indicated their value, and the officers of the Premier Company will do all in their power next winter to bring about a coast-to-coast event next year.

The logical start would be New York and the finishing point San Francisco, and between these widely separated points there would be a variety of available routes. It is likely that Albany, Buffalo, Cleveland, Chicago, Omaha, Denver, Cheyenne, Salt Lake City, and Ogden would be intermediate points, with several probable detours. It is not generally realized that the distance would be little more than that traversed this year, but of course the roads through the mountains would be much more difficult than any ever before attempted.

**The Tour to Frederick.**  
A two-hour run that meets with the approval of the local motorists is to the quaint and historic little town of Frederick. Beside the delightful run over some of the finest roads that can be found in this vicinity, the house of Barbara Fretchle and the house that was used by Gen. Washington as headquarters during the Revolutionary war are viewed by many that make this trip.

This trip is made by the way of Massachusetts avenue extended, over one of the best demonstrating roads around this city, until Wisconsin avenue is reached, where the road changes to the Tennyson town pike, which is always in good condition. Leaving Tennysonville in the background, the motorist speeds his motor until Rockville is reached.

The next stop may be made at Gaithersburg, a little town not far from Rockville. Continuing the journey over a soft dirt road, Clarksburg is reached. Leaving Clarksburg via the same dirt road, the towns of Hyattstown and Urbana are passed in a short time. After leaving Urbana, the Frederick pike is good and hard, and the machine may be speeded without fear of ditching or other troubles. After crossing the bridge that spans the Monocacy River, which is on the outskirts of Frederick, a macadam road appears and continues into the town. The trip is made especially pleasant by the scenery, which includes Sugarloaf Mountain.

The Columbia sales agencies report the sale and delivery of a fully equipped Firestone-Columbia touring car to Mr. E. H. Clark. Mr. Clark is the fiscal agent of the Collins Wireless Telephone Company, and has offices in several of the Eastern cities. The car is to be used in intercity trips between the various offices.

The Cook and Stoddard Company received a carload of Baker electrics last week.

Ted Johnston, in his Welsh, accompanied by a party of friends, made the trip to Baltimore last Sunday.

Representative Albert Douglas, of Ohio, has purchased an E-M-F, from Mr. Cliff Long, the local agent. Mr. Long also sold an E-M-F to W. F. Sroufe.

The National Automobile School for colored men, which was established little less than a year ago, has met with a success far exceeding the expectations of those interested in it.

For several months the school occupied the building at 159 Seventh street, but under the judicious direction of Mr. C. J. Warnick certain new features were added to the course. The changes in the course and method of instruction inaugurated by Mr. Warnick had its effect in a marked increase of business, and in a short time it was found necessary to seek another location, as the rapidly increasing business demanded a proportionate expansion in floor space. This location is the present new and spacious quarters at the corner of Ninth and O streets northwest. The course in automobile engineering is one of special thoroughness and value. It consists first of theoretical instruction, after the completion of which the student is put in the shop to work out in a

practical way the principles absorbed while in the class room. The final instruction is given in one of the new Perry cars, and in this the student is taught the operation and driving of the car over the smooth and busy streets and rough roads, so that he will understand the "inside" workings of the engine as well as the safe handling of the car under any and all conditions.

The school has been quite successful in securing positions for a number of its graduates, and its services are always willingly offered to the young colored man who is ambitious to advance himself.

**"PURSER BOY" ON LARGE SHIP.**  
Leo Callaghan Guides Passengers in the Right Channel.

On the biggest steamer in the world Leo Callaghan is the smallest member of the liner's complement. Leo is known as the purser's boy, and he has held the position of general amanuensis to the purser for several years, says the New York Telegram. In this Leo has met all the big men of two continents, and his diminutive size has never been a handicap to him in making steadfast friends.

Leo Callaghan is the medium between the passenger and the purser in the transmission of the lengthy documents that determine whether the passenger is an anarchist, has ever been in jail, or perhaps has plans for the extermination of the American government. When the long list of questions puzzle the passenger Leo Callaghan is the one who directs the questions in the right channels.

He delivers the Cunard Daily Bulletin to his personal charges, changes foreign money into the coin of the realm, and does a hundred other little services for his particular friends that would not come under the list of services of either the deck, bedroom, or saloon stewards. Leo Callaghan is fifteen years of age, and has followed the sea ever since he can remember. He is invaluable to those whose business is to look up either arriving or departing passengers, for he knows them all by sight if not more intimately, and the customs officers always turn to him when they must have a certain passenger before them quickly.

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