



K-R-I-T WINS

First Prizes in \$800 Class in the Following HILL-CLIMB CONTESTS

- Washington, D. C., August 30, 1910.
- Columbus, S. C., June 3, 1910.
- Kansas City, Mo., May 14, 1910.
- Atlanta, Ga., March 27, 1910.

To climb hills on "high," you must have power. The K-R-I-T has it.

Bosch Magneto, Stromberg Carburetor, 22½ horsepower, 4 cylinders, 3¼ bore, 4-inch stroke. Ask for demonstration.

K-R-I-T AUTO SALES CO.,

Thos. W. Cadick, Manager,

1214 V Street N. W., Washington, D. C.

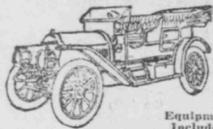
Phone North 2056.

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

Guaranteed for 5 Years

Every Owner Satisfied

Moral—Buy a Washington



Equipment Included.

Phone M. 5126 for Demonstration.

CARTER MOTOR CAR CORPORATION

MUNSEY BUILDING, Washington, D. C.

Factory, Hyattsville, Md.

COOK & STODDARD CO.

Pierce-Arrow Cadillac AUTOMOBILES

BAKER ELECTRICS

Salesroom, 1313 H STREET N. W.

REGAL

EMERSON & ORME,

Temporary Location, Rear of 1219 K St. N. W.

PHONE MAIN 7895.

Several Second-hand machines, in first class condition, for sale at bargain prices.

CHAS. E. MYERS, 1429 L St. N. W.

NATIONAL ELECTRICAL SUPPLY CO.

1330 NEW YORK AVE.

Everything for the Automobilist.

APPERSON

EMERSON & ORME,

Temporary Location, Rear of 1219 K St. N. W.

PHONE MAIN 7895.

Tires Wanted

We pay highest spot cash prices for old tires.

I. GLASSER & CO., 2025 7th Street N. W.

Phone N. 3959

INSIST UPON HAVING YOUR CAR EQUIPPED WITH A

WASHINGTON EMPIRE TOP

For beauty, fit, and service they can't be beat. They are limited, but not equalled. Come, have a look and be convinced. Tops for all makes of cars. Buy direct from us and save money. Tops from \$3 up. Slip covers, etc., at proportionate prices.

EMPIRE AUTO TOP AND BODY CO.,

1217 E St. (rear) n.w.

Phone Main 7452.

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.

REFRIGERATORS at CUT PRICES

We've made very deep price reductions on our famous White Mountain and Bohn Refrigerators. These goods are of such a standard character it will be a wise investment to buy now for future use.

BARBER & ROSS, 11th and G Sts.

AUTOMOBILE NEWS AND GOSSIP

Continued from Page One.

sure does not drop quickly, and it becomes increasingly difficult to maintain it at a proper value. In a case of this sort it is well to examine the tightness of the cap filler of the tank. A leather or rubber gasket is used at this point, and often the rubber will become spongy, the leather caked and hard, or some small piece of extraneous matter will become lodged between the cap and its seat.

To meet the imperative demands of the automobile industry there has at last been set on foot a definite, comprehensive, systematized movement looking to the permanent standardization of this great commercial field. This work, inevitable in its necessity to an industry now fifth in the scale of industries, and one growing by leaps and bounds, is to be conducted by the Society of Automobile Engineers, of which Coker F. Clarkson is general manager. Following the decision made at the meeting of the Society of Automobile Engineers at Detroit last month, the standardization committee of the society has been organized and consists of well-known engineers and metallurgists. Various subcommittees will be actively engaged throughout the country on component parts of motor cars which can be properly standardized at this time. These matters cover a very broad field, including raw materials, machine tools, semi-finished, and finished parts, engineering methods, and practices.

Thomas F. Murray has just received a Washington touring car, fully equipped. The car is finished in green, striped in gold.

C. C. Vaughn has just received a Washington touring car, finished in hazel brown, striped in gold, and fully equipped.

The performance of the 30-horsepower Stearns car on August 19 and 20, in the 24-hour race in New York City, when it broke all existing records for this distance, is really overshadowed by the fact that the winning car is a privately owned machine, and prior to the contest had been run over 45,000 miles in the hands of its owner, Mr. J. M. Rutherford, of New York City. It covered 1,233 miles in the twenty-four hours, breaking the record by a fraction over fifty-seven miles. A close analysis of the time and distance shows that the winning car averaged over fifty-two miles per hour for the twenty-four consecutive hours, this average including stops for gasoline, oil, etc.

The day that he completed his seventy-first year M. Huffman, of Peoria, Ill., accompanied by his wife, arrived in Syracuse, N. Y., returning from a six weeks' tour of New England in an eighteen-horsepower Franklin. With his arrival, he drove the three thousandth mile that his speedometer had registered during the journey.

Mr. Huffman, at threescore and ten, has been driving his motor car himself, undeterred by the fear of difficulties many find in long motoring trips. Leaving his home, he sent the car to Albany, and there the start was made. The tour was through the Berkshire hills and the Green and White Mountains and along the coast of New England, stops being made at several places on Cape Cod and in Rhode Island. Thence the route was to Syracuse and thereafter to Peoria by way of Buffalo, Cleveland, Toledo, South Bend, and Chicago.

O. H. Witman has just received a Washington toy tonneau car, finished in wine color, striped in gold.

Orange County, Fla., proposes to expend \$1,000,000 for 100 miles of brick roads.

The total capitalization of Michigan's forty-five automobile factories is nearly \$50,000,000, and these factories give employment to about 50,000 men, in addition to some 20,000 employed in the manufacture of automobile parts and accessories.

Some of the novelty that surrounded the running of the Vanderbilt Cup race previous to last year will again favor the classic of American motordom when the race is run over the Long Island motor parkway and adjacent country roads on October 1, for, according to an announcement by William K. Vanderbilt, Jr., the donor of the trophy, this year's event will start at daylight. The decision of Mr. Vanderbilt and his associates has been arrived at after long consideration, and also following frequent and off-repeated requests from enthusiasts, contestants, and all who have the interests of the event in mind. The daylight start restores the Vanderbilt Cup race to its old-time glory, with the glamour and romance attendant upon the start of the cars as the day begins to dawn.

Charles Fisher has placed an order for a Washington roadster, fully equipped. The car is finished in olive green, striped in gold.

Commissioner and Mrs. Cuno Rudolph left the city yesterday in their Matheon "Six" for a trip to Buena Vista Springs, Md.

The Washington agency for the Warren-Detroit is now in the care of Norman S. Bowles and George F. Welch, with their general office at Fourteenth and H streets northwest and garage and repair shop at 1508 Fourteenth street.

Mr. Bowles reports the sale and delivery of three Warren "30" cars to local residents. A new Warren roadster, claimed to be the handsomest Warren "30" ever shipped to this city, is due to arrive in a few days.

Dr. W. C. Fowler has just returned to the city from Augusta, Me., where he has been spending a few days, making an interesting trip there and back in his Mora car.

C. A. Snow is back from Maine. He covered a distance of 1,500 miles in his Pullman touring car, traveled through seven States, and reports a total absence of car trouble while on the road.

Thomas W. Cadick, Washington agent for the K-R-I-T car, shipped on last Friday to W. D. Turner, subagent at Richmond, Va., a K-R-I-T car for demonstrating purposes.

The stability of the K-R-I-T car was strongly manifested recently when the

same car that went through the long Munsey tour entered the hill climb contest August 30 as a noncontestant and finished with honors.

Mr. and Mrs. Adolph Loehl and Miss Minnie Loehl, accompanied by Mr. and Mrs. George Engel, have just returned from an auto trip to Natural Bridge, Va. They made 500 miles without a mishap in their Columbia car. Miss Loehl was at the wheel during the entire trip.

The L. C. Ferrell Company, Washington agent for the Everett "30" to Mr. the delivery of an Everett "30" to Mr. L. Walter Weed, of this city.

FUTURE AUTOMOBILE EVENTS.

- Sept. 5—Track meet at Wildwood, N. J.
- Sept. 5—Track meet at Cheyenne, Wyo.
- Sept. 5—Road race of Denver Motor Club, Denver, Colo.
- Sept. 10—Track meet at State Fair, Minneapolis, Minn.
- Sept. 13—Four-day reliability run of Automobile Club of Buffalo.
- Sept. 13—Track meet at Providence, R. I.
- Sept. 15—Automobile Club of San Francisco road race, Golden Gate Park.
- Sept. 15—Mount Baldy road race, Los Angeles, Cal.
- Sept. 20, 21, 22—Track meet at Seattle, Wash.
- Sept. 20—Annual hill climb of Chicago Motor Club at Algonquin, Ill.
- Sept. 21—Track meet, Syracuse, N. Y.
- Sept. 21—Track meet at Syracuse, N. Y.
- Sept. 24—Santa Monica road race, of Licensed Motor Car Dealers of Los Angeles, Cal.
- Oct. 1—Vanderbilt Cup race.
- Oct. 3—Reliability run of Louisville Automobile Club, Louisville, Ky.
- Oct. 7, 8—Speedway meet at Los Angeles, Cal.
- Oct. 8, 9—Track meet at Santa Anna, Cal.
- Oct. 8—Fairmount Park road race, Philadelphia, Pa.
- Oct. 15-Nov. 2—Show in Paris promoted by Aero-Club Society.
- Oct. 15—Annual 1,000-mile reliability run of Chicago Motor Club.
- Oct. 22—Speedway meet at Atlanta, Ga.
- Oct. 23—Road race, Portola Cup, San Francisco, Cal.
- Oct. 23—Track meet at Dallas, Tex.
- Nov. 4, 6—Track meet at New Orleans, La.
- Nov. 6, 9, 13—Track meet at San Antonio, Tex.
- Nov. 23—Hill climb at Redlands, Cal.

SEE SHE GOT HER WATCH.

Telephone "Hello" Too Clever for Ingenious Salesman.

From the Kansas City Journal. Edward J. Albright, a traveling salesman, whose home is in St. Louis, but who, for several days, has been living at the Hotel Baltimore, in this city last night joined the ranks of the Ancient Order of Never Againers. He held up his right hand and took an oath. There's a reason.

Sunday night Albright found a woman's watch, open faced, Swiss movement, at Twelfth street and Troost avenue. Yesterday afternoon he saw an advertisement of the loss of just such a watch. The address was 1321 Washington street.

Bearing the watch he went to the address given, found that it belonged to Miss Sophia Petre, a long-distance operator at the Home Telephone Company's office. He was told that the owner was at work and would not be home until after 10 o'clock. He also found that he could reach her by telephone and promptly called her up.

Did he have her watch? Sure. Would he leave it at the drug store for her? Oh, no. He would call her up a little later. In the meanwhile he would think of some proper method of getting it into her hands.

When he called up a little later he had thought out a dandy plan. Sophia might meet him at Tenth street and Baltimore avenue, accompanied by a friend, and she and her friend and he and his friend would have a small bird in celebration. What did Sophia think of that?

Sophia didn't think much of it, but she didn't say so. She wanted the watch. Wait just a minute she told him, and called up Ed. Boyle, inspector of detectives. "Have a man at Riley's saloon," she told him, "to pinch a man who has my watch and won't give it to me unless I meet him at Tenth street and Baltimore avenue."

Sophia returned to the conversation and Boyle sent the men. When she thought they had plenty of time to reach the saloon, she cut off the conversation. The men told Albright the inspector wished a few words with him.

Together they went to the station, where Boyle delivered some well-chosen remarks about chivalry and demanded the watch. He got it.

Now Albright thinks telephone operators are just about the limit. The next time he finds a watch, he says, he will promptly lose it again. As for suggestions concerning a "little supper" never again.

A PEACEMAKER NO MORE.

Joseph Lascuria Says Contending Parties Turned on Him.

From the San Francisco Chronicle. Joseph Lascuria says he will not act as a peacemaker any more. He declared this intention as he stood in Police Judge Conlon's dock. Judge Conlon congratulated him on his resolution, and said, "I don't blame you. You look as if you had gone through a thrashing machine."

Both of Lascuria's eyes were blackened, his nose cut, his lip was lacerated, and his clothes were stained with congealed gore.

He said that his fellow workers, Vincenzo Baroni and Salvador Campagno, began to quarrel in the fruit market in Front street, near Washington, where they are all employed and, that when he saw that they were about to rush together he hurled himself between them. A policeman happening along arrested all three of them for disturbing the peace.

Baroni and Campagno were not scratched. It was Lascuria who received the expression of their combined wrath.

"I don't want to punish them for not punishing each other," said Lascuria, through an interpreter. "I wish now that they had hit each other instead of me; but I tell you I will not again try to make peace when men are fighting; I will let them fight."

The cases were dismissed with reprimands.

Stuck Up.

From an Exchange. "Stuck to you," said the wall paper to the paste, "and we'll hang together."

The Story Is Told.

From Life. When a bank cashier disappears without explanation, no explanation is needed.

Largest Morning Circulation.

In the event for small cars a... driven by T. W. Cadick, carrying... honors, while a Hupmobile... C. Hamilton, finished second... who piloted a Warren-Detroit... in event number... had a walkover... retaining the distance in... and... seconds. A Buick 15, driven by... Ward Anglin, won in the class for cars... selling from \$1,200 to \$1,900. And L. C. Barber, driving a Parry car, was second... Next to the free-for-all event, number... furnished the excitement of the day. Seven cars started in this event and the winner, Willis Conkrite in a Buick, was... but 2-5 of a second faster than Howard Bauer, who drove a nice race in an... Oakland.

First Honors

In Event No. 2, Class "A" Go to the

Warren-Detroit CAR

Another victory added to the score of records held by this wonderful car.

To quote the phrase of a well-known advertiser,

"THERE'S A REASON."

- August 30—First Prize in Event No. 2, Hill-climb Contest.
- August 30—Second Prize in Event No. 3, Hill-climb Contest.
- Second in Its Class in the Munsey Tour.
- Fourth Prize in the Sweepstakes, Munsey Tour.

Built for Service, Speed, and Durability.

"EVERY INCH A CAR."

Absolutely Silent, and Has Power for the Worst Kinds of Roads and Hills.

Phone Main 5006 for a demonstration, and join the throng of admirers of the Warren "30."

Warren-Detroit Garage,

1608 Fourteenth Street N. W.

NORMAN S. BOWLES, Agent. Fourteenth and H Sts. N. W.

PLACE OF ST. BERNARD.

Seen Less Often at Bench Shows, but Prized for Country Places.

"The dear saints are out of date, they say!" exclaims Miss Anne Whitney, the bench judge of St. Bernards. "The only dog with the halo of centuries of self-sacrificing devotion to suffering humanity is passing out of sight!"

"People should know better," she writes in Country Life of America. "The St. Bernard, peerless in character, beauty, and size, may not fill as many benches at public shows as in past years because his owners prefer to keep him at home, in the country, to guard their property, protect their children, and escape the risks and expenses of transportation. Perhaps there are fewer on city avenues, but out of town they are still with us, most loving and beloved of all canine companions and friends."

"The first St. Bernards in this country were brought from Switzerland by travelers homeward bound, and they were smooth coats, the original breed. More recently, forty years ago and later, English kennels have been the chief source of supply. The beauty and great size of the rough-coated variety brought it into favor with the general public at once and thousands of American dollars swelled English pocketbooks in exchange for famous prize-winners."

The leading kennels were then in Massachusetts and New York, where some of the best specimens are still to be found. Small kennels are the rule now, and they are scattered all over the continent. American-bred dogs to-day show as much blue-ribbon quality as any that can be imported.

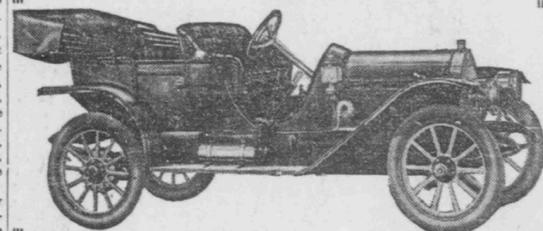
"Of all the rough coats ever imported, great Sir Bedivere was the grandest and the best, all points considered, yet fairly beaten by some competitors in a few respects. Although exceedingly beautiful, his coat was rather profuse and his head could have been better. Among the smooths from England, Watch, a huge, massive dog, almost entirely white, with a long record of prizes, won in his native land, proved successful in public here the few times shown. In symmetry and action he was far inferior to Sir Bedivere."

"Switzerland added a quota of her finest smooth coats from the famous Schumacher kennels for the benefit of her favorite breed in this country at the time when public enthusiasm for St. Bernards was at its zenith, in response to the call of a New York fancier, giving us the strongest collection ever seen, less than a score of years ago. Since then the breed, like all others, has had its ups and downs, due to the varied motives and ability of fanciers. At the present time we have the high honor of exporting to England. The smooth coat is flat and short, extremely dense, and in some cases with a close under coat. The rough coat is long and preferably flat, not shaggy or curly. Anything suggesting the Newfoundland cross is faulty."

Public Speaking Explained.

From the New York Press. The Japanese visitor to the city was asked to make an after-dinner speech. He arose and began quaintly. "I often wonder," he said, "why it is you Americans will hinder your digestion by raking these after-dinner speeches. We Japanese rest after our meals. It is much better. I know that I traveled with a Japanese legation over the United States, and everywhere the

IT'S HERE The Velle Car



Model "D" "40" Touring Car Price, \$1,800

The Most for the Money—Regardless of Price

The Velle "40" Model "D" is a beautiful family car, accommodating five adult passengers with comfort, and capable of negotiating the worst of roads with safety and ease.

Fast on the Hills, Quiet and Smooth Running

A car that's full of life, with the buoyancy and freedom of motion that is only possible with a combination of high power and excellent construction.

The luxurious appointments give this car a degree of refinement seldom seen in a machine selling at this modest price.

Phone for demonstration at once.

Miller Bros.' Auto & Supply Co.

1105-1107 14th St. N. W.

Phone North 4170.

ECKSTEIN'S MIDDAY LUNCH is the Talk of the People.

12 to 3—TRY IT.

Americans would make us dine, then ask us for speeches afterward. We would much rather have dined at our hotels and retired afterward to rest for the following day. I asked some one why it was, this universal after-dinner speech-making among the American men at public dinners, and he replied that the American man never had a chance to say anything at home and that was why."