

National Automobile Show AT CONVENTION HALL

5th and L Streets N. W.
WEEK OF FEBRUARY 13-18, 1911

Music Furnished by Haley's Orchestra
Band, Afternoon and Evening.

Admission, 25c

Thursday, February 16, Society
Day and Night

Admission, 50c

1911 Pullman Automobiles

PULLMAN CARS WIN A FIRST IN PRACTICALLY EVERY CONTEST.

Machines scored a VICTORY in numerous racing and endurance events during the season of 1910.

Let us demonstrate this REMARKABLE CAR to you any time, over any route you may select.
\$1,600 to \$3,600.

"30," "35," and "50"-horsepower—any style body desired—furnished.

Theo. Barnes & Co.

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GREATEST AERO TOURNEYS IN ENGLAND THIS YEAR

Noted Bird-men of Eight Countries Will Complete
for Rich Prizes—Grahame-White Holds
Enviied Trophy.

London, Jan. 28.—England this year is to be the world's aviation center. From Germany, France, Russia, Italy, Belgium, Holland, and America the most noted fliers are expected in this country early in the summer to take part in the two great competitions, respectively for the Gordon-Bennett Cup and the 1,000-mile race, known as the "Circuit of Britain."

Never, it may be said at once and without exaggeration, has it been possible for any one country to muster such a course of flying men as will be seen in London a few months hence. The reason is not far to seek. The Gordon-Bennett Cup, now held by a British flier, Mr. Grahame-White, is the most envied trophy in aviation, while the prize money which is offered by the Daily Mail for the great cross-country flight, will be worth at least \$50,000.

It has been computed that a sum of no less than \$1,000,000 was awarded last year to the successful competitors in the long series of flying tournaments that opened in January at Los Angeles and terminated last week with the Michelin Cup race.

The coming aviation season promises to yield as rich a harvest to the exponents of the new science. Prizes amounting to \$20,000 are offered by the Journal of

Paris for a flying race from the French capital to Berlin, Brussels, London, and back to Paris, the distance to be covered being roughly 1,500 miles. The date provisionally fixed for the contest is open to June 4. Other competitions for the year comprise:

The Hearst prize, \$50,000, for a flight across America from the Atlantic to the Pacific, or in the reverse direction. The flight must be accomplished before the 10th of October next, and within thirty consecutive days by any route which includes Chicago. Any number of stops are allowed.

The Southern France circuit, for \$20,000, taking in France, Bordeaux, Toulouse, Marseilles, Lyons, and Dijon.

The Berlin-to-Turin cross-country flight to be held from June 12 to June 18.

The Berlin-to-Hanover circuit, and the Freiburg-to-Wiesbaden circuit, via Straßburg, Carlsruhe, Mannheim, and Frankfurt. Both these competitions are open to German aviators exclusively.

Prizes are also offered for flights from Liverpool to Manchester and from London to Newcastle, and finally there will be the autumn military selection trials of new aeroplanes in France, for which the French government recently voted a credit of \$20,000. This last competition is open to the builders and designers of all nations, the only restriction being that the flying machines entered for the trials must be constructed in France.

MONTAGUE ELIOT APPOINTED

Named Gentleman Usher in Great Britain's Royal Household.

Queen Mary at Last Completes Her Suite, Selecting Most Exclusive Hostesses.

London, Jan. 28.—King George has just appointed Mr. Montague Eliot to be a gentleman usher in the royal household, so that Mrs. Eliot, who is Miss Helen Post, one of the most popular American girls in London, will be seen much about the court next season.

Mr. Eliot was given the post in the last reign, just before King Edward's death, but his reappointment has come as a pleasant surprise to his friends.

The Hon. Sidney Greville, a brother of Lord Warwick, who was groom-in-waiting to King Edward has not been offered the post by King George. Mr. Greville will devote himself to the "rival court" of Queen Alexandra.

The two new grooms-in-waiting are Mr. Harry Varney, and Capt. Philip Hunkle, who is a well-known yachtsman, and a friend of King George in the old days in the navy.

SEES MEN GROWING HOMELY

Society Portrait Painter Detects Decadence.

Miss Maud Porter, Replying to Attacks on Woman's Looks, Says Men Are No Better.

London, Jan. 28.—After the attacks of the men artists upon the modern woman's figure comes the woman portrait painter who declares that there are distinct signs of decadence in masculine looks. Such is the opinion of Miss Maud Porter, a society portrait painter.

"The real British sportsmen—I mean men who live healthy open air lives and avoid every kind of excess—are as good looking as ever their ancestors were, and probably handsomer, for the hard drinking of former days soon made its mark. British army and navy men are, generally speaking, as handsome as any one could wish, perhaps the best looking men in the world."

"But the average London business man, and the loafer of all classes, cannot walk or hold himself properly and has dull, unattractive features, with a slack or corpulent figure."

HITS BACK AT ARTISTS.

Physician Hopes to Change Verdict on Flora Bess.

Berlin, Jan. 28.—Dr. Bode still hopes to change the unfavorable verdict which, by an overwhelming majority of German artists opinion has been passed on his Flora Bess.

AUTOMOBILE NEWS AND GOSSIP

Some time during the coming week an invitation will be extended to President Taft to attend the automobile show which is to be held by the dealers of this city in Convention Hall during the week of February 13. The local show last year had the distinction of being the first and only automobile show that has ever been attended by a Chief Executive. The President, who is himself an ardent motorist, spent more than an hour in looking over the different models that were on exhibition in Convention Hall last year. He displayed keen interest in the cars and asked many questions about them, and took occasion to comment on the fact that greater strides had been made along this line than that in any other mechanical art.

It is estimated that there will be more than forty different makes of cars on exhibition this year and that the total number will be in the neighborhood of 100. This will include machines of all descriptions, from the little runabout to the big seven-passenger touring cars and limousines, which are virtually palaces on wheels. A number of agents have arranged to show cutaway motors, which will be in operation during the evening hours of the show, in order that the visitor may see for himself the exact function of each and every piece of mechanism that goes to make up the car. Small electric motors with a belt running to the fly wheel of the car will furnish the motive power, as the fire regulations do not permit gasoline in any of the machines on the floor.

Thursday has been set apart as society day. It is expected that on this day many numbers of the ultra-fashionable and diplomatic motor cars will be seen in the latest in motordom. A year ago there were several after-theater parties to the show, and it is more than likely that such will be the case again next month. On Thursday night a banquet for the dealers will be held at the Cafe Republicque, which during that week will be especially decorated for the show.

Many of the local agents who have surrounding territory are also planning to give dinner parties to their representatives in Virginia and Maryland cities who will be here for the show. At these times plans for best handling the particular car in each section will be discussed, as will the different cars that will be on the floor of the hall.

"With the completion of the work of remodeling our warehouse in Seventeenth street, where our shop is located, I might say that we are as well if not better able to care for our customers than any representative in town."

"Ted" Johnston, manager of the Buick Motor Company, yesterday, "We not only have a stockroom where a full line of spare parts for Buick cars are kept on hand, but all of our mechanics are factory men."

John Thomas left yesterday for Philadelphia, to be gone over Sunday.

Theodore Barnes, local agent for the Pullman, will have an exhibition at the coming automobile show a model O Pullman, which is an exact duplicate of the car which won in its class at the Fairmont Park race last fall.

It is predicted by those who have made a close study of the automobile situation that this year automobiles will come into general use as business propositions. By this is not meant the commercial machines, but the smaller types of pleasure cars will to a large extent take the place of "old Dobbins." Business men and salesmen who find it necessary to travel from one part of the city to the other half a dozen times or more during a day have found that though the horse and buggy are much slower than the street car, still it is much to slow. Weather conditions often are such as to preclude the use of the horse. In addition to this, competition has become so keen that the saving of minutes often means the making of dollars.

Business men have proved to their own satisfaction that the car accomplishes more in a day by the use of an automobile than anything else. They figure that though the initial outlay may be somewhat more than they care to spend still the investment in business that will come from the use of a car will more than pay for the machine.

A prominent man of this city, whose business requires him to be all over the city during the course of a day, in speaking of the automobiles, said: "Formerly I used a horse, and when night came I was too tired to go anywhere. Now, however, with the machine it is different. Oftentimes after dinner when the weather is favorable my wife and I go for a ride, or if we are going out somewhere always use the machine. I thus use the car for both business and pleasure."

The Bergdoll Motor Sales Company yesterday unloaded a carload of machines. In the number was a limousine car.

An automobile race driver, who is in a class by himself from the unique standpoint of that hazardous sport, is Frank F. Fox, of Indianapolis, who has just entered a 1911 model Pope-Hartford in the 26-mile international sweepstakes race over the Indianapolis motor speedway on Decoration Day, May 29 next. Fox is the only motor pilot in the game who has an artificial limb, his left leg having been amputated above the knee several years ago. The strange part of his willingness to accept this handicap against other famous drivers is the fact that he is independently wealthy and owns two or three thriving business institutions which yield him a large annual income, so that the element of personal gain does not enter

into his participation in automobile racing. During the May race meeting at Indianapolis last year the big Pope-Hartford which Fox was driving blew a front tire and swerved off the track into the fence. Although the car was badly broken up, Fox and his mechanic escaped injury. When asked if he was hurt, the dirt-grimed driver replied: "Guess I've broken my left leg. It's not painful, but it probably will cause me some inconvenience, because I can't get another one until I get home."

To those who did not understand the point of his joke the statement seemed to be most unusual to be made by an injured man.

Miller Brothers have taken the agency for the Pierce motorcycle.

Frank Libbey Valiant, of New York City, a former bicycle and motorcycle rider, will to-day start on a long, cold ride, the success or failure of which will have a great deal to do with the adoption or rejection of the motorcycle for use in the regular army of the United States.

Regardless of the weather conditions prevailing at the time of start, Valiant leaves New York City at 7 a. m. to-day. He will be charged by Col. H. K. Bailey, Twenty-ninth Infantry, stationed at Fort Jay, Governors Island, N. Y., to deliver the following letter to Maj. Gen. Charles H. Hedges, of the States army, Federal Building, Chicago:

The bearer hereof, Mr. Frank Libbey Valiant, of New York City, starts within a few days for Chicago, riding a single cylinder Emblem motorcycle, a former bicycle and motorcycle rider, during actual field service. Motorcycles are used in foreign armies, but I believe have never been used in our service. This test should demonstrate their value for use as couriers. Mr. Valiant will gladly bear any reply to this letter you may care to intrust with him.

As will be seen, this test is being conducted in the interests of the War Department to prove the efficacy of the motorcycle in all kinds of weather. Motorcycle corps from a part of the regular armies of Germany, England, France, Italy, and Japan, but so far they have never been seriously considered in this country. Mr. Valiant is successful in reaching Chicago despite the unfavorable road conditions that now prevail, further tests will be made with a view of forming a corps of motorcycle scouts to be attached to the regular army stationed at the various posts.

Whether the trip can be made at this time is problematical, and the outcome will be watched with interest not only by the military authorities, but by motorcycle manufacturers and sportsmen generally. The distance between New York and Chicago is 1,000 miles, but the roads "Ted" Johnston, manager of the Buick Motor Company, yesterday, "We not only have a stockroom where a full line of spare parts for Buick cars are kept on hand, but all of our mechanics are factory men."

A carload of Fords will be unloaded tomorrow by Miller Brothers.

Claude Miller, of Miller Brothers' Auto and Supply Company, local representatives of the Owen car, was yesterday informed that the new Owen "4-50" car which is being made by the R. M. Owen Company will be exhibited at the Colliseum show in Chicago, which is being held this week for the first time. Some of the striking features which make this model pre-eminently an ideal touring car are that it is equipped with 42-inch inch tires on both front and rear wheels, left hand drive, with double drop frame, the latter with underbump rear springs.

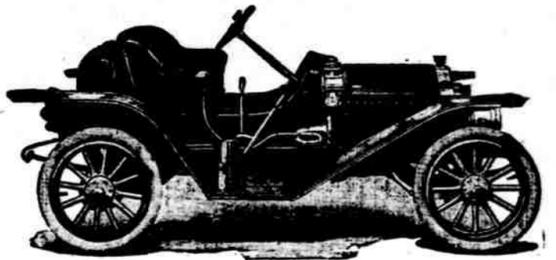
The car is a low center of gravity, as on the standard 36-inch wheel cars. In order that a maximum resiliency and a minimum of noise may be obtained the transmission is mounted on a wooden frame.

At the Detroit automobile show a committee was appointed to look through the various exhibits and make a report as to the most attractive display. A blue ribbon was to be awarded to the winner, and the present contest is the Motor Works. This exhibit was composed of five cars. In the foreground was an Oldsmobile Autocrat tourabout, painted a dark red with black stripings. Next in prominence was the Autocrat touring car. The remainder of the exhibit consisted of an Oldsmobile Limited, an Autocrat limousine, and an Oldsmobile Special.

In spite of the general impression that the magnetos, which is now so universally used as a system of ignition on automobiles, a French invention, it was the child of the brain of a clever English electrician of the name of Seaman," said Charles Splittorf, of the famous Splittorf laboratory, whose magnetos are running on over 20,000 American and foreign cars. "Seaman invented the magnetos in England in 1854, and the first machine produced was of the generator form and used to detect leak in the electrical current, and it was as late as 1865 before magnetos began to be used for automobile ignition."

"We are planning to have a big gathering of Washington agents here during show week," said A. Gary Carter, president of the Carter Motor Car Corporation, yesterday. "Among the cars that will be on display will be a new seven-passenger four-door touring car."

John Larcombe, Jr., of the Motor Sales Company, speaking yesterday of the horsepower rating of cars, said: "People often become confused when a model '30' or '40,' or whatever the horsepower of the car may be, is spoken of. I am just in receipt of a letter from the Moon Motor Car Company giving the rating on a 4 1/2 by 5 1/2 horse motor at different speeds. This car is rated as a '30.' The revolu-



Model 32. Price, \$825, Delivered.

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