RURAL TRAVEL GROWS POPULAR

Auto Touring Will Have More Followers in 1915 Than Heretofore.

NORTH WILL OPEN EARLY

National Road from Wheeling to Columbus, Which Will Be One of Main Arteries, Not Safe.

Throughout the United States road officials are showing a keen interest in the enormous increase in automobile touring manifested this year in all sections, as evidenced by the information they are forwarding to the good roads and touring boards of the American Automobile Association. This information covers the work in progress and the work to be commenced this month.

The northern routes will be open a month earlier than usual because of the light snows in the Rockies and Cascades. Aggressive action all along the route has come from the recent organization of the National Parks Highway, the road from the Great Lakes, via the Twin Cities, to Puget Sound. After an inspection of every mile, this route will be dedicated June 15.

The value of competition and construction rivalry is demonstrated by the central routes. The various direct lines and options all through that section have been a stimulant to the greatest activity in placing the various roads of the different highway associations in the pink of condition, that long distance tourists from the East shall return home with enthusiastic appreciation of the country traveled by them. Of course, the Lincoln Highway will command a large share of the patronage.

National Road Unsafe.

In the Southwest, early spring and late fall touring is being looked after by the same active methods of road work, both by road associations and by State officials. The eastern end of this section at present is provided for by several North and South trunk lines to and from prominent points.

In the East, Massachusetts is not letting up in the prestige gained by giving its visitors good touring roads during the session of the legislature it is expected that $200,000 will be appropriated to be spent on the roads in the western part of the State for this year's travel.

That part of the old national road between Wheeling, W. Va., and Columbus, Ohio, is rapidly coming to the front as a main artery to the West. This 110 miles is being rebuilt, and so much controversy has appeared in the press as to its present usability that an authoritative statement will be appreciated by the many who are planning trips through that section.

The Ohio Valley Automobile Club, of Wheeling, a constituent of the national body of automobilists, has just sent to the local headquarters of the A. A. A. a complete report showing that much of that section of the road is not safe for travel. The club has placed signs showing tourists the detour route between Wheeling and Columbus. Work is being vigorously pushed, but the exact date of completion cannot be given.

CADILLACS SHOWN AT 'FRISCO.

Elaborate Display Includes All Types of Eight-cylinder Model.

The exhibit of the Cadillac Motor Car Company at the Panama-Pacific Exposition at San Francisco includes, in addition to a cut-open, eight-cylinder chassis, every body type the company is producing this season.

In the front part of the display are the three open models, the seven-passenger and salon touring cars, and the roadster. The salon is the five-passenger type with individual front seats and one door on each side of the body.

On the other side of the space are the company's three inclosed types, the limousine, sedan, and coupe. Because of the remarkable flexibility of the eight-cylinder motor and its notable lack of vibration, the Cadillac inclosed cars are proving more popular this year than ever before. The sedan might be termed the family inclosed car, inasmuch as the owner can drive without being separated from the other occupants of the car. The coupe is of the cabriolet type, the top arranged to fold back for touring.

The exhibit is in charge of a representative from the factory and one from the Cadillac California distributer.

PAIGE SIX BECOMES POPULAR AUTOMOBILE

Jewett Finds Business in West Growing at Wonderful Rate—Made Trip to Pacific Exposition.

Harry M. Jewett, president of the Paige-Detroit Motor Car Company, has been spending the past five weeks in a tour of the Northwest and the Pacific Coast district. Mr. Jewett's purpose in this tour was to make a thorough inspection of Paige agencies and territory in the far West, to acquaint himself with the condition peculiar to that section and to carry the story of Paige growth, development and success to the Paige representatives and owners across the continent. While the trip was primarily for business, Mr. Jewett took occasion to enjoy the opportunities offered for pleasure, not the least of which was the Panama-Pacific Exposition at San Francisco.

He visited such cities as Spokane, Seattle, San Francisco, Los Angeles, and Denver, besides innumerable smaller points, and he addressed special meetings of Paige dealers and salesmen in each city, telling, among other things, how the demand for the Paige Six is keeping the factory going twenty-four hours a day. In fact he traveled over every inch of the far western territory, saw every dealer personally and met, personally, a large number of the Western Paige owners.

Mr. Jewett reports his inspection tour as the most profitable and interesting he has ever undertaken. The meetings he held were large and enthusiasm over Paige business—especially over the success of the new Paige "Six"—he found to be inspiring. Business conditions, Mr. Jewett also reports, are in the main excellent, and he sees no reason why this section of the country should not enjoy a very prosperous year in all lines. Mr. Jewett did something besides travel and address meetings. He took a large number of orders for Paige cars, securing in Los Angeles an order for 102 for immediate delivery.

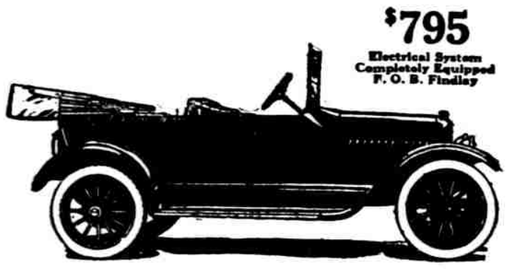
While in San Francisco, Mr. Jewett was the guest of Don Lee, Paige distributer for California, who entertained him with a beautiful dinner at which all the California branch managers and dealers were present. Mr. Jewett lost no time in visiting the exposition where he found a fine exhibit of the Paige that was attracting an unusual amount of attention. He reports that the Panama-Pacific Exposition is a remarkable show, well worth crossing the continent to see, and he is immensely enthusiastic over its architectural beauty, its magnitude and its wonderful lighting effects.

The Argo Car

—will save time, take you where you want to go, and for less than you now spend in car fare.

$295

SMITH MOTOR SALES CO.,
2017 14th St. North 5461.



$795
Electrical System Completely Equipped F. O. B. Findlay

A 5-Passenger Six For $795

Not only a five-passenger, six-cylinder touring car for $795.

A car of the highest quality throughout.

A particularly beautiful car to look upon; an extremely comfortable car to ride in; the most economical "Six" to own.

GRANT SIX

A car which is actually worth a much higher price—judged by any existing standard of value.

A car which, in its smooth-running performance, is the peer of the costliest "six."

You have long wanted six-cylinder advantages.

Here they are at a price you can afford as an investment, coupled with running and maintenance costs you can afford after you've bought.

These are the features that constitute real merit and worth in any car.

You get them in most generous measure in the Grant Six.

Don't you think it the part of wisdom to see and test the Grant before you invest in any car?

Zell Motor Car Co., of Washington, 1405 H St. N. W., Washington, D. C.

BETTER BE SAFE THAN BE SORRY

'Safety First' Movement Prevents Hundreds of Accidents, Says W. Sparks.

DELAY EVER PREFERABLE

Records Show Three-fourths of All Accidental Happenings Occur Near Middle of the Block.

By WILLIAM SPARKS.

Mayor of Jackson, Mich., president of the Chamber of Commerce and general manager of the Sparks Withington Company.

"It is better to be safe than to be sorry," is the theory now adopted by practically all automobilists and pedestrians. As a consequence, there are fewer sorry people now, in comparison with the number of motor cars driven, than ever before. Automobile accidents are on the decrease.

The "safety first" movement is largely responsible for this. The pedestrians themselves and the drivers are becoming educated to the requirements for safety—they have greater respect for the rights of the other fellow, and a better observance of these rights.

The motorist naturally believes he has the right of way between crossings, although he should, and does, retain control of his car. But when children or any persons dart out unexpectedly in front of the car he cannot answer for the consequences. Records show that 75 per cent of all accidents occur in the middle of the block. Everyone should cross at the crossings made and provided for that purpose, or, for the sake of self-protection, they should use care when indiscriminately crossing.

Dependable Breaks Necessary.

Motor vehicles should be equipped with dependable brakes—with horns that are heeded. It should be the religion of every motorist to drive slowly when passing schools, children, vehicles, going around corners or approaching crossings. He should obey the law which forbids that any machinery be left running while the vehicle is standing on any public highway without an attendant.

My company has spent thousands of dollars in erecting safety signs all over the country. "Safety First Sound Sparton" is the best known of these safety signals.

Probably no one has made a more exhaustive study of the subject than Charles M. Hayes, president of the Chicago Motor Club. He says: "When in doubt, stop at railroad crossings and behind street cars taking on or discharging passengers. Better to cause a delay than an accident.

"Always safety first.

"At the approach of fire department, ambulance and police department vehicles, drive at once to the right-hand curb and stop.

"Sound Sparton signal approaching obstructed crossings.

"Keep 'cut-out' closed within city and town limits—avoid arrest and fine.

"Drive moderately on strange roads—you never can tell.

"Pedestrians should remember that while they have the right to cross the street in safety, that the streets are primarily intended for vehicles, and they should conform to all traffic rules and thereby contribute not only to their own safety and comfort, but facilitate the movement of traffic as well. The city of Chicago has issued a set of rules which anyone may procure in person, or by writing, at the vehicle bureau, police headquarters. Among other things, these rules say:

"Pedestrians should never step from the sidewalk to the street without first looking in each direction for approaching vehicles. They should be particularly cautious in crossing alleys.

Signal Those Behind Vehicles.

"Before slowing up or stopping, drivers should signal those behind by raising the whip or hand vertically.

"In turning while in motion, or in starting to turn from a standstill, a signal shall be given by indicating with the whip or hand the direction in which the turn is to be made.

"Before backing or slowing up, ample warning should be given, and while backing unceasing vigilance must be exercised not to injure those behind.

"No vehicle shall proceed at any time at a greater speed than the law allows and which is safe and proper under the conditions then obtaining.

"No vehicle shall cross any street or avenue or make any turn at a speed rate exceeding one-half its legal speed.

"No vehicle shall emerge from an alley, stable or garage at a pace faster than a walk; at the latter places an attendant should precede the vehicle to give warning.

"A vehicle, except when passing a vehicle ahead, shall habitually keep as near the right-hand curb as possible.

"A vehicle meeting another shall pass to the right.

"A vehicle overtaking another shall pass on the left side of the overtaken vehicle and not pull over to the right until entirely clear of it.

"No vehicle shall stop with the left side to the curb."

AUTO PAGE—FILLERS

Certain parts of a Studebaker automobile are measured to one one-thousandth part of an inch. This is to insure Studebaker accuracy.

DE PALMA TO ENTER RACE.

Expected in Indianapolis to Help Brother Rebuild Delage Car.

Indianapolis, April 17.—Ralph De Palma, America's road-racing champion, is expected to arrive in Indianapolis within the next few days, to begin work for the next Indianapolis 500-mile race.

The early days of his stay will be largely occupied in helping his brother John, who is already in town, rebuild the Delage he is going to drive in the next Hoosier contest.

This car, incidentally, is to be overhauled locally, instead of in Detroit, as originally reported. It is to be fitted with longer connecting rods and a new crankshaft, to shorten its stroke to requirements.

A Studebaker station wagon on a Pennsylvania State road between Carlisle and Harrisburg was driven six miles with the speedometer never below forty miles per hour. Several times it went up to forty-five miles.

MAKING SERVICE A SCIENCE.

Firestone Men Study Ways of Serving Tire-using Public.

The big gathering of Firestone service men from coast to coast closed in Akron yesterday, after three days of sessions where nothing but service was discussed. This making a science of service puts a new thought in the development of big business and others are following the lead of Firestone.

R. J. Firestone, sales manager, stated that last year the Firestone company increased their output 78 per cent and added 50 per cent more dealers, and credits this remarkable increase not only to the quality of the product, but also to the service that goes with their product.

The Firestone company early realized the value of good will and believe it a moral responsibility to make sure that every customer receives the fullest value and satisfaction. A special service department has been maintained for the express purpose of studying conditions of tire usage and lend friendly advice whether or not it pertains to tires of their make or those of other companies.

Tires, like the engine or other parts of a car, require a reasonable amount of attention if best results are expected. Tires are built to stand hard usage, but, of course, there is a limit and Firestone service men work closely with all Firestone users in securing greater mileage and better service from their tire equipment.

USING MOTORCYCLES TO HELP MOTORISTS

St. Louis Auto Club Has Five Men Who Do Nothing but Patrol Driving Sections.

The free road service to be rendered automobile owners on the roads in the vicinity of St. Louis by mechanics who are also motorcyclists began Sunday, April 11, with every prospect that the emergency service at times would be of utmost value. The experiment began with five motorcyclists on Indians and other machines patrolling the most frequented roads on their machines and any driver or owner of a car experiencing tire or other kinds of trouble promptly received assistance.

The "trouble shooters" all have expert knowledge of automobiles and tires and are distinguished by a broad red band about either arm, bearing the emblem of the St. Louis Automobile Club, and a white wheel with the name of the organization upon it in black.

"The men we have engaged are all clean cut, serious fellows, who from riding on their motor cycles have learned the roads and the noteworthy places around St. Louis perfectly," said Secretary Morse, of the Automobile Club, in discussing the innovation. "They stand ready to give expert assistance not only to an automobile owner who has mechanical trouble, but also to supply him with information regarding roads. The service will not be confined to members of the Automobile Club, but will be open to every automobilist. It is believed that the plan will aid in increasing the membership of the Automobile Club. In employing these riders we impressed on them that it was up to them to demonstrate the advantages of the new plan and I believe they realize this."

No definite plans for placing the riders were formed at first, but they were left free to scout on their own account in whatever directions they believed trouble might develop.

The check on the riders will be in cards, which they carry and on which automobilists who have been aided will be asked to record their names and State the kind of assistance given. These cards are turned in Monday morning to the secretary of the club. The payment for services, under the plan first outlined, comes from the club. Tips are forbidden under penalty of discharge of a rider who accepts them.

Plant 2 of the Studebaker corporation, Detroit, is devoted solely to service parts. It supplies all dealers, fifteen branches and all foreign depots. All express and parcel post orders marked "rush," received before 4:15 o'clock p. m., are shipped the same day.

HE DIDN'T KNOW ROYAL ETIQUETTE

PHILIP CURTISS

Philip Curtiss, whose first novel, "The Ladder," has just been published, happened one day during his stay in Spain to be in the chapel of the British Embassy where Princess Beatrice of Battenburg, mother of the Queen of Spain, was attending service. The daughter of the chaplain asked Mr. Curtiss to take up the collection. He knew it was the usual custom to begin at the embassy pew, but wondered whether royal personages were expected to pay. However he presented the plate to the princess. For about three hours, he said, she hesitated, and he expected the cry "off with his head" for his temerity; but at last she put in a Spanish dollar, big as a cartwheel and he walked off in relief

NONSTOP NEW FACTOR IN RACE

Delay at Pits Now Almost Fatal to the Speed Demons.

MAXWELL CAR STARTLES

Lightness, Balance, and Economy Are Tremendous Help to Victory.

The motor racing season of 1915 has already developed a distinct novelty—the nonstop speed performance of 300 miles or more.

At Corona and at Venice, Barney Oldfield in a Maxwell car ran the entire distance 301 and 305 miles, respectively, without pausing for a second in his mad career. The Corona course Oldfield covered at the terrific average of nearly eighty-six miles an hour.

The Venice race was over a slower course, but the non-stop feature enabled Oldfield to win from Billy Carlson, also in a Maxwell, but who spent a few seconds at his pit.

Carlson Makes Record.

Carlson also established a nonstop, running the 306 miles of the Point Loma road race near San Diego without hesitating at any stage, losing first place by a matter of seconds only.

These performances have been startling to racing men and designers alike. They have tacitly served notice that the time is not far distant when no driver can hope for victory unless his car is able to go through the whole distance of its race without a tire change, a replenishment of supplies or a stop for any mechanical trouble whatever.

Such a feat would have been impossible to the speed demons of a year ago. Even now it is almost revolutionary. That speed cars should be built to any other requisite than mere speed would have been esteemed hearsay in former years. It must soon become a creed. For the light, efficient, well-balanced, nonstop Maxwells ask no odds of any of their rivals in pure speed, adding to their ability to roll fast, a faculty to keep rolling which is almost fatal to opponents' hopes.

With the heavy racing cars of earlier years, economy of gasoline and oil was a minor consideration, due to the fact that frequent stops were necessary on account of tire trouble. A pause at the pits of tire changing was thus made the occasion for tank replenishment, without additional loss of time.

Present Cars Much Lighter.

Present day racing cars are so much lighter that tire wear is less rapid. So thoroughly has the problem of balance and lightness been worked out in the Maxwells that in more than 8,000 miles of travel at high speeds in practice and competition on the Coast circuit during the winter but one tire change was necessary at the race track.

Economy in supplies which had been incorporated into the Maxwell design by Chief Engineer Ray Harroun, then became a tremendous asset. A thirty-gallon gasoline tank would, it was discovered, carry ample fuel for 300 miles racing. The care, in fact, demonstrated an ability to average from twelve to sixteen miles to the gallon, even at a sustained speed of nearly ninety miles an hour. Lubricating oil was used in similarly parsimonious way. Reserve water was unnecessary. And nonstop runs began to be recorded.

Racing men roughly estimated that a car loses a mile by a full stop of merely momentary duration. Each minute spent at the pits loses the car over a mile more. The race cars of the present are virtually of equal speed. For the first time, efficiency and economy are playing a big part in determining the winner.

GOUX SAYS WAR WILL KEEP HIM IN FRANCE

Winner of 1913 Race at Indianapolis Writes He Is Automobilist for Belfort Dignitary.

John Aitken, the veteran race driver of the National Company at Indianapolis, has not given up hope that something may happen to permit his friends in Europe to participate in the 500-mile race on the Indianapolis Motor Speedway on May 30. Aitken has just received a letter from his friend, Jules Goux, in which the winner of the 1913 race in a Peugeot says that he will not leave France until the war is over.

He writes Aitken at great length, a thrilling account of the war, in which he is playing a prominent part, being automobilist for the governor general of Belfort. Although Goux depicts the horrors of war, his letter was cheerful and full of confidence. He even wanted Aitken to tell him what kind of a camera they used at the Indianapolis races, saying that he, Goux, wanted to get one in order to make a pictorial history of his experiences in the war. Goux says:

"It will take us a long time to crush the Germans, who were so excellently prepared for war, and who employ such savage and barbarous methods. I will not ask for leave until the war has terminated. I conducted the Prince of Wales through Alsace and some days later the President of the republic. The war is very distressing—the wounded often have their feet frozen off before we can pick them up. It will simply take patience and courage and we have all of that."

The friendship of Aitken and Goux dates back when the Frenchmen first came to America to race, at which time the National factory was Goux's headquarters and Aitken was pit manager at the track for Goux and steered him to victory. Aitken was visiting Goux in France at the time the war broke out.

GARDNER IS OUTCLASSED.

Willie Hoppe Gains Easy Victory by 400 Points to 99.

New York, April 17.—Willie Hoppe played an exhibition balk-line billiard match against Edward W. Gardner, former amateur champion, at the Beaconhurst Yacht Club last night and won by a wide margin.

Hoppe agreed to play 400 points to Gardner's 200, but the handicap was far too small to help the amateur, for Hoppe ran out his 400 points while Gardner was accumulating 99. Hoppe's average was an even 20 and his highest run was 111.

The Young Men's Christian Association has a membership of 1,100,000 and branches in more than forty countries.

Studebaker

Commercial Auto & Supply Co., 817 14th st.

PRINCESS TROUBETSKOY SEES SPIRIT OF HUMAN KINDLINESS BORN IN WAR TIMES

AMELIE RIVES.

New York, April 7.—"We are just beginning to feel our responsibilities to others," asserts the Princess Pierre Troubetskoy, better known perhaps as Amelia Rives, authoress, in explaining her belief that the war has resulted in the birth of a new spirit of human kindliness throughout the world.

"The American woman's activities are the manifestation of this new spirit which is abroad in the world," she continued. Women are interesting themselves in legislation in bettering conditions of other women, in bettering conditions of other children than their own. This activity started in this country before the war, but it is spreading rapidly in Europe since the conflict began."

Dr. Marden's Uplift Talks.

By ORISON SWETT MARDEN.
Author of "Pushing to the Front," etc.

TRANSMUTING KNOWLEDGE INTO POWER

A man who could read, write and speak ten different languages was arrested recently in a town in New Jersey for begging. When brought before a magistrate on a charge of vagrancy his defense was that he could find nothing to do, and he said it was very strange that economic conditions were such that an educated man like himself could not earn a living.

Now, the chances are that although this man was proficient in ten languages he was not really educated, that is, not trained in a practical way. If he had been practically educated he could certainly have earned a living.

Knowing a lot of things is not education. Merely learning more and more facts, piling up knowledge, making the brain a great cluttered memory chamber, doesn't necessarily make one an educated man or woman.

I once had a man working for me in a very menial position who often used to leave notes on my desk written in Greek and Latin. He was wonderfully well read in history and could not only read and write Greek and Latin, but also four or five other languages. Yet in spite of all his knowledge he was so inefficient even in doing the most ordinary work that I was obliged to let him go.

No man is educated who is not able to take care of himself, to apply his knowledge practically in making an adequate living.

The only knowledge that a man really has is the knowledge he can use.

The great question which confronts the student when he enters the practical work of life, is "What can you do with what you know? Can you transmute your knowledge into power?"

The ability to read a Latin diploma is not a test of true education; a stuffed memory does not make an educated man.

Everywhere we see people who, like the man arrested in New Jersey, "know" a great deal, but who cannot use their knowledge. They are conscious of riches stored in their mental reservoir, but they cannot make any practical use of it, and so are really poor. Their wealth is not available; it has not been transmuted into life power.

The great object of an education, and the highest meaning of a vocation, should be to increase mental power. To be educated is not to repeat things like a parrot, but to grasp principles with vigor, to analyze, to synthetize, to think consecutively, logically.

There are thousands of college-bred men and women in this country who are loaded with information they never have been able to put to any use to make available for any working purpose. There is a great difference between merely absorbing knowledge—making, as it were, a sponge of one's brain, and the ability to transmute every bit of knowledge into vital power, into working capital.

It is this difference that distinguishes a great man from a mere human echo, an automaton, and unless it is held in mind, unless practical serviceability is made a definite goal in the acquisition of knowledge, the loading of the mind with facts and theories and opinions that too frequently is called education, hampers mental activity and stifles.

The best thing any one can take away from school is an aroused ambition, an awakened sense of innate possibilities. The school should have aided self-discovery. Schooling is a plan, a system of self-revelation, a place where one is assisted to take an inventory of one's self, of one's resources. The athlete does not carry the gymnasium away with him, but the strength, the skill, the discipline the gymnasium has helped him to acquire. The graduate should take away from the school the mental strength, the stamina which will make him an active force in the world, rather than merely the great mass of facts by means of which, and through the study of which, he has acquired his strength and stamina.

"The aim of every man should be to secure the highest and most harmonious development of his powers to a complete and consistent whole," said Humboldt.

"Know thyself," is the theoretical end of culture. "Use thyself," is the practical end.

(Copyright, 1915.)

After steel for Studebaker automobiles has been under the terrific pressure of heavy hammers, in the process of drop forging, it is again heated to remove the molecular strain set up by the violent changes under the hammer. By using drop forgings, Studebaker cars lose nothing in strength and gain in lightness.

RICHMOND SHRINERS VISIT ALEXANDRIA

Ceremonial Session Showing Twenty Candidates Across Sands of Desert Held Last Evening.

Alexandria, Va., April 17.—One hundred and twenty-five members of Acca Temple, Mystic Shrine, of Richmond, came to Alexandria this afternoon, accompanied by the members of the famous Arab Patrol and the band of Acca Temple.

The keys of the city were turned over to the Shriners by Mayor Fisher and a response was made by G. Jeter Jones, illustrious potentate.

The Shriners gave a parade at 5 o'clock. This was followed by an exhibition drill and band concert which took place on Washington street between King and Prince streets.

A banquet was served at 7 o'clock this evening in the auditorium of the Elks' Home, after which there was a ceremonial session when twenty candidates crossed the burning sands of the desert on their pilgrimage to Mecca.

The visitors departed for home at midnight, the ceremonial session ending at 11:30 o'clock. E. E. Downham was chairman of the local committee of arrangements. Heading the parade were J. William May and Frank Bayliss, who acted as marshals.

In endeavoring to extinguish a fire which destroyed her home, together with most of its contents, Mrs. Henry Breen, living on the east side of Columbus street, between Jefferson and Green streets, had a narrow escape this afternoon from being burned to death. She escaped with her hair badly singed.

Miss Elton V. Bowling was today elected superintendent of the Alexandria Hospital by the board of lady managers of that institution. Her election will be confirmed by the board of trustees. Miss Bowling will succeed Miss Naomi Simmons, who recently tendered her resignation, and will take charge May 15. Miss Bowling graduated as a nurse from the Alexandria Hospital, and recently has been in charge of a hospital in Roanoke, Va.

A boy and girl conference, composed of a boy and girl from each Sunday school in the city identified with the Alexandria Sunday School Association, will be held May 7.

TO CHANGE BASKET-BALL CODE.

Single Set of Rules Sought for A. A. U. and College Teams.

New York, April 17.—Representatives of the Metropolitan Association of the A. A. U., the Church Athletic League, Catholic Athletic League, Sunday-Schools Athletic League, Intersettlement Athletic Association, Young Men's Christian Association, Young Men's Hebrew Association, Evening Recreation Centres Athletic League and the Public Schools Athletic League have been invited to attend a meeting in this city next Saturday afternoon to discuss changes in the basket-ball rules. The invitations were sent out by George T. Hepbron, chairman of the A. A. U. basket-ball committee.

The reason for the meeting is to discuss the advisability of adopting a single set of rules for both A. A. U. and college basket-ball. At the present time the game is played under separate and distinct sets of rules by A. A. U. and college teams. Whatever recommendations may be adopted at this meeting will be submitted to the National Basket-ball Commission for official action. Hepbron wants every one interested in basket-ball who has suggestions to offer to send them to him before the meeting, so that they may receive due consideration.

Jeffery Four

$1150

A Quality Car At a Dividend-Sharing Price

The Thomas B. Jeffery Company is sharing its prosperity this Spring with the American motoring public—offering the Jeffery Light Four at the lowest price ever asked for a car of real quality—$1,150.

This is the car that introduced the European type of light-weight, high-speed, high-efficiency motor into this country.

It is a large, roomy, comfortable, easy-riding automobile—superior in its appointments—built to satisfy the most discriminating judges of motor car values. Owners of the Jeffery Light Four who have driven higher priced cars say it is the equal in appearance and performance of other cars selling at $2,000 or more.

The Jeffery Light Four is now on display at our salesrooms. Come in and see it—or phone for a demonstration—TODAY.

Jeffery Light Four $1,150 — *Jeffery Chesterfield Four $1,275* — *Jeffery Chesterfield Six $1,650*

Jeffery Six 48—$2,400 — *Jeffery Quad Truck—$2,750*

COMBS-HOWARD CO., Distributers
Tel. Main 8761 — 1519 H St. N. W.

Jeffery Built Their First Car in 1897.