

MILLER BROS. WEEKLY BARGAINS
SAVE YOUR MONEY.
SPECIAL AUTO ACCESSORIES.
 Ford Standard Speedometer, with trip and season on
 odometer installed on your car, only... **\$7.50**
 Miller Oil, 5 gallons, with wooden retainer FREE, only... **\$1.50**
 Anti-Rattlers for Ford Doors, each... **.20**
 Klaxon Horns, motor driven, each... **\$6.00**
EVERY AUTOMOBILE ACCESSORY CARRIED IN STOCK.

MILLER BROS. AUTO AND SUPPLY HOUSE
 61 Pierce Street N. E. 1105 14th Street N. W.

**'CANNON BALL' BAKER
 MAKES UNIQUE RECORD**

Traveled from Canada Through Coast
 States and Into Mexico in Three
 Days on Cycle.

The fastest time ever made across
 the country from the Canadian
 line to the Mexican boundary
 has just been achieved by Erwin G.
 Baker on a 1916 model Indian motor-
 cycle in three days, nine hours and 15
 minutes. Starting from Vancouver,
 British Columbia, at 11 o'clock Tues-
 day morning, August 24, Baker swept
 south over the highways, part of the
 time through the lofty mountain
 ranges and again, where he could,
 over the Pacific coastal plain within
 sight and sound of the surf, and fin-
 ished at Tijuana, Mexico, Friday
 night, August 27, at 8:15 o'clock.
 Touching three countries, the route
 is known as the Three Flag record.
 His total mileage was 1,655 1/2, or an
 average rate of 47 1/2 miles a day. The
 performance was worthy of the hero
 of the long hike over the trans-con-
 tinental trails in 1914, when he crossed
 from San Diego to New York, 3,378
 miles, in a little over 11 days on an
 Indian. From Vancouver into Port-
 land, Ore., he covered 343 miles in
 10 1/2 hours, beating the time of ex-
 press trains to Seattle and also to Ta-
 coma, Wash.
 The second day, August 25, Baker
 rode 428 miles south to Sisson, Cal.,
 over all kinds of roads, passing
 through forest fires. Four miles in
 length, where sheets of flame lined
 both sides of the road. Inside the
 first thirty-two hours he had rolled up
 71 1/2 miles.

Coming into the California coast
 toward the rider found crowds out to
 greet him all along the way, as Baker
 has thousands of admirers along the
 Pacific as the result of his racing
 and riding career with the Indian.
 With only an occasional pause to
 snatch a few hours sleep, his tri-
 umphant progress continued south-
 ward through Stockton, Fresno, Ba-
 kersfield, into Southern California,
 where Paul Derikum, an associate in
 campaigns for years past, helped
 clear the way by having all speed
 limits raised in the towns through
 which they passed. He acted as
 Baker's escort through the city of
 Los Angeles, a center of motorcycle
 enthusiasm which turned out cheer-
 ing hundreds along the thoroughfares
 traversed by the pair. Then he start-
 ed on the final day, Friday, Baker ex-
 pected to finish at 11 o'clock that
 night, but rapidly cut down his own
 estimate of the time required. He
 reached San Diego at 4 o'clock in the
 afternoon and the record time was
 then easily within his grasp, as it was
 easy rolling to the border and the lit-
 tle Mexican town of Tijuana.
 The best previous time for this trip
 from north to south edges of the
 country was eight days and a half.
 Baker crossed five mountain ranges
 en route.

Shipping 250 Cars a Day.
 The Maxwell Motor Company, Inc., is
 shipping daily from its Detroit plants
 a total of 250 cars of the new 1916 type—a
 commendable increase over the produc-
 tion rate of the season recently ended.

PACKARDS PLAN FOR FUTURE.

Company Buys More Land to En-
 large Detroit Factory.
 The Packard Motor Car Company has
 again been forced to a considerable ex-
 tension by the growth of its motor car-
 riage and truck business. It has pur-
 chased more than ten acres adjoining its
 present holdings. The tract is valued at
 upward of \$2,000 and is located between
 Strong avenue and the Belt Line Rail-
 road in the outskirts of Detroit. With
 its latest purchase the company now has
 more than 100 acres in its factory site,
 a strip about 1,000 feet wide and just a
 mile long.
 While the use to which the new hold-
 ings will be put has not been announced,
 it is believed that large additions to the
 forge shops and foundry will be erected.
 The Packard forge department is already
 one of the largest in the industry and the
 proposed extension is taken to mean that
 even more attention will be paid to high
 quality steels entering the manufacture
 of Packard products and their heat
 treatment.

Met with Biblical Warning.

J. E. Gibbons, of Miller Brothers, who
 has just returned from a two weeks'
 trip during which he traveled over many
 miles of mountain roads in his Mitchell
 car, reports that he came near wrecking
 his car and sustaining a possible acci-
 dent to himself because he did not prop-
 erly interpret a danger sign. In com-
 pressing an exceedingly steep mountain
 road made up of short turns and steep
 descents he saw ahead of him painted on
 the rocks, "Prepare to Meet Thy God."
 Not being fitted with the deductive
 powers of Sherlock Holmes, he con-
 sidered the sign as a warning to be
 high, to be confronted at the next sharp
 turn with a stretch of road pitched at an
 angle of about 45 degrees. He managed
 to come through without incident, but
 says that after this if he should see a
 sign which read "Your Troubles Are
 Over" he would immediately stop his car
 and get out and investigate what he had
 encountered.

Salesman Sells Own Machine.

"Smiling Mac" Roy C. McDowell, "the
 man without a home," is again in Wash-
 ington after a three weeks' sojourn in
 Virginia. He not only sold a number of
 Dord cars for future delivery, but also
 sold his Dord demonstrator to an im-
 portant customer who insisted on hav-
 ing "Mac's" private car.

Handles Combination Now.

Cuyler Lee, probably the largest ex-
 clusive dealer in high-priced cars in
 America, has made a recent acquisition
 by adding the Maxwell line, which he
 will handle from his San Francisco head-
 quarters, one of the most elaborate
 plants of its kind in the world.

Millers Back from Summer Trip.

Charles E. Miller, of the local firm of
 Miller Brothers, with his wife and fam-
 ily, have just returned to Washington
 from a tour through New York State,
 the White Mountains and the national
 summer resorts along the Atlantic coast.

Flanders Back at Desk.

After a vacation spent in Florida and
 at his Michigan estate, Walter E. Flan-
 ders, president and general manager of
 the Maxwell Motor Company, Inc., is
 back at his desk at the corporation's De-
 troit headquarters.

**Automobile News
 and Gossip**

**CONE CLUTCH IS
 GOOD FOR NECKS**

Maxwell Engineers Find Way
 to Make Cone Take Hold
 Gently.

RUN WHOLE UNIT IN OIL
 Company Finds Result Brings Com-
 fort to Passengers and Long
 Life to the Car.

One of the few original mechanical
 features of the new automobile mod-
 els, now gaining general circulation,
 is the use in the 1916 Maxwell of a
 cone clutch, snugly housed and run-
 ning in a bath of ordinary lubricating
 oil.

Just why nobody ever produced this
 plan before is a problem over which
 engineers generally are now vainly
 castigating their souls. For the Max-
 well plan has so many advantages
 that the tyro in machinery can read-
 ily appreciate its value.

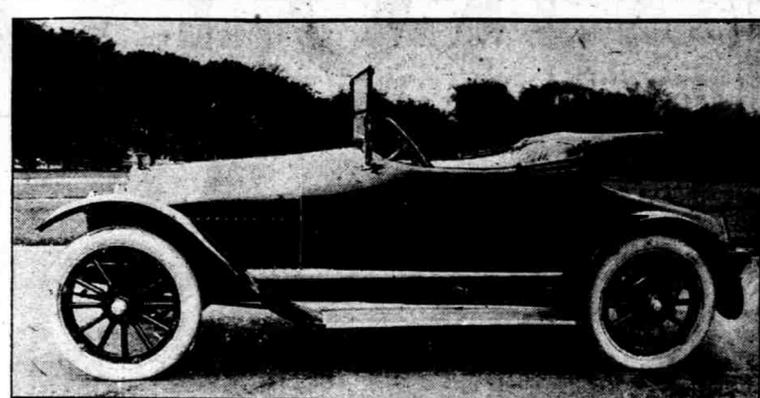
Most important is the smoothness
 with which the oiled clutch can be
 engaged. It is almost impossible for
 even a deliberately "rough" driver to
 snap back the heads of his passengers
 by lunging the car forward after a
 stop. The oiled clutch cannot "grab"
 but must take hold gently, much to
 the comfort of those who ride behind it.
 An approach to this Maxwell
 smoothness has been found in some
 cone clutch cars, the clutch-leathers
 of which have been laboriously soaked
 in neatfoot oil. The constant renewal
 of this supply has always been a bur-
 den, however, and few motorists have
 been conscientious in giving their car
 this attention.

Second in importance is the advan-
 tage of permanence. By running the
 clutch in oil, the Maxwell engineers
 are able to dispense with the leather
 facing usually used in cone clutches,
 and have substituted an almost inde-
 structible piece of anti-friction fab-
 ric. This fabric is heavily impregnated
 with asbestos and cannot be burned
 out. Relieved of the fear of burning
 leather, the clever driver is thereby
 assured ability to manipulate his
 clutch as he sees fit, slipping it in-
 tentively whenever the process can
 ease the motor or increase the com-
 fort of his passengers.

The complication of a multiple-disk
 clutch has always been a bar to its
 adoption by manufacturers who build
 cars in large quantities. The simplic-
 ity of the cone clutch has commended
 it for use on probably nine out of
 ten cars sold in the United States.
 With the enclosed feature and the
 simplicity of the Maxwell line, which he
 will handle from his San Francisco head-
 quarters, one of the most elaborate
 plants of its kind in the world.

"The best test of our new clutch is
 the way it has satisfied buyers of our
 1916 cars all over the country," de-
 clares President Walter E. Flanders.
 "We have given them something that
 will add a good deal to their com-
 fort, that is our chief purpose in
 adding the improvement. But we
 aren't losing sight of the fact that
 this new clutch is going to prolong
 the life of every Maxwell car. The
 clutch that grabs is as hard on the
 car itself as it is on the passenger.
 By smoothing the way for both, we've
 done something that pleases every-
 body in our organization."

ONE OF THE SNAPPIEST 1916 ROADSTERS SHOWN



Miller Bros. Auto and Supply House has just delivered this Mitchell "Six" roadster to one of Washington's most prominent bankers.

**MAILING CHECKS
 TO FORD OWNERS**

Fifty Dollars Paid to Each of
 300,000 People Acquir-
 ing Cars.

PAYS \$500,000 DAILY

Work of Writing and Signing Checks
 Is Stupendous Task and Calls for
 Extra Office Work.

These are busy days—particularly
 busy days—at the Ford Motor Com-
 pany's administration building in De-
 troit. Checks—each for \$50—are going
 out to more than 300,000 Ford owners
 who, by purchasing their cars between
 August, 1914, and August, 1915, partici-
 pate in Ford profits to the aggregate of
 more than \$15,000,000. This distribu-
 tion is in itself rather a stupendous
 task. The checks are being mailed at
 the rate of about 10,000 a day, a per-
 diem distribution of \$500,000.

A large and distinct organization
 has been arranged to complete this
 task. When the profit sharing plan for
 Ford owners was announced, August 1,
 1914, a department to handle the de-
 tails was installed in the Ford admin-
 istration building. For several weeks
 now a large corps of stenographers
 has been filling in the 300,000 names
 in checks. These names are taken
 from the original bills of sale.

Open-face envelopes are used, the
 names of the payee serving also as
 the mailing address. The amount of
 the check—\$50—is printed on its
 face.
 The work of signing more than 300,
 000 checks itself offered a problem.

**DR. FOOTE HAD
 DELIGHTFUL TRIP**

Speaks in Praise of Auto
 Journey to Archbold
 and Back.

MACADAM ALL THE WAY

Travel Down Susquehanna Enhanced
 by Wonderful Scenery—He Con-
 sidered His Tour Ideal.

Washington motorists who are
 looking for a comparatively short tour
 which combines most of the beauties
 of a long distance run will be inter-
 ested in the account of the trip just
 concluded by Dr. John Foote. While
 most of the two weeks he was away
 was spent on the road, Dr. Foote mot-
 ored more than 700 miles, and what
 is more important, nearly every mile
 was over fine roads.

On his return to Washington, Dr.
 Foote called at the local automobile
 club to tell Touring Director Ferguson
 about the conditions he encoun-
 tered and to make several important
 suggestions in routing motorists over
 the roads he traveled. He was par-
 ticularly enthusiastic over the beauty
 of the country traversed, the lack of
 road difficulties, and the absence of
 those little things which often mar
 the pleasure of such a trip.

Was Beautiful Trip.

Leaving Washington, Dr. Foote went
 to Harrisburg via Frederick and
 Gettysburg. There he took the Sus-
 quehanna River road to Pittston and
 on to his home at Archbold through
 Scranton, Providence and Olney.
 The return was by way of Scranton
 and Delaware Water Gap to Atlantic
 City and to Wilmington via the Penn
 Grove ferry.

"I know of no trip of that distance
 which combines so much of beauty,
 fine roads and generally ideal tour-
 ing conditions," said Dr. Foote, who
 is a veteran Inter-State road traveler.
 "That drive along the Susquehanna
 from Sunbury to Shickelshinny is per-
 fectly beautiful. Instead of one water
 gap view you get several, and they
 are every bit as beautiful as the
 famed Delaware Water Gap, plus
 which, the entire drive is over a fine
 macadam road."

"Of course, the most interesting
 thing from the motorist's viewpoint is
 the system of fine roads. I was sur-
 prised to see the improvement that
 has been made in the past three years.
 You can best appreciate the condi-
 tions between here and Archbold when
 I tell you that I made the event, the
 drive in a day. I had my wife, two
 small children with me, so the
 riding could not have been very rough
 or tiresome. Even from Gettysburg
 to Harrisburg the roads are in good
 condition. Of course, you don't find
 much fine macadam on this stretch,
 but the roads are kept in decent
 shape."

Scenery Is Delightful.

"The entire route along the Sus-
 quehanna is either fine red shale or
 good macadam. In some places the
 road is rather narrow; but on the
 whole I found this part of the trip
 ideal. The scenery is delightful. You
 pass through much of Pennsylvania's
 richest farming land, and the con-
 trast of the colors of the cultivated
 fields is something to awaken your
 appreciation of nature's beauties."

"There was only one stretch on the
 return trip that was bad. It was
 where we left the macadam, crossed
 to cut off ten miles to Flemington.
 We struck this dirt road after
 heavy rains, and naturally it was
 rather hard going. However, the
 main road between these points,
 through White Horse, is good ma-
 cadam."

"I want to correct the impression
 that driving through the coal region,
 where the mines are so close
 together, is irksome because you have
 to pass through the heart of the vil-
 lages, where the people's districts,
 the children do not hamper
 your progress or cause you any
 worry. We made twenty miles an hour
 through the most beautiful districts,
 usually every inch of the land is tilled.
 At times you see in one sweeping
 glance the bright green of the forest,
 the but color of wheat stubble, the
 darker brown of plowed fields and
 the vivid green of newly sown acres,
 while the homespeck an unmis-
 takable air of prosperity."

The password in the Tower of Lon-
 don is changed every three months.

FRENCH GENERAL JEALOUS



GEN. J. S. GALLIENI.
 Gossip is busy in Paris with Gen. Joseph Simon Gallieni, military governor
 of Paris, who had a large part in the famous Lorraine attack on the right flank
 of the German armies which turned the tide at Marne last fall. It is said Gen.
 Gallieni is jealous of the Generalissimo, Joffre. In this motive, the Paris
 commander is taking an active part in the attacks on War Minister Millerand
 over the subject of the transfer of Gen. Serrail from Verdun to the Gallipoli
 Peninsula.

**Night Service
 On All Cars**

With our great staff of skilled
 mechanics and complete equipment
 of the most modern machinery, coupled
 with an unlimited supply of Ford parts,
 the owner of "the universal car" is as-
 sured promptness, and maximum ef-
 ficiency in our attention to his needs.

**We Specialize on
 Ford Storage—by
 the Day, Week or
 Month.**

UNION GARAGE
 G Street, Near 7th
 Phone Main 8596.

AUTO CLUB NEWS.

Many phases of Washington life are
 represented in the membership of the
 club. For illustration of this fact a few
 names are here given: Frederick A. De-
 lano, vice governor of the Federal Re-
 serve Board; Rear Admiral J. D. Adams,
 U. S. N.; F. S. Hardesty, noted engineer;
 Albert Hupp, inventor of the Hupp auto-
 matic mail exchange; Gen. John A.
 Johnston, John Oliver La Gorce, editor
 of the National Geographic magazine;
 Maj. Gen. J. P. Sanger, U. S. A.; Rev.
 John Van Schaick, Jr., Judge G. E. Mar-
 tin, District Supreme Court; Ross P. An-
 drews, prominent Washington merchant;
 Judge Martin Knapp, chairman United
 States board of mediation and concilia-
 tion; Charles P. Stone, James R. Cahill,
 U. S. N.; F. S. Hardesty, noted engineer;
 Louis S. Owsley, and nearly 300 others.

What Each Ford Check Will Do.

Here is still another reason why the
 Ford is actually and literally, even ge-
 ographically, "the universal car." Each
 of the 20,000 or so Ford checks of \$50
 each now being mailed to the Ford own-
 ers who share in Ford profits for the
 year is going through some one or other
 of such service shops as many members
 That gives some conception of the tre-
 mendous area covered by this distribu-
 tion of \$10,000,000. In addition to that,
 when one stops to consider where these
 20,000 checks of \$50 each will go, what
 each of them will buy, how many indi-
 viduals, such as butchers and grocers
 and clothing merchants and shoe dealers
 in every city, town and village in the
 United States will profit by it, one gets
 some idea of the far-reaching economic
 and social effect of Ford profits.

interested in the organization and called
 to discuss with Executive Board Chair-
 man Batchelder several matters about
 which he is particularly enthusiastic, as
 the Pacific Coast "Hilde," as the fans
 affectionately call him, is known as the
 only player who retained his popularity
 after he donned the regalia of archer.

Members of the local automobile club
 have evinced such an interest in the
 codification of motor laws which was
 sent to them last week that it has been
 necessary to order another printing to
 fill the demand. They were found to be
 of such service that many members
 asked for additional copies of the pam-
 phlet to send to friends. Included in the
 codification are the salient points of the
 laws governing the operation of automob-
 iles in every State and some of the
 Canadian provinces.

**WORRY
 SHORTENS LIFE.**

DON'T WORRY
 Just Phone Lincoln 4060.
 Let us save your nerves in case of
 Accidents. Tire Needs,
 Engine Trouble, Breakdowns,
 or needed

AUTO NECESSITIES
 Our expert service men are at
 your command any hour of the day
 or night to relieve your troubles.
PERFECT SERVICE ASSURED.
**MILLER BROS. AUTO &
 SUPPLY HOUSE,**
 61 Pierce St. Phone Linc. 4060.

Studebaker
 Commercial Auto & Supply Co., 317 14th St.

Announcement
 So as to afford convenient facilities for the
 sale, purchase and exchange of used automob-
 iles and trucks, the new **UNION GARAGE**
 begs to announce that on September 1, 1915,
 a new department of the company to be known
 as the **Exchange Department**, will be opened
 on the second floor in their building.
 Mr. L. J. Robinson, the former assistant post-
 master of Washington, who is well known
 in local business circles, will have charge of
 the new department and will extend every
 facility and courtesy to those desiring to avail
 themselves of this service.
 The Exchange Department will operate as a
 clearing house for used automobiles. Storage
 will be free, pending sales. Those wishing
 to buy or sell used automobiles will find it to
 their advantage to confer with Mr. Robinson.
 Correspondence will receive prompt attention.
THE UNION GARAGE CO.
 (Chalmers Agency)
 Courteous Treatment G Street, Near Seventh
 Prompt Service Phone Main 8596

Mitchell "Six of 16"
\$1,250
 Like a thing of life—instantaneous in its response to the slightest
 touch—it is off and away.
 Open the throttle, and in a moment you sail from a standing start
 to racing speed.
 No more perfect control can be found in any other car.
 Roomy, luxurious, with elegant lines, it is a car that is to be seen
 at the doors of the finest homes.
THE WHEEL BASE IS 125 INCHES
 the horsepower 48. Easy riding cantilever springs; electric starter and
 lighting, etc.
DISTRIBUTORS
MILLER BROTHERS
 Automobile and Supply House
 61 PIERCE STREET N. E. 1405 B STREET N. W.