

Automobile News and Gossip



RADIO STARTS AUTO'S MOTOR

Trick Is Accomplished for First Time at Indiana Fair.

OVERLAND CAR IN TEST

Gov. Ralston Touches Key and Engine Five Miles Away Begins to Move.

For the first time in the history of the automobile it has been demonstrated that a car can be started from a distance by means of the wireless telegraph.

This was proved at the Indiana State Fair where the motor of a model 23 Overland was started every five minutes by a wireless spark from the overland headquarters in Indianapolis, five miles away.

A complete wireless outfit consisting of motor generator, transformer, coils and other paraphernalia was installed in the show windows of the city sales rooms. This was connected with an aerial on the roof of the building and by stepping the advertising current up on 110 volts to 15,000 volts the apparatus made it possible to send messages 500 miles.

The Overland car on exhibition at the fair grounds was fitted up with a receiving apparatus and the necessary automatic switches and relays for throwing on and off the electric current of the starter and magneto. An automatic switch was regulated so as to allow the car to run for forty-five seconds, after which the magneto was cut off. The operation of starting the car was repeated at five-minute intervals.

One of the most interesting features of the experiment was the fact that the entire operation without the aid of a human hand. A time switch, installed in connection with the wireless outfit in the city, controlled the entire operation. From the time Gov. Ralston, of Indiana, put the car in operation the first time by touching a key at the sending station, until the last day of the fair, the starting and stopping of the car was taken care of automatically.

That the unique Overland exhibit at the fair attracted more than the usual attention was evidenced by the crowds of visitors who watched for the sparking spark which was the signal for the car's motor to start going.

Oh! You Genial Harry! Month-long advances are tempting to youth, the middle-aged and the gray, but the youngster seems to doze on them to a surprising degree. In keeping with the monthly advent of the silver sickle, Harry Morrison, the genial soul of the Model Restaurant, has become the possessor of a latest model Maxwell car.

While Harry is not an expert driver, he is familiar with the art of piloting his car with one hand.

PAIGE OUTPUT JUMPS 300 PER CENT IN YEAR

Big Factory Will Be Completed and in Operation in Sixty Days.

The great building the Cadillac-Detroit Motor Car Company is adding to its plant has progressed so far that another factory will see it completed and in operation.

The progress made is a source of great satisfaction to Paige officials who are striving every nerve and resource to their efforts to keep pace with the extraordinary demand for cars which prevails in all sections of the country. Without the aid of increased factory facilities production has already been speeded up and greatly advanced over the records of a few months ago.

In fact, there has been a steady movement forward all summer.

This much desired manufacturing achievement is reflected in the very large increase in business, a record which, it is believed, could not have been made without the successful management of the manufacturing end of the industry.

August, 1915, shows an increase of about 200 per cent in business done over the record of August, 1914, and if present plans are continued successfully September will show an increase of at least 500 per cent, all of which is excellent evidence of the demand for Paige cars.

These records will, however, be very badly beaten when the new factory building is operating a couple of months from now. Much of the space will be necessary for warehousing materials—a very necessary provision when production is large, but one feature which will facilitate production perhaps more than anything else will be the mechanical conveyors, the modern system of assembling cars that develops efficiency and speed to the very highest degree.

"I predict," says Saba Manager Henry Krohn, "that by the first of January the factory will be up at the top among the foremost producers of motor cars."

Soldiers' Plea or Boxing Gloves. London, Sept. 11.—Many soldiers' letters contain appeals for boxing gloves. The traditional English sport is more popular than ever and most of the regular regimental or brigade entertainments behind the lines take the shape of boxing tournaments. The officers are so busy with the sport on the ground that it takes the men out of the beer houses.

Street Car Strikers Relent. Albany, N. Y., Sept. 11.—Cars of the United Tractor Company in Albany, Troy, Cohoes, Waterville, and Bennington began running this morning, following a settlement of the trouble between the Low employees of the company. The matter of a change in the system of disciplining men to arbitration.

Food Prices Lower in Reuss. Berlin, Sept. 11.—Nowhere in Germany is the war less than in the small principality of Reuss, so far as the cost of living is concerned. In this part of the empire the food prices are actually lower than they were a year ago. Only coffee, tea, and other luxuries have gone up and petroleum is scarce.

Th tasks of the African elephant sometimes amount to such a prodigious amount that it reaches a length of eight or nine feet.

IT'S THE WOMAN WHO BUYS AUTO

'She' Is Behind the Wonderful Progress in Motors.

Psychologist Explains Fair Driver Has Demanded Marvelous Improvements and Man Has Supplied Them.

The effect of the motor car on humanity has never been so clearly demonstrated as during the past year. A famous Eastern psychologist comes out flatly and states that nothing short of an actual revolution is being worked by the automobile.

War, peace and our daily living can never be the same again, says the professor. "The motor car has changed it all."

People are not like they once were. We can all recall how women used to look with horror on the thought of getting into a motor car. The pale faced, shy womanhood has been established largely through the new appreciation for out of doors which the motor car has created.

And, of course, the change has affected men likewise. Just men are not at the foundation of things like women are, and what happens to men doesn't seem to make so much difference. Men, as a rule, have always been more or less rough and ready, but when women begin ditching their needlework and taking to the wheel things are really happening. Just what it will be possible to determine the motor car has the woman in the car actually occupied? That's a fair question and it deserves a fair answer.

What is the percentage of men who are actually occupied? That's a fair question and it deserves a fair answer. The percentage of men who are actually occupied? That's a fair question and it deserves a fair answer.

Women insisted on getting about. This created the demand. The demand was met by the motor car. It was her independence which reformed it. Woman put the automobile in the motor car. Woman made motor cars quiet. Woman made men build better roads for motor cars to run over. Woman insisted on getting rid of the inconvenience in motor cars.

She brought about, with her subtle influence, spiral gears and soft, self-correcting springs. Men may think that masculine influence is behind the motor car, but cut off the feminine influence and see what becomes of the motor car.

Men do not even buy motor cars. They only think they do. Women let them fuss around and brag about how much they know about valve clearance and gear ratio, and then the woman picks the car.

Who developed electric starters? Who howled and complained against gear shifting until men in desperation developed the multiple cylinder motor? Women insisted on more power and more speed. And the latest tribute laid upon the altar of the eternal feminine is the twelve-cylinder motor—the power plant which takes the last jar and discomfort out of motoring, and makes of the motor car all that it was meant to be—a thing worthy of her.

AUTO CLUB NEWS

This is how Stacy H. Belant, member of the local club, expressed his appreciation of service rendered him by the touring roadster he has purchased.

Recent callers at club headquarters were Mr. and Mrs. Douglas Gillette and Mr. and Mrs. C. R. Ingersoll, of Vernon, N. Y., who related their experiences on their way down by the way of Hinghamton. They told of several bridges that had been washed out along the way in the State highway system, but that all of them had been replaced by at least temporary structures. On their way from Hinghamton to Harrisburg they departed south from the usual route, but between Hamilton and Harrisburg, going through the Lyons Valley to Millersburg and thence south to Harrisburg. They report that they found it very good going over the local country roads. Their return home is by way of the national road and then from Pittsburgh to Jamestown and north to Buffalo.

H. C. Alexander and R. P. Allen, of Newport News, during a recent visit to the club, stated that the road from their city to Richmond is in very good condition and that it is being used by many tourists from the North. Messrs. Alexander and Allen are on their way north to Baltimore, from which city they will take the State road west of the Shenandoah Valley and thence south to Staunton. From there their trip will continue through Charlottesville and Richmond to Newport News.

In writing for a route to return to his home in Washington from Evansville, Ind., W. J. Vickers, member of the local club, paid a high compliment to the club's touring bureau. He was so pleased with the route over which he was sent to Evansville that he left the return route to Touring Director Ferguson. It was suggested that he return to Washington via the Lincoln Highway to Gettysburg and thence to Emmitsburg, Frederick, Edinburg and Rockville.

"We left Washington—three of us—in an open light six on August 15, and made the trip out here in four days, averaging 29 miles a day," wrote Mr. Vickers, from Evansville. "The roads were everything that could be desired as far as Wheeling, W. Va. There was only one bad place on the route, from Wheeling to Columbus, Ohio, and nothing to complain of until within fifteen miles of Evansville, when we spun the driving wheels in deep pools of muddy water until a team pulled us about a foot to where we could get traction."

The following are the newest members of the District of Columbia Automobile Club: Wallace R. Allen, A. F. King, William E. Lockett, Frank B. Noveck, James O. C. Roberts, William B. Wilson, Jr., and Andrew J. Morrison.

Maxwell Night Champion. Driving a special Maxwell racing car, Arthur Klein turned the Cleveland mile track by lamplight in 41.15 seconds August 28, establishing a new record for night racing and defeating the Simplex, Zip and other famous speed cars. In addition to these, Bristows and other members of a large field.

Posse After Negro Slayer. Murphysboro, Ill., Sept. 11.—John Atkinson, a prominent local bar leader, was murdered today by Bracy Forre, a negro, shortly after a posse had searched the county about Murphysboro. Feeling against the negroes in this district has not entirely subsided since Joe De Bray, a negro, killed Mrs. James Martin, wife of an attorney, and escaped lynching when State troops were called out to protect him.

Maxwell Wins Climb. Driven by Charles Bouril, of Manitowish, Wis., a 1906 Maxwell touring car won the Marble Caves hill climb from a large field, being the only one of the contestants to beat seven minutes in the ascent of the steep, long grade.

NEW MITCHELL CALLED ROAD MORRIS CHAIR

Manufacturers Claim Big Triumph in Three-passenger Roadster. "The Six of '16."

Taking all the comforts of your own private Morris chair with you out over the roughest country roads is what the Mitchell-Lewis Motor Company claims you can do in "The Six of 1916" in the new three passenger roadster model.

All automobile engineers agree that the riding qualities of any car depend primarily on three things, viz: Springs, wheel base, proper distribution of weight. The designing of a roadster model for two or three passengers is always a source of considerable difficulty when riding qualities are taken into consideration.

This, due to the fact that nearly every chassis on which a roadster type body is mounted is designed primarily for a five or seven passenger body with an altogether different distribution of weight. Therefore the chassis designed for five or seven passenger use is of necessity much too stiff for the ordinary two or three passenger job and in consequence produces a harder or stiffer riding job than it should, amounting to real discomfort to the passengers.

The new Mitchell three passenger roadster is mounted on "The Six of '16" chassis and this model has already created for itself out of sheer merit the reputation of being the easiest riding car on the market, and, if it is possible, "The Six of '16" in the roadster model rivals in riding qualities the original five and seven passenger models.

The most small family, the professional man, doctor, lawyer, salesman, etc., the contractor or any one whose business takes them on frequent short trips when time is a valuable asset cannot but appreciate the remarkable degree of comfort, the power, the beauty and convenience of the appointments in this new Mitchell roadster.

"The Six of '16" chassis with its shock absorbing type of front springs and the late improved cantilever rear spring, the long wheelbase of 125 inches and the correct distribution of the weight as provided for by the "Rate Two Unit Three Point Suspension" construction made this chassis an ideal unit peculiarly well adapted to the roadster type body.

NEW 12-CYLINDER CAR ATTRACTS ATTENTION

National Inspected by More Than 30,000 at Indianapolis Auto Show.

Indianapolis, Ind., Sept. 11.—That the twelve-cylinder car is attracting universal attention was evidenced at the Indianapolis annual auto show last week, when more than 30,000 show visitors inspected the new National twelve-cylinder cars. National built the first American six-cylinder car. The "Rate Two Unit Three Point Suspension" should be pioneers with twelve-cylinder cars.

Two distinct advantages are claimed for the "Twelve" more even flow of power with consequent absence of vibration which has been so destructive to automobile motors. The National "Twelve" motor is built in two blocks of six cylinders, each placed V-shaped. Cylinders are 2 1/4 x 3 1/2 inches. Before it is customary that they should vibrate. One of the distinct advantages claimed for the National "Twelve" over all other V-type motors is that the valves are placed outside of the V and not down in the middle. This makes them very accessible, fully as much as on any four or six-cylinder motor.

National "Highway" cars are built in six and twelve-cylinder models. With the innovation of the "highway" cars, it is noteworthy that a National car now be purchased for less than \$2,000. The "Highway Six" sells for \$1,650 and the "Highway Twelve" sells for \$1,950. Many car owners have wanted National cars, but all former Nationals have been a little too much for them financially. They have wanted National's slightly lighter but with all the stamina of the Nationals of racing fame. The "highway" models have been built in response to these requests.

British Government Gives Figures on Raid of September 7. London, Sept. 11.—It was officially announced this afternoon that the casualties as the result of the air raid on September 7, now amount to seventeen killed—five men, six women and six children.

British Gold Shipment of \$19,406,000 Reaches New York

The picture shows some of the \$19,406,000 in gold being carted into the sub-Treasury in Wall Street, New York, after it arrived from England, consigned to J. P. Morgan & Co.



CARTING GOLD INTO SUB TREASURY.

FAMOUS AD EXPERT JOINS CHICAGO FIRM

Theodore F. MacManus Becomes Vice President of Erwin & Wasey Co.

Motor car advertising circles were given a stir on September 1 when it was announced that Theodore F. MacManus, of Detroit, one of the best known advertising men in the United States, had joined the Erwin & Wasey Co., of Chicago, in the capacity of vice president and would be in charge of a Detroit office established by the company.

The surprising part of the announcement was that, in addition to directing his old accounts, Mr. MacManus would devote a considerable portion of his time to the advertising campaigns of the Goodyear Tire and Rubber Company, of Akron, Ohio, whose advertising in the future will be placed through the Chicago and Detroit offices of the Erwin & Wasey Company.

Mr. Charles R. Erwin, one of the best known advertising men in Chicago, is president of the company, which was formed some eighteen months ago. His principal associates are Louis L. Wasey and W. T. Jefferson, both of whom have won big reputations in the middle western advertising fields. With the addition of Mr. MacManus the company becomes one of the strongest agencies in this country and will place more than \$2,000,000 in business annually through the Detroit office alone.

The former associates of Mr. MacManus remain with him in the new organization and there will be several additions to the staff, the most notable being Gerald Page-Wood, of Cleveland, who will be art director. Mr. Page-Wood has won a firm place in the past few years among advertising artists, two of the great campaigns he having handled being the Timken Axle and Mazda lamps.

French Leaders Decimated. Paris, Sept. 11.—President Poincaré has conferred the Legion of Honor, with the title of cross commander on Briz, Gen. Currie. He also conferred the Legion of Honor with the title of cross officer on Lieut. Col. Mitchell, of Canada.

\$1,000 OFFERED TO OWNERS OF AUTOS

Hyatt Roller Bearing Company Seeks to Learn How Long Hyatt Bearings Last.

How many miles does an automobile run in actual, everyday service without replacement of its original parts or equipment?

If this question has been asked once by owners and intending purchasers of automobiles it has been asked thousands of times. Up to the present, however, no data is available. The companies have made exhaustive tests as to the mileage their tires attain in actual service but there has been no information as to the distance the average car runs before replacements of other parts become necessary.

Much interest, therefore, has been aroused by the contest instituted by the Hyatt Roller Bearing Company to determine the greatest mileage cars have attained on their original equipments of Hyatt bearings. Cash prizes totaling \$1,000 will be awarded to car owners, the distribution being as follows: First, \$500; second, \$200; third, \$100; fourth, \$50; fifth, \$25; sixth, \$20, and the next ten, \$10 each.

"The Hyatt company is in a splendid position to secure this information," says A. P. Sloan, Jr., general manager, "because the Hyatt Roller Bearing Company has manufactured in America every Hyatt equipped and a majority of all automobiles made have been and are running on Hyatt bearings. The cars that have the first Ford, the first King, the first Cadillac, the first Reo, the first Haynes, and many other 'horseless carriages' built twenty years and more ago ran on Hyatt bearings. Automobile owners need not be dissuaded from entering the contest by the fact, however, as these old cars have been used mainly for exhibition purposes during the past few years and the owner of a late model may have a mileage record which exceeds many of the old-time cars."

"The only thing a person has to do to enter a car in this contest is to use an official entry form, which is sent upon request by the Hyatt company, Detroit, Mich. This form gives detailed information. The contest closes November 1."

"The object of this contest, so far as the Hyatt company is concerned, is to secure the most engineering data with facts as to the actual service of Hyatt bearings. In the laboratory of our factories at Newark, N. J., we have run Hyatt bearings thousands of miles under every conceivable test. These tests have shown that the bearings never fail to give consistent, carefree service. We know that in the United States there are many cars with Hyatt bearings that have borne out these laboratory tests and which show that Hyatt bearings give the same consistent service in actual use. We are anxious to get more information and, therefore, have instituted this contest."

"Julian Chase, editor of Horseless Age, a Detroit business general manager of the National Automobile Chamber of Commerce, and Coker F. Clarkson, general manager of the Society of Automobile Engineers, acting, of course, in their personal capacities, will serve as judges of this unique contest."

"No one associated in any way with the Hyatt company is eligible in the competition."

BATTLE OVER LIQUOR SALE. Three Men and Woman Hurt in Kentucky Pistol Fight. Lexington, Ky., Sept. 11.—An alleged sale of whisky by a farmer caused a general battle at Hickman, near here early today, in which three men were shot and a woman probably fatally wounded. W. A. Naylor, politician, William Naylor, miner, and Claude Johnson, farmer, were killed. The woman is Mrs. William Collins, wife of the man to whom, it is said, the liquor was sold.

PROBE BLAST ON U. S. BOAT. One Killed, Nine Hurt in Explosion on Destroyer Decatur. Manila, P. I., Sept. 11.—An official investigation was ordered today of the explosion that killed Gunner's Mate Edwin on the United States destroyer Decatur and injured nine other men at Cavite, yesterday afternoon. Rumors that the disaster was caused by a plot are being investigated by the U. S. Navy. Two of the injured men, Fireman Braubart, of Cavite, and Seaman De Los Santos, are believed to be dying.

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To Appreciate The New (Type 53)

Cadillac "EIGHT"

One Must Ride in It! Free Demonstration Upon Request

The Cadillac "Eight" represents the highest type of car perfection yet reached. Its easy motion, combined with speed and power; its simple operation, which makes it possible for anyone to handle it, and its dependability and durability for touring trips has endeared it to all users. If you ride in the Cadillac "Eight" once, you'll never be without one.

Free Monthly Inspection for One Year is Part of Cadillac Service

PHONE FOR DEMONSTRATION

THE COOK & STODDARD CO.
TEL. NORTH 7810. 1138-40 CONN. AVE.

MILLER BROS.
Automobile and Supply House
DISTRIBUTERS OF

Perfect Service and Perfect Cars

A 24-hour service that guarantees our patrons prompt, courteous attention at any minute, with our free emergency cars for physicians and emergency trucks for tradesmen, are only a small part of the perfect service we give our patrons.

THE PERFECT MOTOR CARS
DORT Touring, \$650 Roadster, \$540

Mitchell

"Six of 16" \$1,250 "Perfect 8" \$1,450
FLINT COMMERCIAL TRUCKS
\$1,260 to \$1,435

Fully Equipped, F. O. B. Factory.
Let Us Demonstrate Them to You.

61 Pierce St. N. E. WASHINGTON, D. C. 1405 H St. N. W. Phone Linc. 4060. Phone M. 6097.

ITALIANS USE RUDE DONKEY CARTS FOR RED CROSS WORK



The picture shows a Red Cross contingent at work near the Isonzo battle front. The wounded men are transported to the base hospitals in these rude donkey carts. The donkeys resemble our own Western burros and are very dependable for travel over the rough and dangerous mountain roads. Such an ambulance could scarcely be called comfortable, but it is remarkably efficient when the character of the country in which it is compelled to work is taken into consideration.

RAYFIELD CARBURETERS
Were Used by All the Big Winners
AT THE BENNING AUTO RACES LAST MONDAY.

The Following Cars Were RAYFIELD Equipped:

Eye See Bee Marquette-Buick Matheson Mercer
FOUR FIRSTS AND THREE SECONDS.

Regardless of make of car, we guarantee the RAYFIELD Carburetor to give the following results:

Easier starting. A lower throttled motor. Faster getaway. More speed.

Greater power on hills. A smoother, more flexible motor. And at the same time, 10 to 50% more miles per gallon.

IRVIN T. DONOHUE
AUTO SUPPLIES,
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