

SI TELLS BO WEEK HAS BEEN STRENUOUS

Lack of Franchise Fails to Prevent Excitement in District.

Dear Bo: This certainly has been one week of excitement around this old town. Even though the residents do not have the franchise, they are willing to wager even money that there was as much interest and enthusiasm shown here as in any State in the Union.

One thing is certain, every dealer in the city is glad that the election is over. All have had numerous prospects who gave as their excuse for not buying that they want to wait until the Presidential election was over. Some of them naturally belong to the class who will buy some day, but only after they have used up every available reason for delaying their order.

You should have been here this week to take in the Record Auto Company's show. It was the first exhibit of the year and it every dealer who holds one this season has as pretty and attractive a setting for his cars there will be no city in the country that can surpass Washington when it comes to holding these private displays. Maynard Bayless told me this afternoon that in addition to selling several Saxon cars, they gathered a large number of live prospects.

Never knew until the other day that Claude Miller was a hunter. Happened to be in his place when he was coming back from a trip to his farm down in Virginia. He had all the accoutrements that go with a hunter—gun, game bag, etc.—but I did not see any game. Perhaps the law does not permit you to bring game into the District.

Our old friend "Bill" Jose tried his luck at fishing off and on all summer with varying luck and now he is going to see if fortune will not be more kind to him when it comes to hunting. He is planning a trip to Hyattstown, Md., his old stamping ground. According to the reports he told me about, he should have no trouble in finding good sport, as game is plentiful.

"Bill" Barnhardt believes in advertising. They put up a sign at the corner near his place the other day, announcing the closing of the street while some repairs were being made. "Bill" comes right along and hangs a sign alongside of it, announcing the fact that he sold gasoline and oil, as well as Pullman cars. Best part of it was that he got away with it.

Ed Page is wearing a contented smile these days. You know he is now with the L. E. Sullivan Tire Company and has charge of their new store on Pennsylvania avenue. Tells me that, though open only a short while, he is doing quite a business. In addition to selling tires he handles gasoline and oil.

"Ruddy" Jose's chief worry these days is to get enough Cadillac cars to keep up with his delivery dates. Shipments are coming through but not fast enough to suit "Ruddy." He figures the day lost when he cannot get out and extol the merits of his car to some prospective customer. Right now he must curb his enthusiasm because delivery dates are so uncertain.

Took Arthur Foraker, some little time to get over the fact that his native State, Ohio, went Democratic. He held out until the last that this was not so. You know his family have always been very prominent in politics in that State, but on the other side of the fence. He sort of assuaged his grief by going out and selling a Stearns car.

Burton Leary's showroom looks very attractive since he has had the new floor laid. It is a tile floor, the tile being made of a composition that is supposed not to absorb grease. You know that has been the great trouble with all showroom floors—the inability to keep them free from grease. Cars will track it in and it is impossible to get it off. The only thing wrong with Leary's place is that he is unable to get Maxwell cars to put on the floor.

Though "Joe" Wells, of the Federal Auto Supply Company, has been in his place less than a year he is already finding it too small to care for his needs. Would not be at all surprised to hear of his moving into a larger place soon; that is, of course, if he can get one that will meet the requirements of his business.

Met George Howard on the street the other day. George, you know, has all the Southern territory for the Semple Rubber Company. He had just come in from Atlanta and told me he saw "Bob" Martin. From what he said, "Bob" is doing very well down there with his Oakland line. George himself does not look any the worse for wear.

Well, Bo, this has been a pretty strenuous week. I am going to try to get home early tonight and catch up on some sleep.

Goodnight, SI.

FAST CARS ENTERED FOR BENNING RACES

Prizes Aggregating \$1,500 Hung Up for Thanksgiving Events.

Prizes aggregating \$1,500 have been hung up for the Thanksgiving Day automobile race at Benning. This is the largest sum ever offered at the local track for automobile speed events.

Already two Mercers have been entered, both of them extremely fast cars. A 120 Simplex has been nominated for the big race of the day, the fifteen-mile event, and it will be seen also in the five-mile, nonstock free-for-all race.

The five-mile track record of five minutes and twenty-nine seconds is in danger of going by the board, for the entrants declared that on other dirt courses this summer their machines have done better than this.

Even though Irving Barber has bought a new car, the Beaver Bullet, which was the second American to finish in the last Indianapolis Speedway event in which it was entered, he will have to keep his foot pressed down on the throttle all of the way if he hopes to come home with the big end of the purse.

Miss Burdette, who has entered one of the Mercers, says that he has not done anything to his car in the way of special preparation for the event except to put in Lynette pistons, install a racing cam shaft and increase the gear ratio slightly. To the uninitiated this does not spell much, but to those who understand motor car construction it means that the speed of the car has been increased at least fifteen miles an hour. Don Moore, who has nominated the second Mercer, has entirely rebuilt his car and made a few changes in it since it was last seen in Washington. During the late summer and fall he has been following the dirt track circuit of the Eastern States, and except for one race, when he went through the fence, has always finished within the money.

This year's strawberry crop of the United States was worth \$20,000,000.

STRIKING DEPARTURES IN NEW LIBERTY SIX

David S. Hendricks Company Gets Agency for Car.

In examining the new Liberty Six, the agency of which the David S. Hendrick Company has just taken, one is impressed with the newness of the body design and the care with which the details of the entire cars have been worked out. In obtaining this novel and pleasing exterior nothing has been sacrificed in passenger room. In fact, passenger comfort seems to have been foremost in the designer's mind at all times.

In the front portion of the five-passenger car, angles have been substituted for curves in a number of places. The hood and radiator top are gently curved, but instead of being continued as curves, end abruptly to meet the sides.

It is not often that in a car of this price, the combination of good lines and roominess are found, but by careful

work both compartments in the Liberty have been made larger than usual. The distance from the cowl to the front seat is twenty-eight inches; the front seat is forty-two inches wide and the depth sixteen inches. The tonneau seat is forty-seven inches wide and eighteen deep. Doors are twenty-one inches wide in front and twenty-two in the rear.

The chassis is composed of standard units. The motor is a block Continental, 31-3 by 41-2, with removable head. Electric equipment is Delco two-unit, the generator and ignition parts being unified. A Hayfield carburetor and vacuum feed system take care of the fuel supply. The Liberty clutch is a dry disc, easily adjusted, and behind it is a three-speed gear set. On the shaft extension a hand brake is mounted. Axle equipment is timken, the rear being semi-floating.

Further consideration is shown for the man who drives his own car by the elimination of grease cups, big oil cups being used instead. As an example of the application of these oil cups, all shackle bolts are drilled and two small wicks are inserted, the bolt being slightly flattened along the line of these wicks.

David Guesferd, thirty years mourned as dead, recently returned to his parental home in Townsend, Del.

1917 OAKLAND LINE PUT ON EXHIBITION

Special Automobile Show to Progress All This Week.

For the purpose of introducing its 1917 line of Oakland automobiles, which has just been received, the Washington Oakland Company will all this week hold an automobile show at its display room on Fourteenth street northwest.

Irving Henderson, president and general manager of the company, has had the place artistically decorated and announced that it would be open evenings.

The Oakland car of 1917, by the substitution of a new body and a number of detailed mechanical changes, is roomier, easier riding and more powerful than its predecessors. Owing to the new body, the exterior appearance is changed to a large extent and immediately gives the impression of being a larger car throughout.

Although six inches has been added to

the body, the wheel base has been increased but two inches, from 110 to 112, and the additional body space has been secured by giving four inches of overhang to the rear.

Easier riding is obtained through an alteration in the spring suspension, the rear springs being semi-elliptical instead of three-quarter and are fifty-one inches in length, instead of forty, as on last year's model.

The only change in the engine has been the employment of a Fabrol gear in the timing set. This is a compressed cloth gear of pronounced nonresonant qualities.

The rear axle is a Weston-Mott. It is

a one-bearing floating type, with longitudinal split housing. The brakes are external contracting for service and internal expanding on the hand lever.

In the way of fittings the car is complete. The tires are nonskid in the rear and all necessary instruments, including speedometer, ammeter, gasoline gauge, switches, etc., are included in the cost price of the car. The top is a one-man design or it may be a convertible at an extra price.

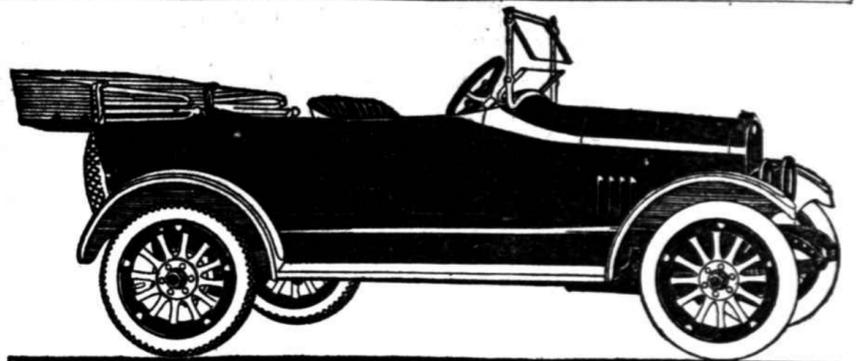
To help support the spines of men who do not wear suspenders an inventor has patented a small brace to be attached to their belts.

STUDEBAKER PRICES RAISED.

Increased Cost of Four and Six Effective December 1.

L. J. Oiler, vice president in charge of sales of the Studebaker Corporation, has announced that on or about December 1 prices of Studebaker cars—both the Four and the Six—would advance from \$75 to \$100 over prevailing prices.

Operated like a pair of shears, a new implement revolves a buffer to polish the fingernails.



DORT



"It Has The Stuff In It"

"It has the stuff in it"—a sincere, rock-bottom tribute shorn of frills—a tribute that the thousands of Dort owners pay to this honest, sturdy car. And no more expressive compliment could be uttered.

It means that under the external beauty and comfort of the Dort is strength—quality—backbone—energy.

It means that the Dort is honest in construction and design.

It means that the Dort has made good and proved its ability under every condition of service.

See the 1917 Dort at our showrooms.

MILLER BROS. AUTOMOBILE AND SUPPLY HOUSE
Distributors for Maryland, Virginia and District of Columbia
1405 H St. N. W., Washington, D. C.
DORT MOTOR CAR COMPANY, FLINT, MICHIGAN
"Built in Flint"

SMITH Form-a-Truck

\$350
f. o. b. Chicago

The heavy illustration shows the Smith Form-a-Truck as fitted to the Ford Power Plant—it carries 90 per cent of the load.

Turn Hauling Cost Into an Asset

Large and small truck users throughout the country have paved the way to larger and more profitable business with the Smith Form-a-Truck. They have increased their hauling facilities to do three to four times as much work.

They are making deliveries at less than 7c per ton mile—30% less than is possible with any other truck—50% less than horse drawn vehicles. And they are making deliveries on time.

Schlitz Brewing Co., Indian Refining Company and hundreds of others are ordering in fleets of from 15 or 20 up to 200.

Our present stock of attachments will be sold rapidly. It can't help but be. No man can investigate the Smith Form-a-Truck without being convinced of its economy.

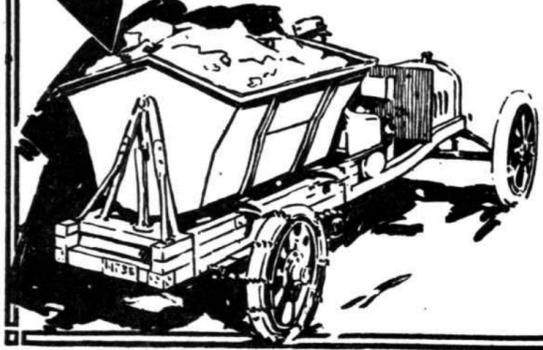
We urge you to act at once. Demonstrations will be given in exactly the same order that they are received.

Four years ago the first Smith Form-a-Truck was sold in Sumner, Wash.—it is still running in excellent condition, after 18,000 miles of service and a total repair cost of \$8.

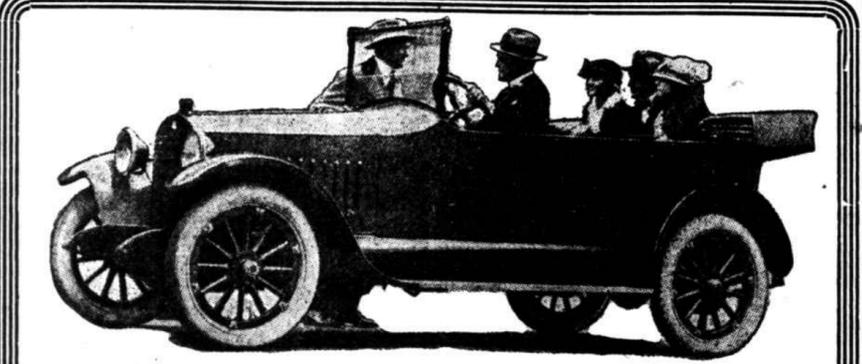
Now the biggest organizations in the country, Armour & Company,

Call Main 23

THE RECORD AUTO COMPANY, INC.
631-35 Massachusetts Avenue N. W., Washington, D. C.



Smith Form-a-Truck



LIBERTY SIX \$1095

THE CAR WHICH MAKES every motoring hour less work for the driver and more comfort for the rider.

RIDE IN IT! DRIVE IT!

COMPARE IT WITH EVERY other car for driving ease and riding comfort.

THE GEAR SHIFT IS so sensitive and so smooth that it can be shifted silently with the finger tips alone.

IMAGINE A STEERING gear that responds to the slightest pressure of your hand—important in heavy traffic—difficult with the ordinary car.

THE LIBERTY CLUTCH is so light that it can be thrown by a finger pressure—so strong that it exerts a ton pressure.

THE EMERGENCY BRAKE is instantaneous, no matter at what speed.

BECAUSE OF THE unusual spring balance you do not have to slow the car down for cobbles, tracks or ruts. No matter how rough the road, you will not leave the seat. The spring movement is undulating a gentle rise and fall.

THE LIBERTY IS QUICK, agile, responsive—it gives you the realization of perfect control—it is beautiful in its long low lines and in its comfort.

We leave it to you—for you know the faults in your car as well as we do. That is the reason for the Liberty—an easement—a freedom from your troubles and complaints. If you want driving ease and riding comfort as never before accomplished—you want the Liberty.

IMMEDIATE DELIVERY.

David S. Hendrick Co., Inc.

1026 Connecticut Ave. Phone M. 4042

Distributors in Maryland and Virginia

HERALD AUTO DIRECTORY

Containing the names and addresses of the Washington dealers in well-known pleasure automobiles, motor trucks, accessories and supplies. Herald readers who fail to find in this feature what they desire, or who want any further information about the cars or dealers listed here, will receive this information by clipping and mailing the coupon below.

GASOLINE CARS.

AUBURN-PATHFINDER—AUBURN AND PATHFINDER SALES CO. 24th and M sts. Phone W. 711.

BUICK—EMERSON & ORME 1629 M st. Phone N. 8780.

CADILLAC—THE COOK & STODDARD CO. 1133 Connecticut av. Phone N. 2415.

CHEVROLET "FOUR-NINETY"—Chevrolet Motor Co. 1218 Conn. Ave. Phone N. 2415.

HAYNES—America's Greatest Light Six." Two models: three body styles. Haynes Motor Company, Inc. 1529 M st. Phone N. 251.

JEFFERY—HURLEY & EARLEY, INC. 829 14th st. nw. Phone Main 6159.

MAXWELL—H. B. LEARY, JR. 1821 Fourteenth st. Phone N. 4434.

PACKARD—THE LUTTRELL CO. 1214 New Hampshire av. Phone West 985.

PIERCE-ARROW—POSS-HUGHES CO. 1141 Connecticut av. Phone North 3403.

PULLMAN—WM. BARNHART & CO. 1707 North 1st st. Phone North 184.

SAYON—RECORD AUTO CO. 631-3-5 Mass. av. nw. Phone Main 22.

GASOLINE CARS.

STUDEBAKER—THE COMMERCIAL AUTO SUPPLY CO. 819 Fourteenth st. Phone Main 2174.

VELIE—LINGERER MOTOR CO. 1136 Conn. av. Phone N. 621.

MOTOR TRUCKS.

SMITH-FORM-A-TRUCK—"You, Ford and \$350.00." RECORD AUTO CO. 631 Mass av.

ELECTRIC CARS.

BAKER-BAUCH-LANG—BARTRAM ELECTRIC GARAGE 1104-08 New Hampshire av. Phone West 458-459.

TOPS AND SEAT COVERS.

ACME AUTO TOP CO.—Washington's Foremost Auto Top Co. 1121 Irving st. Phone Col. 5276.

LAMPS AND RADIATORS.

MOORE & CO.—Auto Lamp and Radiator Doctors. All work guaranteed. 806 John Marshall Place. Phone M. 1648.

TIRES.

PENNSYLVANIA VACUUM CUP TIRES—Chew-Goucher Co. 1620 14th st. Phone M. 6508. 1530 New York av. Phone N. 2746.

DIAMOND TIRES—The new velvet rubber. National Electrical Supply Co. 1530 New York av. Phone M. 6508.

FIRESTONE TIRE AND RUBBER CO. Most miles per dollar. 824 Fourteenth st. Main 2327.

MILLER TIRES—"GEARED TO THE ROAD." THE CIRCLE TIRE CO. (INC.) 1214 Fourteenth st. Phone N. 5518.

LE ROY LIVINGSTON—1621 Fourteenth st. North 1246.

JONES-KESSLER RUBBER TIRE CO. "C" TREAD TIRES—MARATHON TIRES. 605 and 612 E st. Phone M. 1641. 1521 14th st. Phone N. 4595.

SANNER & BERRY—Goodyear Service Station. "Everything for the car owner." Phone Main 7482. 830 Fourteenth st. nw. Starting and Lighting Batteries.

ACCESSORIES.

ZENITH CARBURETERS—FEDERAL FEDERAL AUTO SUPPLY CO. 476 Pennsylvania av. Phone M. 2445.

B. F. ZIMMERMAN—Steward-Warner Service Station. 1317 1/2 Fourteenth st. North 2569.

BOYCE MOTORMETERS—GABRIEL SNUBBERS—Service Station. 1318 Fourteenth st. IRVIN T. DONOHUE. Phone N. 2746.

NATIONAL ELECTRICAL SUPPLY CO. "Everything for the car owner." 1530 New York av. Phone Main 6508.

RECORD AUTO CO.—631-3-5 Mass. av. Phones Main 22-24.

UNION GARAGE—Supplying for the car owner. G st. between Sixth and Seventh. Main 5594.

INFORMATION COUPON.

Herald Automobile Directory. Please send me the following information:

.....

.....

.....

Your name

Your address

Or telephone Main 3300 and ask for Auto Department.