

WASHINGTON, D. C., SUNDAY, AUGUST 29, 1920.

Gorgeous Views of Shenandoah Refresh Spirits of Herald Pathfinders on Two-Day Tour

MOUNTAIN RIDE AWES TOURISTS

Approach to Luray at Sunset Thrills With Sense of Nature's Beauties. ON SHERIDAN'S TRAIL Battlefields Near Winchester Add to Interest of Historic Highways.

Beauties of jagged mountain peaks, gorgeous sunsets, richly tilled soils, crops that know no blight, to say nothing of the wonderful scenes along the banks of the placid and historical Shenandoah, running at the bottom of a valley famed in history and in resources, furnish relief for tired bodies and minds and awaken them to the realization of the value of the slogan of "See America First."

For no more beautiful ride than that taken by The Herald automobile editor in the sixteenth of the pathfinding series could be found anywhere that down the Shenandoah Valley, terminating as it did at that wonderful work of the hand of Nature held by old Mother Earth in the Caverns of Luray, famed far and wide as the containers of the most wonderful underground formations that can be found anywhere.

Just a bit of mountain climbing over a rocky trail in order to reach Luray adds a bit of zest to the trip and provides a general view of the valley which one who takes the ride will not forget at any time, especially if taken as it was just as the sun's fiery ball was sinking behind the tops of the mountains to the west.

Temptation to Linger. To fully enjoy the richness of the scenes which the motorist will pass through, if he follows the route taken by The Herald pathfinders, will require two days, for from the time the first glimpse is had of the valley country, preparatory to making the start on Sunday morning, Jack Baker, sales manager of the Holbrook Auto Corporation, 1320 Fourteenth street northwest, distributors of American cars, are reasonably sure to find themselves in a country which deserves only beautiful visitors.

It was 8:30 o'clock when the rhythmic throb of the motor gave warning of the impending start. With Jack Stowell, The Herald cameraman, and The Herald's automobile editor completing the party, the start was made to leave the city streets far behind before Old Sol's force could be felt.

Roads Invite Speed. Clear of the District line on the Rockville pike, Jack "let her out" and developed a welcome breeze on the torrid day on which the start was made. The car literally sailed along the roadway, except, of course, in the towns where caution is something to be practiced lest the town fathers halt you for a deposit of a few dollars for the upkeep of the townships.

When the party reached the tollgate at the West Virginia end of the ridge crossing the Potomac, where a left turn is made to Harper's Ferry. When the party reached the tollgate at the West Virginia end of the ridge crossing the Potomac, where a left turn is made to Harper's Ferry. When the party reached the tollgate at the West Virginia end of the ridge crossing the Potomac, where a left turn is made to Harper's Ferry.



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raises the gate and lets you pass. Berryville shows a 94 of the speedometer, where a turn is made to the right, and just on the edge of the town another 25 cents is asked by the tollgate keeper.

As the far end of the bridge is neared, hails from a number of voices below the bridge attract the attention of the party, and in the clump of bushes near a ford through the stream is encamped a band of gypsies. The glistening finish of the Allen car apparently attracts the attention of these lovers of glittering brightness, for they run not even passing by a look under the hood, and nod their approval and praise its appearance, caress it with a fondness showing desire to own it.

After a pleasant chat with the king of the tribe, who displays much interest in the trip, the discussion of the life of the gypsies, and a discourse on the advantages of sanitation, a modern enjoyment of the very old towns, dating back to Revolutionary days, for it was founded in 1761 by Joseph Strasburg, and named after the town in Alsace-Lorraine, taken by Germany and regained during the world war. The town was a strategic point in the historical Stonewall Jackson campaign, and old earthworks may still be seen from the roadway.

Turn right at the fork in the road, and then left for the town of Strasburg, and then left when the speedometer reads 125.1. Passing out of Strasburg one gets a real idea of the construction of the towering mountain peaks on every hand. The climb is up mountain ledges flanked on one side by solid sheets of smooth rock and on the right by deep ravines.

Now the ride is through the hunting grounds of the famous Massawogee Indians and brings the tourist to the little settlement of Toms Brook at 129.0 miles. Shortly after passing through Mauretown, 33.9 miles, on the left just behind the hills may be seen a smelter, for in addition to being a rich producer of footstuffs, the mountain lands hereabouts also give out minerals, mostly copper.

Woodstock is reached at 133.4, and Edinburg 141.3 miles, where a sharp turn is made to the left. Newmarket reached at 153.8 and when the speedometer shows 166.2 a turn to the left is made to the road leading to Luray. For a short ride the road is fine macadam but when the foot of the Massanutten mountain is reached the real rocky climb is begun.

It was getting well toward evening when the party reached here and the climb is made slowly up the mountains around ascending and treacherous turns. But the gorgeousness of the setting sun over the beautiful valley and the hazy mountain tops compelled a halt, for such sights can be seen every day even by tourists, and they act like a tonic to the tired minds of urban dwellers.

When Massanutten cap is reached on the roadside is the home of a mountaineer and The Herald party held came to the car and distributed some of the finest peaches. It was a treat worth while. The shades of night fell fast as the descent was made down the mountain slope, a road full of dangerous turns which must be taken with great caution. In several places the road turns back parallel, horse-shoe fashion. Down the slope the party found itself in Page Valley, and it is then but a short run to the town of Luray.

Home by Another Route. After stopping for a brief time as the guests of Mr. and Mrs. Shenks, the party meandered back to the hotel and after a hearty supper from the jolly Johnny Mims, the trip to Washington was resumed. It was decided by the pathfinders to seek another route. The run is started east on Main street, across the bridge, shortly after which a turn to the left is made to North Broad street. The road reached is of red clay, but is good in dry weather, although it is likely to be difficult to negotiate following a heavy rain. The run is up the Jag Valley. Turn left at 3.3, and right at 2.2 and 8.3. Here the road gives a beautiful view of the surrounding country and the little village of Rileyville, which is reached at 4.1. Bear left at the fork in the road.



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Clicks of the Camera While Rolling Along.

- 1. There are miles of scenes like this along the Shenandoah. Snapped at random along the roadside—a view of the rich valley with the Massanutten mountain in the background. 2. First sight to greet the visitor in the Luray Caverns. The beautiful entrance avenue with its beautiful formations. (Inset) The genial superintendent of the caverns, Clarence C. Logan. 3. Jack and the Allen, captured by the Gypsy Band near Berryville. 4. Just a wheelbarrow load of health at Bentonville, frowning in disgust at the mystic black box. 5. Linking the Allen with history. The white post, located in the village of that name, dates back to colonial days and was a road marker to the estate of Lord Fairfax, Greenway Court.

There are several dangerous turns in this road, one when the speedometer reads 13 miles, a horse-shoe bend.

The feeling of the need of food came over the party when the Little Village of Overall was reached and a stop was made at the home of Mr. and Mrs. Friston, who call their cottage Grand View. And it does not belie its name, for from the hilltop on which it is located one of the most beautiful views of the Shenandoah valley is had. In the background the Blue Ridge Mountain peaks.

Hilltop View Wonderful. Mrs. Friston welcomed the party and generously stopped her work to prepare a meal, and during the interim of waiting the guests enjoyed themselves on the shady lawn, drinking in the wonderful sights of the country which the hilltop makes possible.

Resuming the run, following the dirt road, Bentonville was reached, where the party was halted by a long freight train stopped across the road, and enjoyed a chat with two healthy youngsters who bashfully refused their names. At Bentonville a new macadam road is reached. The road is full of turns which must be taken with caution.

The day was cloudy and the light clouds hovered low, in many places hiding the mountain tops. In many places they were well down the mountain sides, moving slowly through the forested slopes. It is a ride that cannot soon be forgotten by those who take it, for rich farming lands are seen on every hand, and the urban dwellers, beautiful houses. One of the most beautiful passed was Goochey Lodge, the home of H. B. Weaver, a member of the official reporting staff of the House of Representatives. It is fronted by an artificial lake and the house is reached by a walkover a long bridge.



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Rich Lowlands in View. The road here winds along the foothills of the mountains, gradually flanked by high mountain cliffs. There is soon opened to the view of the motorist miles and acres of the richest scenery. The lowlands of four States stand out, compelling a halt to gaze at the view before the motorist reaches a field containing bumper crops, hundreds of cattle, the placid river bed, and winding like miniature are long freight trains, crisscrossing their way along with food for the urban dwellers, of which this valley feeds hundreds of thousands. It is with regret that the party moves on and away from a sight which only a rich valley flanked by high mountains can offer.

From Luray is reached when the speedometer shows 21. Pass straight through near Harper's Ferry, 25.9. Double Tollgate at 42.7, turning hard right. As the speedometer reaches 44.2 a large white post standing directly in the roadway at the four corners plainly gives away its name. It is white, with a black top, and stands there dates back several hundred years. The original post was a guide marker to the estate of Lord Fairfax, "Greenway Court."

Here Jack the cameraman calls a halt, while he calls upon Jack, the master of the Allen, to drive the car alongside the post to link it with history. A left turn is made here for the run into the Luray Caverns, which a turn is made to the left, resuming the road in Charlestown, which was passed the day before.

Home Ride is Breezy. Here the party heads back to enjoy the quiet country, and of a balmy afternoon whipped into a breeze by the speed of the Allen car. The easy riding qualities of the motorist's car, and the broad full upholstered cushions augment the enjoyment of the party, which had been over roads a bit rough at times, but in all of which the sturdy construction of the car and engine by Jack made supreme the pleasures of two days that will long remain in memory.

Recovering the trail of the day before, the party reached Frederick after midnight, where Host Dixon at the Wayside Inn was ready with one of those chicken dinners for which he is famed among tourists. After leaving Frederick a hurried run was made to Washington, and when the car was stopped in front of The Herald office, the speedometer showed 149.2, making a total mileage for the trip of 220. The trip back was shorter by 22 miles than the route to Luray, and is considered better.

LURAY'S CAVES A WONDER SPOT

Herald Travelers Linger Amid Cool Mysteries of Noted Caverns. ROADS MOSTLY GOOD Shiny Allen Car Goes Over Few Rough Places in Sturdy Style.

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Prospective Automobile Buyer Should Use Careful Judgment As in Other Equal Investments

When the average American business man makes an investment involving anywhere from \$1,000 to \$5,000 he carefully investigates the matter from all sides and calls in expert advice of which he can depend if any phase of the subject seems to be a little beyond his personal experience.

When that same supposedly hard-headed business man purposes to invest a similar amount of money in a motor car, he generally walks down a automobile row and buys the vehicle that catches his fancy, matches his wife's new furs or meets some equally unessential condition. Only the fact that all modern American cars are reasonably good prevents the average buyer from being stung every time he plunges down his money. We shall try to indicate some of the points that should always be considered in buying a car.

Examine Casings After a Puncture, Say Tire Experts

Trouble and annoyance is saved the motorist if he will examine his casing after a puncture, before inserting a new tube. A nail, fragment of glass, or rough and broken fabric surface, remaining over from the first puncture, will often quickly ruin a new tube.

After a careful inspection of the casing, the tube should be slightly inflated before being inserted, in order to prevent its being twisted according to Miller tire and tube experts. Where the tube is inserted into the casing, it will tear under high air pressure.

Inexpensive Little Plunger, Fitted With Spring, Keeps Air in Pneumatic Tires

Motorists are often puzzled to know what keeps the air in the tire. A sensitive little mechanism, commonly called the plunger and strong enough to hold back air pressures as high as 70 to 125 pounds to the square inch, functions here. This little valve, which consists of a plunger about an inch long, a bit of spring and rubber, is responsible for the well-being of the tire.

At the top of the valve stem is a small cap which assists the valve by protecting it against the dust which would ordinarily collect there. This cap offers also additional protection against air leakage, for it is fitted with a rubber washer which forms an air-tight seal over the stem.

Oil Necessary on All Places Where Metal Parts Touch

If the grease cups of the car have not been neglected, one of the main sources of trouble has been avoided. However, many an elusive rattle or squeak may come from some other cause.

For instance, loose bolts. The fender may rattle, or the lamps, or the radiator, and often even the engine may work loose and give out a roaring, out-of-balance sound. The cure for these is to keep all bolts and nuts tight.

Buyer Fixes Price. The question of price generally settles itself automatically. The buyer knows about what figure he can afford to pay. His first step should be to get a list of all cars in the price class in which he is interested. From these he can narrow down his search and make a reasonably definite list of eligibles, for closer scrutiny.

Local Conditions Govern. First as to the performance desired in the average man's motor car. To begin with, local conditions will somewhat govern this factor. If the car is to be used in a hilly country it must have plenty of reserve power. No matter where it is to be used it should have a modest turn of speed, good acceleration and flexibility.

Getting down to the more technical details of the mechanism, it should be ascertained that the car under consideration embodies parts that are big enough for the work they are called upon to perform. This applies to gears, bearings, shafts and similar parts. Obviously, determination of these is beyond the average car buyer, especially if it is his first car.

Top Efficiency All the Time! Simply turn a button once and you are done. You can clean your motor perfectly any place. No chemicals, no trouble. You never have to stop more scrubbing. It's easy. No more liquid carbon remover to leak past your piston rings into your crank case. No more half-cleaned motor. You can clean your motor as often as you wish your lands, and with far less trouble. Women who drive your own cars, business men, never out-of-date, scraping or burning methods between cleaning times your motor gradually loses efficiency. It doesn't run as well a week after cleaning as it did when cleaned. Keep your motor running better with less expense for fuel and repairs—and SAVE CLEANING EXPENSES!

Advertisement for HART-BELL CARBON REMOVER. Includes text: 'DON'T LET CARBON HOLD YOU UP!', 'HART-BELL CARBON REMOVER', 'Keeps Your Motor Clean Always!', 'Top Efficiency All the Time!', 'Free Installation by Factory Representative ALL NEXT WEEK', 'NATIONAL ELECTRICAL SUPPLY COMPANY 1328-30 NEWYORK AVE. MAIN 6800'.

