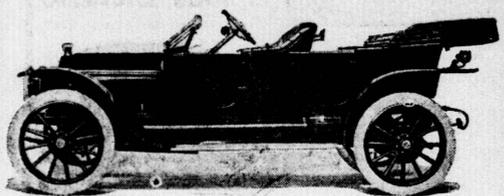
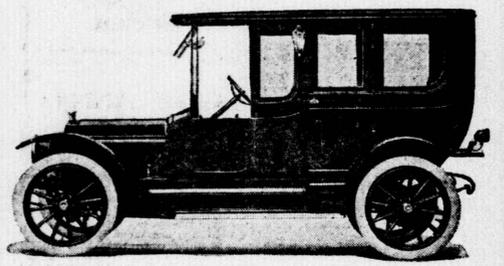


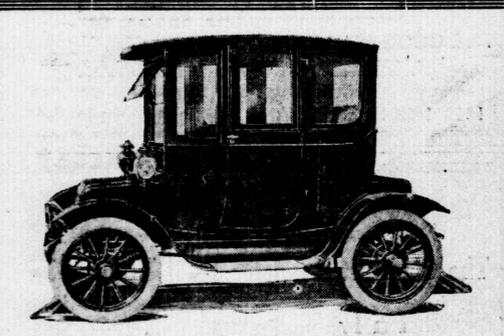
1913--*Rambler* CROSS COUNTRY



Guaranteed 10,000 Miles
With Unit Gasoline and Electric Motor.
Cranking Eliminated.
Only One Operation Necessary to Start This Car.
It Starts Like An Electric.
If You Buy Without Seeing This Great Car You
Are Doing Yourself An Injustice.



H. B. LEARY, JR.
 Phone N. 949 for specifications
1317 14th St. N. W.



Do not associate with the BAKER your ideas on ordinary electric vehicles. The BAKER is a genuine AUTOMOBILE, capable of any reasonable distance or equal to any grade condition, always exacting service without smoke or grease, and without "cranking."

Baker Electrics
 The BAKER is a OBILE, electrical of any reasonable requirement, road or weather ready for the most without balk or

The Cook & Stoddard Co.
 1138-40 Connecticut Ave. Phone North 7810

Ford
 THE UNIVERSAL CAR
EQUIP YOUR FORD CAR
 With the
"ECLIPSE" Clamp-On Bumper.

Black--\$8 Brass--\$10 Nickel--\$10

A BUMPER is the surest safeguard for the unprotected radiator and lamps of FORD cars. It is the "strong arm" that will ward off damage if your car unaccountably bumps the car ahead or is accidentally backed into, or when moved out in the garage while you are not present to watch it.

No drilling of frame necessary. Can be attached by any owner with aid of wrench.

MILLER BROS' Automobile and Supply House
 Phone N. 417 1105 Fourteenth St. N. W.

MAYOR WELCOMES TOURISTS.
 Glidden Run Reaches New Orleans Amid P'audits.

Welcomed by the mayor, the Auto Dealers' Association and hundred of decorated cars, the Glidden takes to the Gulf coast, piloted by Charles J. Glidden, arrived in New Orleans last Sunday on schedule time, after twelve days' battling on washed out and muddy roads and much dangerous traveling over the Mississippi bottoms and levees.

Describing the tour at the banquet given in his favor, Mr. Glidden declared it the most successful tour of his career, successful for the reason that it was evidenced all along the line that hundreds of cars are assured for the Glidden tour contest of 1913 over the same route. Furthermore, assurances are given everywhere by civic authorities that the contest of next year will be followed by legislation in favor of good roads.

The No. 3 Maxwell which finished victoriously in last year's Glidden tour and attained a perfect score in the four states

RECEIVE PROMOTIONS.

TED S. JOHNSTON.

ROBERT H. MARTIN.

FORMER WASHINGTONIAN MADE GENERAL MANAGER
 "Ted" S. Johnston Will Be Located in Detroit in New Capacity.

An announcement of more than passing interest is that made by W. C. Durant, vice president of the Republic Motor Company, that he has appointed "Ted" S. Johnston as general sales manager. He will have entire charge of sales for the Chevrolet Motor Company and Little Motor Car Company and for all of the subsidiary companies of the Republic Motor Company.

It will be remembered that Mr. Johnston was for a number of years connected with the Buick Motor Company, and for the past two years was manager of the local branch of that concern. He resigned in August last to join the Republic Company to handle Chevrolet and Little cars in the southeastern territory. His latest promotion, which took effect November 1, therefore, comes as a pleasant surprise to his many friends in this city. The concern with which Mr. Johnston is connected is a sixty-five-million-dollar corporation.

The Chevrolet car is named after Louis Chevrolet, the famous speed driver and winner of many long distance races while connected with the Buick Motor Company, of which Mr. Durant was at one time its head. The Little car is named after William Little, who for many years was manager of the Buick plant at Flint, Mich. Mr. Johnston received his early training with that company, and Mr. Durant, knowing his excellent qualities and executive ability, selected him as the first member of his staff. A few announcements were made that the new concern had been organized and financed. Mr. Johnston was a vice president of the Automobile Club of Washington, a member of the Commercial Club and the Country Club and is an ardent motorist.

MOTURING NEW CAR IS SHOWN
 (Continued from Sixth Page.)

at Hartford, Conn. He is a graduate of Pratt Institute, having received his early education in Washington before entering college. He has been an efficient assistant to John R. Thomas, the local manager of the United Motor Washington Company, who accepted his resignation with regret.

Joins Motz Staff.
 W. A. Wiggins has joined the sales staff of the Motz tire department of the Imperial Motor Company, and in the future will be engaged in the sale of this make of tire.

Federal Truck Visitor.
 Charles C. Craig, assistant sales manager of the Federal Motor Truck Company of Detroit, was a visitor here last week for a few days. During his stay he was accompanied by J. Leroy De Neale, local representative.

1913 Cadillac Deliveries.
 Nineteen-thirteen self-cranking Cadillac touring cars were delivered last week to Giet Blair, M. S. McConihe, John Dolph and George Baker, and a torpado to Rev. A. Crawford.

After having driven automobiles propelled by steam for a number of years past, Dr. George E. Cook of Silver Spring, Md., has become a convert to the gas car type and last week purchased a 1913 Cadillac, with self-cranker. Dr. Cook, or better known as "Georgie" Cook is a pioneer in the motoring game, and besides being an ardent motorist is an expert with the rifle—not air, either. He was for a number of years a member of the District Brigade rifle team, taking part in the national matches at Sea Girt, N. J., Camp Perry, Ohio, and in the early days at Creedmoor, L. I. He carried off honors as champion rifle shot of the District and has several thousands of dollars of gold medals as a reward for his work with the rifle. He is one of the youngest riflemen in this section, and besides shooting on District teams, has competed on American teams abroad.

Baker Electric Delivery.
 A Baker electric depot wagon was delivered to the government printing office, and is to be used for the government printer. The vehicle is finished in Brewster green to correspond with the other Baker electric in use by the government printing office.

Mitchell Representative Here.
 J. R. Skinner, manager of the New York and Philadelphia branches of the Mitchell Motor Car Company, is spending a few days here as the guest of H. B. Leary, Jr., local agent.

Enlarges Baker Fleet.
 Three more Baker electric 1,000-pound delivery wagons, with panel sides and body, were delivered during the past week to the government printer. This increases the present fleet of Bakers to six in the delivery department.

Ocean-to-Ocean Highway.
 "The ocean-to-ocean stone highway will be the entrance and audacity of Americans will make possible within a short time will be a greater monument than any ever lasting memorial to human beings who are building, freely and willingly, for themselves and for posterity." An old-time subscription to the \$10,000,000 fund which will be necessary for the

DESIGNER FOR KINGS.
 The body for this new model was designed by John A. Campbell, who is a recognized master in the designing of vehicle bodies. The finest equipages of the King of England and the Sultan of Turkey were of his designing.

Among some of the features of the Michigan "40" are the four speed forward transmission and reverse, with the direct drive on fourth. The transmission is the special design of Mr. Cameron, after experience and study among all of the leading English, French and American cars. It is the first car of the medium price to adopt this important feature, having been used before on many of the high-priced American cars.

Another feature on which much stress has been laid is the excess tiring, the new models having 25 per cent over-tire capacity. The cars are equipped with an electric generator, which furnishes the power for the electric lamps. The left hand drive and center control is another feature which meets the enthusiastic approval of critics.

Will Be Universal Practice.
 It is now conceded that the left hand drive with center control will be universal practice, instead of the right hand drive, which is the custom in this country. The right hand drive and makes entering and leaving the car by the right side as easy as the left side. The center control on the new cars is mounted on the transmission cover. The levers move in compact housing, taking up the minimum room. A hand rubber ball on top of the gear shifting lever fits the hand and adds to the ease of operation. Owing to the difference of opinion about the various types of self-starters, the manufacturers have not adopted any one type as regular equipment. Selection is left to the buyer, the makers equipping a car with either gas or electric starter as desired.

Other features include the placing of the tool chests underneath the running board, generous equipment, extra wide springs, long stroke motor and wide "Je" steering post. The first of the new models have just been placed on exhibition.

Palmer-Singer Deliveries.
 H. V. Bouie and Dr. C. W. Brown are now enjoying their new Palmer-Singer touring cars, which were recently delivered to them. The cars are finished in royal blue, with tan wood running gear and equipped with electric light systems and self-starters.

The War of the "40's"

The Fiercest Fight in Motordom

Prices Cut in Two

Five years ago the standard price for 40-horsepower cars equipped, was around \$3,000. And they were not equipped as now.

Some of the very cars which now sell around \$1,600 sold then at \$3,500 and up.

Another fact is that the finest cars and the best equipped are now in the Forties class.

This is a startling revolution, and you who buy cars ought to know how it came about.

The Trend to Forties
 First came a trend among motor car buyers to 40-horsepower cars. The demand for this type has now become overwhelming.

Men who started with small cars came to want something larger. They wanted more comfort, more appearance, more room. And they found, above all, that they needed more power.

Men who bought heavy cars—over-powered and over-priced—came to want something more economical.

So all classes of buyers, by the tens of thousands, came to choosing Forties. And motor car makers awoke to the fact that a Forty of some make was soon bound to be the leading American car.

Then 72 Makers Started
 Then maker after maker began to make Forties. Hundreds of the ablest engineers gave their whole time to Forties. Now there are 72 factories turning out cars close to 40 horsepower.

Among these makers there developed a rivalry such as never before was known. Cars of this class were built better and better. Then makers equipped them as no other cars are equipped.

Yet, with all these improvements, prices dropped and dropped, because of the fierceness of this fight.

Now, with 72 makers competing, you can get a Forty, splendidly equipped, for what stripped Thirties sold for but a short time back. And you can get more for your money in a Forty today than in any other type of car.

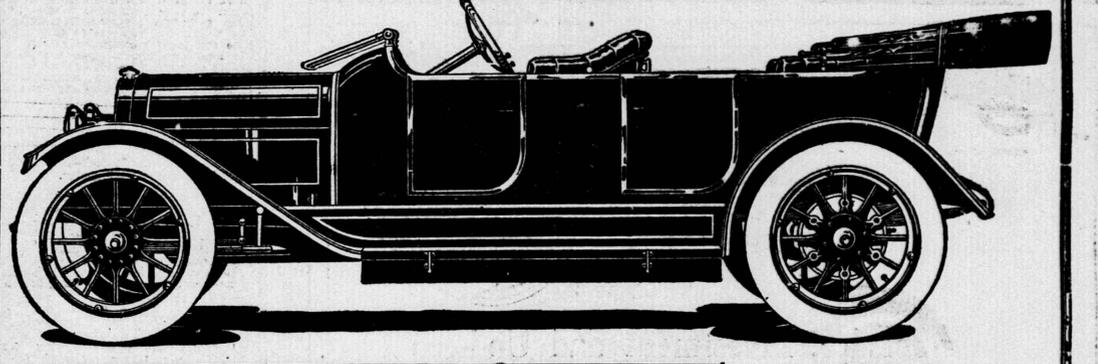
It is up to you to get the advantage.

The Michigan "40"
Four Years to Get Ready
 Four years ago we saw this fight coming, and we started out then to get ready.

In those four years we have sent out 5,000 cars, and watched every car's performance. We have made in four years 300 improvements.

We brought to our plant some of the ablest men in the

Michigan "40"---Now \$1,585
 With Electric Lights---Four-Forward-Speed Transmission
 Tires 35x4 1/2---Cushions 14 Inches Deep



Some Features to Compare

Four-forward-speed transmission, as used today in all the best foreign cars.

Over-seat 47x24 inches—making the Michigan practically the only over-tired car in America.

Electric lights with dynamo.

Center control.

Left-side drive, to which all the best cars are coming.

40 to 46 horsepower.

Cylinders 4x5 1/4 inches.

Brakes extra efficient—drums 16x3 1/4 inches.

Spring, 2 1/2 inches wide—front, 37 inches long; rear, 30 inches long.

Steering post adjustable. So are clutch and brake pedals, insuring perfect comfort and fit to every driver.

Short-throw wheels, with 1 1/2-inch spokes—12 to each wheel.

Demountable rims—Firestone quick-detachable, with extra rim.

Wheel base, 118 inches.

Straight-line body, designed by John A. Campbell. Finished with 22 coats.

14-inch Turkish cushions. The deepest cushions, we believe, and most comfortable in use on any car.

Rear seat 50 inches wide inside—22 inches deep.

Doors 20 inches wide. 1 tonneau room 89 inches e. w. way.

Nickel mountings.

Headlights—electric—12 1/2 inches diameter, very powerful.

Sidelights set in dash—flush with it.

Washable built as part of body, easily inclined to any angle.

Mo'ar' p. e. de curtains and envelope complete.

Electric horn.

Speedometer—\$50, four-inch instrument.

Foot rail—robe rail—rear tire iron—tool chests, with all tools, under running boards.

Over-capacity. Every driving part is made sufficient for a 60-horsepower motor.

Self-starter. There is such a difference of opinion about the relative merits of the various types of self-starters that we have not adopted any one type as regular equipment. We prefer to leave this election to the buyer. However, we equip with either gas starter or a positively efficient electric starter, at a very moderate extra price.

MICHIGAN MOTOR CAR COMPANY, Kalamazoo, Michigan
 Owned by the Owners of the Michigan Buggy Company.

PROBEY CARRIAGE CO.,

Telephone West 213 1230 Wisconsin Ave. Washington, D. C.

STOP RADIATOR FREEZING.
 Alcohol Solution Will Save Much Trouble in Winter.

These cool nights and nippy mornings ought to make the car owner think of his cooling system and how to keep it from freezing up, if he intends using his car during the winter," says a local dealer.

It is well to put a good anti-freeze solution into the radiator in good time. It should be remembered that the water in the cooling system, particularly in the cylinder jackets and the pump, and in some types of radiators, lies in thin sheets. Thus it freezes more readily than a large bulk of water would. So the anti-freeze solution should not be neglected too long.

"It isn't much of a trick to prepare the cooling system for the winter. Of course, it must be thoroughly drained, and it is a good idea to flush it out, while the radiator drain cocks are open. This can be done by inserting a hose in the radiator filler stem and turning the water on. It will be really surprising to see the rusty red color of the water that gushes forth, carrying sediment with it that is, one that could be heard more than fifty feet away. The others emitted so slight a sound that it could barely be heard at all. In every case it was impossible to obtain anything but a quick, thus demonstrating that as an emergency signal the bulb horn is absolutely useless.

The test was conducted secretly by the police for the purpose of gaining first-hand information on the automobile warning signal question, now a leading issue here and one the city council has just voted to refer to the people. It probably has an important influence upon the enactment of the ordinance recently introduced requiring the use of signals of greater power and dependability.

Special interest is lent to the test by the fact that the record of accidents resulting from the failure to hear automobile horns shows that 77 per cent of these occurred at crossings where the noise of traffic is such that an efficient signal is absolutely necessary.

Other changes being incorporated by the Manager of Events Charles W. Sedwick are the installation of more efficient scoring service and a general improvement in the utilization of parking and paddock space. Mr. Sedwick sails today for Europe where he will discuss the May race meet with the most prominent European manufacturers.

Anachronism in Stone.
 From the London Evening Standard.

Few cathedrals had such monumental anachronisms as Rochester, Mr. E. W. Harvey-Piper, F. S. A., said in a lecture at the Royal Photographic Society's exhibition on Suffolk street. One of its finest statues was of a bishop of the thirteenth century who was shown dressed in a cap and gown of a fashion which did not come into vogue until the sixteenth century, and there were similar errors elsewhere. Rochester's standing joke in the shape of the head of a bearded bishop on a female statue had been recut in recent years.

TO MAKE SPEEDWAY CHANGES.
 One Large Building to House Press and Judges' Stand.

INDIANAPOLIS, Ind., November 2.—The Indianapolis motor speedway is to tear down the present press stand, judges' stand, refreshment and executive buildings and all other stands grouped near the start and finish line and behind the pits. One large, modern pagoda