

Adopts Double Drive.
The War Department has incorporated the double drive and double steering on the Jeffery quad, recently purchased for field service for the ordnance department.

Hudson Deliveries Last Week.
Among last week's purchasers of 1915 Hudson 6-10 touring cars were the following: E. B. Semmes, Beverly garage, Staunton, Va. (two); Orange Automobile Company, Orange, Va. (two).



AUTOLINE Reduces Motor Maintenance to Lowest Terms

AUTOLINE is the oil that saves the motor—refined especially for automobile motors.

AUTOLINE dealers carry a complete stock of AUTOLINE. A test of a month will prove it well worth your while to keep on using AUTOLINE. Try it and see! Write, phone or ask for one of our new Oil, Tire and Gasoline Record Books.

Refined by
Wm. C. Robinson & Son Co.
Established 1832. Main Office, Baltimore, Md.
Refinery, Coraopolis, Pa. Branches in 20 Other Cities.

RUDOLPH & WEST CO.
1332 New York Avenue N.W.
Telephone Main 4870.

The Quality Way

Elmer and Edgar Apperson know only one way of building automobiles and that is the Quality way.

For twenty-two years they have preached and practiced quality and the 1915 Apperson cars reflect the highest construction.

Three sixes and a four, \$1350 and \$2200.

PROBEY-ARRISON MOTOR CO.
1230 Wis. Ave.
Tel. West 666.

When Automobile is the Question Oldsmobile IS THE ANSWER

This year's record-breaking volumes of sales speak volumes for its accepted superiority.

The 1915 OLDSMOBILE represents in a sum total all the experience in the history of the manufacture of motor cars.

Four and Sixes have been manufactured at Olds Motor Works since motor cars of this type were first invented. You get a time tried and proven automobile when you purchase an OLDSMOBILE. The material and workmanship in the Model 42 four-cylinder car is the same as in the Model 55 six-cylinder car.

FOUR CYLINDERS Model "42"
Thirty Horsepower
Roadster, 2-passenger, \$1,285
Touring, 5-passenger, \$1,285
Landulet and Coupe, \$2,245
Limousine prices according to finish.

SIX CYLINDERS Model "55"
Fifty Horsepower
7-passenger Touring... \$2,975
Limousine... \$4,550
Other types of bodies by arrangement.

F. O. B. Lansing, Mich.

MAY WE DEMONSTRATE?

Let us show you what all the refinements and special features of the OLDSMOBILE mean in actual service. Call and see these cars at our salesroom and let us give you an OLDSMOBILE ride.

Pollock Car Corporation
DISTRIBUTERS,
TEL. MAIN 7837 1018 CONN. AVENUE

Model "55"

MUST BE MADE READY FOR "SEEING U. S. FIRST"

Mrs. J. D. Sherman's Timely Conference.

National Meeting at Berkeley, Cal., Considering Roads, Trails and Automobile Situation.

"America first must be made ready to be seen, before there can be any great response to the now widely heralded appeal to 'See America First.'" is the timely comment of Mrs. John D. Sherman of Chicago, chairman of the conservation department of the General Federation of Women's Clubs and included in the list of speakers at the national parks conference now being held at the University of California in Berkeley. With Stephen T. Mather of the Interior in charge.

In the call for this third conference its given purpose is "to consider, among other things, problems affecting the management, care and protection of the national parks and national monuments generally, into which, of course, enters the construction of roads and trails and the automobile situation."

The recent report of Secretary Lane of the Interior Department contains this reference to the modern form of roads travel: "The policy of the department in auditing automobiles in the parks, where road conditions make motoring safe, has met with general approval. It enables the traveling public to make trips to the parks more expeditiously than formerly, and in addition, it has resulted in increasing the number of visitors to the reservations has been productive of considerable revenue."

Every Park Phase Discussed.

Every phase affecting the national parks is being touched upon in the Berkeley conference, the speakers for which include Dr. Benjamin I. Wheeler, president of the University of California; Robert B. Marshall, chief geographer of the United States geological survey; Maj. P. Warren Allen, United States office of public roads; Mark Daniels, superintendent of national parks; Col. L. M. Brett, formerly adjutant general of the District of Columbia and now superintendent of Yellowstone Park; A. G. Batchelder, chairman A. A. executive board, Washington, D. C. Representatives E. T. Taylor of Colorado and J. Arthur Eleton of California, besides department officers from every national park.

That the Department of the Interior intends to give comprehensive attention to the scenic assets of the country, in so far as it is possible with the funds at its command, appears certain, and with Europe forbidden ground for an indefinite period it is inevitable that thousands of Americans will be in realization of the superior wonders of their own country.

President John A. Wilson of the American Automobile Association makes reference to the fact that not only those who have been in the habit of going abroad will gain an acquaintance with the United States and thousands of other people will indulge in interstate roads.

Marked Change in Motor Car Use.

"In the pioneer days of the motor car its use was in great degree confined to people who had both means and leisure," says Mr. Wilson, "but a large percentage of automobiles are now possessed by substantial citizens who take only occasional vacation periods, Francis M. Hugo, secretary of state of New York, in commenting upon the fact that one-third of the 1,000,000 cars in his commonwealth are owned by the farm population, aptly refers to the automobile as an instrument of practical utility instead of luxury.

"Nevertheless, I have found in my quite extensive going about the country that our farm friends are not confining their motoring to short trips to the nearest town or railroad station.

"While highways should be built to shipping points, these arteries of communication to fulfill present needs must also permit business and social roads interconnect centers of population. Both ways can be met and to contend for one exclusively is not the creed of organized motorists."

Out-of-Town Licenses.

25163—Edward P. Sauerwald, Baltimore, Md., Overland.
25164—Percy T. Blogg, Baltimore, Md., Marmon.
25165—Grover C. Criley, Hagerstown, Md., Overland.
25166—Douglas H. Fordon, Baltimore, Md., Packard.
25167—L. H. Reamer, Hagerstown, Md., Cadillac.
25168—Edward H. Huplet, Germantown, Md., Ford.
25169—Joseph V. Robinson, Chevy Chase, Md., Ford.
25170—F. J. Schmidt, Annapolis, Md., Saxon.
25171—C. A. Fuiks & Bro., Gaithersburg, Md., demonstrating.
25172—H. W. Bomberg, Baltimore, Md., Ford.
25173—Harry B. Thomas, Baltimore, Md., Pierce-Arrow.
25174—Frank F. Farran, Baltimore, Md., Chevrolet.
25175—S. M. Trammell, Merrifield, Va., Maxwell.
25176—L. J. Murphy, Baltimore, Md., Moon.
25177—L. Walter Dorsey, Clarksville, Md., Ford.
25178—E. A. Andrews, Arnold, Md., Ford.
25179—E. L. Wilcox, Waldorf, Md., Ford.
25180—Harry H. Sausser, Jr., North Keys, Md., Ford.
25181—C. A. Ashley, Deer Park, Md., Overland.
25182—M. C. Lushbaugh, Baltimore, Md., Ford.
25183—William T. Peters, Baltimore, Md., Ford.
25184—G. H. Pantz, Baltimore, Md., Overland.
25185—George W. Hardy, Upper Marlboro, Md., Ford.
25186—F. W. Hurlburt, Baltimore, Md., Oldsmobile.
25187—J. P. Dare, Baltimore, Md., Overland.
25188—A. J. Lomax, La Plata, Md., Case.
25189—Thomas C. Hawlett, Alexandria, Va., Mitchell.

AUTOMOBILE LICENSES

District automobile licenses have been issued since The Star's last report as follows:

24442—H. C. Gillmor, Navy Department, Waverly electric.
24443—Albert Douglas, Stoneleigh Court, Studebaker.
24444—H. R. Trueman, 539 6th street southeast, Argo.
24445—Katherine Jones, 1622 Rhode Island avenue northwest, Chalmers.
24446—W. W. Thomas, 212 15th street northwest, Reo.
24447—John P. Jackson, 1934 Connecticut avenue northwest, Rambler.
24448—James B. Lambie, 714 21st street northwest, Ford.
24449—Francis W. Hill, 1717 Oregon avenue northwest, Ford.
24450—A. L. Williams, Coywood apartment, Regal.
24451—G. Tennant, Balfour apartment, Maxwell.
24452—Capital Traction Company, 36th and M streets northwest, Michigan.
24453—John C. Simpson, 1421 Massachusetts avenue northwest, Locomobile.
24454—Thaddeus A. Thomson, Jr., Army and Navy Club, Hudson.
24455—George Y. Worthington, Jr., Woodward building, Hugginbush.
24456—John V. Hansen, Octavia apartment, Franklin.
24457—National Music Company, 328 Pennsylvania avenue northwest, Wilcox.
24458—Frances A. M. Hopkins, 1750 I street northwest, Olds.
24459—Perry Belmont, 1818 New Hampshire avenue northwest, Renault.
24460—Walter L. Hurler, 390 Leavenworth street northwest, Pullman.
24461—C. Maso, 1521 K street northwest, Buick.
24462—Con F. Leue, District building, Trumbull.
24463—Homer Barnette, 1614 Massachusetts avenue northwest, Locomobile.
24464—H. E. Dunham, 1230 Massachusetts avenue northwest, Overland.
24465—B. G. Taylor, 2131 G street northwest, Franklin.
24466—A. M. Robbins, marine barracks, Pullman.
24467—Melton Construction Company, 14th and H streets northwest, Studebaker.
24468—Harry S. Plager, 1420 U street northwest, Michigan.
24469—A. T. Schroth & Sons, 702 Maryland avenue northeast, Autocar.
24470—E. J. Smith, 3550 17th street northwest, Chandler.
24471—James H. Taylor, 1464 Newton street northwest, Ford.
24472—Elnora C. Folkmar, 1818 N street northwest, Pope.
24473—L. D. Roberts, 6112 3d street northwest, Reo.
24474—Henry U. Garnett, 2013 Q street northwest, Ford.
24475—Frank Thomas, 641 H street northeast, demonstrating.
24476—Frank Thomas, 641 H street northeast, demonstrating.
24477—L. L. Heall, 1034 Connecticut avenue northwest, Ford.
24478—Wells, Fargo & Co., Washington, D. C., Lansford.
24479—Henry J. Wilder, 2801 18th street northwest, Ford.
24480—Mrs. T. T. Gaff, 1520 20th street northwest, Cadillac.
24481—Mrs. D. A. Blodgett, 1590 16th street northwest, Locomobile.
24482—Lyon, Conklin & Co., 930 E street northwest, Autocar.
24483—Andrew J. Volstead, the Brighton, Studebaker.
24484—W. H. & N. E. Brown, 1410 M street northwest, Winton.

NEW AUTO ROUTE TO FREDERICK, MD.



- 24485—Clark Griffith, Southern building, Franklin.
24486—Joseph S. Beall, 2604 36th street northwest, Overland.
24487—Chester D. Jarvis, bureau of education, Hudson.
24488—Gertrude M. Browne, 1241 Girard street northeast, Baker electric.
24489—Florence Becker, 1700 Rhode Island avenue northwest, Babcock electric.
24490—Eugene S. Burgess, 336 7th street southeast, Hudson.
24491—A. Sanders, 1515 Park road northwest, Ford.
24492—Washington Gas Light Company, 411 10th street northwest, Ford.
24493—George Motor Company, 1115 14th street northwest, demonstrating.
24494—Burger C. Jordan, Bond building, Stevens-Duryea.
24495—Pan M. Warburg, 1704 13th street northwest, Pierce-Arrow.
24496—Jennie B. Payne, 1601 I street northwest, Packard.
24497—T. P. Alsop, Kenilworth, D. C., Ford.
24498—J. Woodward Haven, 1615 Rhode Island avenue northwest, Renault.
24499—Katharine S. Haven, 1615 Rhode Island avenue northwest, De Dion.
24500—R. C. Marshall, Jr., War Department, Overland.
24501—Frank A. Rapée, 3447 14th street northwest, Studebaker.
24502—Department of Agriculture, 2400—Zeph M. Moore, 1501 B street northwest, Maxwell.
24503—H. A. du Pont, 1711 Massachusetts avenue northwest, Cadillac.
24504—Zeph M. Moore, 1501 B street northwest, Maxwell.
24505—A. M. Fauntleroy, Naval Hospital, the nearest town or railroad station.
24506—H. P. Torrey, 1842 California street northwest, Reo.
24507—Carl Vrooman, 1624 21st street northwest, Nordyke.
24508—Edward Tarring, 1331 F street northwest, Buick.
24509—John P. Sullivan, 914 Maryland avenue northeast, Cole.

- 25190—George W. Mead, Rockville, Md., Stoddard-Dayton.
25191—S. M. Montgomery, Gaithersburg, Md., demonstrating.
25192—Etha B. Pessano, Relay, Md., Ford.
25193—James B. Pessano, Relay, Md., Ford.
25194—Edward J. Stellwagen, Bethesda, Md., Ford.
25195—Waldon Fawcett, Lorcom Lane, Va., Reo.
25196—Barney Steger, Rosslyn, Va., Ford.
25197—P. L. Buck, Marlboro, Md., Ford.
25198—Amanda Birch, Forestville, Md., Ford.
25199—S. C. Pardee, Overland, Md., Hugginbush.
25200—A. C. Warthen, Kensington, Md., Ford.
25201—George V. Knell, Baltimore, Md., Ford.
25202—Harry L. Scott, Baltimore, Md., Oakland.
25203—John W. Styne, Baltimore, Md., Buick.
25204—Robert Rausch, Baltimore, Md., Overland.
25205—Malcolm D. McLean, Alexandria, Va., Ford.
25206—James B. Maughlin, Boyds, Md., Buick.
25207—Willis B. Burdette, Rockville, Md., Overland.
25208—Olliver J. Brandenburg, Mount Airy, Md., Everett.
25209—E. C. Kitchner, Lutherville, Md., Packard.
25210—A. Mitchell Canter, Hughesville, Md., demonstrating.
25211—Amos G. Start, Baltimore, Md., Kline-Kar.
25212—Joseph T. Steinacker, Halethorpe, Md., Chandler.
25213—Samuel M. Shafer, Hagersstown, Md., Cadillac.
25214—Grover C. Wagner, Odenton, Md., Standard.
25215—J. T. Norton, Baltimore, Md., White.
25216—H. William Ohn, Arlington, Md., Paige.
25217—Charles M. Danzer, Hagersstown, Md., Franklin.
25218—Hannah E. Feldmayer, Annapolis, Md., Oakland.
25219—W. O. Gardner, Baltimore, Md., Chevrolet.
25220—W. O. Gardner, Baltimore, Md., Loco.
25221—Wade H. D. Warfield, Sykesville, Md., Cadillac.
25222—Laurel Bottling Works, Laurel, Md., Overland.
25223—J. T. Coolahan, Rockville, Md., Buick.
25224—J. S. R. Daingerfield, Upper Marlboro, Md., Buick.
25225—Philip J. Boening, Baltimore, Md., Overland.
25226—J. C. Bickie, Baltimore, Md., Studebaker.
25227—George L. Hardesty, Chaney, Md., Ford.
25228—Arthur W. Moore, Westminister, Md., Louier.
25229—John C. Darling, Baltimore, Md., Oldsmobile.
25230—Manuel U. Kahn, Baltimore, Md., Pierce-Arrow.

Takes Argo Agency.

F. C. Smart, manager of the Colonial Sales and Automobile Company of Parkersburg, W. Va., closed a contract yesterday with the Smith Motor Sales Company of this city to represent the Argo car in that territory. During his stay here Mr. Smart was the guest of Walter L. Smith, manager of the company.

1915 Maxwell Deliveries.

Among those who purchased 1915 Maxwell "25" touring cars last week were E. T. Hunt, Robert Wells, Dr. Charles C. Reed, James N. Lanigan, Dr. T. S. Lee, H. L. Simcoe and F. A. Marth.

A Chandler Car Delivery.

George L. Tarbell of Takoma Park, this city, has received his 1915 Chandler five-passenger touring car, fully equipped, which he recently ordered.

HEADQUARTERS FOR AUTO AND MOTOR BOAT SUPPLIES.

Now is the time to get your automobiles and motor boats out and make the necessary repairs. Come to headquarters for your supplies.

STROMBERG CARBURETORS
Best on the market; economical; easy starting; quick snappy pick-up; let them give you some expert advice on carburetors.

Agents for Vinruide, Ferro and Kermath Engines
—the engines that make motor boating a real pleasure.

Full line of motor boat supplies. We have what you want—just ask us.

Michelin Tires at Reduced Prices.
Call and get the new price list for this year.

Barber & Ross, 11th & G Sts.

USE OF AUTOMOBILES NO LONGER A LUXURY

Business Men Are Finding Them More and More of a Necessity.

Although a number of reasons may enter into the unprecedented demand for motor cars of the 1915 type, there is one which stands out prominently by itself and that is necessity. The automobile is a necessity and as such it is being bought by hundreds of thousands of people, a majority of whom have never owned cars. Others have had the experience and know what it is to be without one, so they have made the best possible deals for their old machines in acquiring new ones of the latest type.

It is figured by a man who is keen on such things that any ambitious individual who believes that "time is money" and apportions his work and efficiency in the right ratio should be able to make a car pay for itself inside of three years. Many can do this in much less time.

Time was when the automobile was rated as a luxury and not much more. But that has passed. The modern motor car is not a luxury with the Business of the day finds it a necessity and it will play even a greater part in the business of the future.

Its Use in Business.

The big business man makes the circuit in a big car driven by a chauffeur. The small business man or the salesman covers the ground just as quickly in a small car. Naturally the greatest field is among the same folks, and they have the satisfaction of just as good a ride as the owners of the high-priced cars. No jealousy exists; honors are even.

The industry itself consists of 450 makers of motor cars employing hundreds of thousands of workmen. Most of them are paid good wages. There are more than 15,000 local dealers in the country and about 4,000 garages who do not sell cars. There are hundreds of makers of accessories with their working organizations.

Then there are those who produce the steel, aluminum and brass which enter into the cars, also the lumber, leather, glass, rubber, oil and other things.

The automobile industry now ranks third in importance in this country, but its influence is wider than that of any other. It has done more for Michigan than any one thing and the fact that it cannot help growing is one of the brightest omens for the well-being of the commonwealth.

Cars for All Weather.

As a part of the necessity of automobiles this is the day of the all-weather car, and the sale during the winter of the inclosed types has been in excess of that of other years. This is a natural development of conditions in America, and it appears this season in a greater variety of styles than in the past, and the usefulness of this type, combined with the reasonable price, has made it very popular.

Closed cars were rather expensive in the earlier days of the industry, but the makers have learned how to keep down the excess which the body tacked on the price of an ordinary touring car, until the difference is not enough to deny the average motorist of comfort in the worst seasons of the year.

In the gracefulness of the body designs, as well as in numerous little things which add to the new cars, the influence of woman is evident. Woman has taken to the automobile like the proverbial duck to water, and her number is on the increase both in ownership and control of gas cars. From

the start she has been keen for the electric, and almost all of the sex whose circumstances have permitted have cars of this type.

Popular With Women.

The old-time gas car wasn't very handy for a woman. Some brave spirits tried and made a success of driving, in spite of the cranking, lighting of oil lamps and other things which are not found on most of the up-to-date makes. With the change in the construction of the cars and the refinements which came through experience, the 1915 models are just as easy for women drivers as for men. More and more women drivers are seen every day, they pilot the cars over the ruts, and they do a good job of it.

Since the day that woman began to pay close attention to the automobiles which use gasoline the makers have been working toward their comfort. Self-starters and electric lights require only the pressing of a button, the upholstery is better, springs make riding more enjoyable and rain vision windshields eliminate what discomfort came with bad weather. Then there are foot rests, robe rails and many accessories which reflect the dominance of the woman.

A 1915 Cadillac Delivery.

A 1915 seven-passenger, eight-cylinder Cadillac touring car, fully equipped, was delivered during the past week to Dr. Allerton Cushman.

PAIGE

"The Standard of Value and Quality"

"I Drive A Paige"

WHEN you hear these words, you will find a satisfied, contented man.

Paige owners don't have to be told that they drive a good car. They know it—they realize it more and more every day.

And they can afford to be contented because Paige Ownership involves no regrets—there are no repair bills or excessive costs of upkeep to take the spirit out of the pure joy of motoring.

The Paige "Six-46" costs \$1,395. Just that. And the epoch-making Paige Glenwood "Four-36"—\$1,075.

Paige-Detroit Motor Car Company, Detroit, Michigan

The Selby Company

1805 14th Street N.W.
Telephone North 3749
Subagents Wanted in Maryland and Virginia.
(Also make it a point to see the Paige Glenwood "Four-36" at \$1,075.)

1395

Six 46
PAIGE MODEL FAIRFIELD

Short Talks to Prospective Automobile Buyers. By the Combs-Howard Co.

Compare Jeffery Specifications With the Best \$5,000 Car

The five-thousand-dollar car offers no feature of real value to the owner that is not found in the Jeffery at \$1,650. Those not connected with the Jeffery organization, who know automobile specifications, will back up this statement.

Jeffery

Jeffery "Chesterfield" Six, \$1,650.
Jeffery Light Four, \$1,450.
Jeffery Six, 48, \$2,400.

Last year Jeffery brought out the famous Jeffery Four, which made its reputation as the best Ford ever designed in America. An extra million dollars was the price Jeffery paid for the super-quality in that car.

This year the high Jeffery standard is still advancing. Another extra million has been freely spent to produce the finest Six—not the largest, but the finest—ever offered for your use.

The high speed, high efficiency, small bore, long-stroke motor of the Chesterfield is the type which European engineers have developed and which Jeffery has made famous in America. It is undoubtedly the most advanced of automobile engines.

The Jeffery is built for the people who are good judges of looks and quality. Let us show you the Jeffery this week.

Jeffery built their first automobile in 1897.

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