

# MOTORING



BY HOWARD S. FISK.

ONE of the many delightful motor trips during the coming season will be that to Harpers Ferry, W. Va., situated on a commanding position at the junction of the Potomac and Shenandoah rivers, with three states within a stone's throw of each other—Maryland, Virginia and West Virginia. The distance over the best automobile route, via Rockville, Damascus and Ridgeville, is 71.5 miles, making an ideal trip of one day's duration. The greater portion of the trip is over

concrete road, which we never left from that time on until Ridgeville was reached. At 34.2 miles we passed through Clagetsville, turning to the right at the fork in which is situated a frame church, forgetting the dirt road to the left and still continuing our efforts to the concrete road. When we had covered 38.1 miles we found ourselves pulling into Ridgeville, where the concrete road connects up with the Baltimore-Frederick pike. A brief stop was made at Ridgeville, after which we turned to the left over another fine macadamized highway and were soon on our way to New Market, 44.0 miles from the National Capital. Next came Frederick, 62.9 miles from home. Just before entering the town we crossed Jug bridge, over the Monocacy

six miles from the first road sign found another road sign on the other end likewise announcing that the road was closed. From where the second sign is located the new road is finished and is open to traffic. It is of the water-bound macadam type and a decided improvement over the old road. A Jefferson was the next town passed through en route, the mileage being 37.7 miles from Washington. About two miles west of Jefferson we passed through a covered bridge over Catoctin creek, just beyond which the road led up a steep grade and lay among the farm lands in a ribbon-like effect. We soon negotiated the stiff grade, however, and within a short space of time were entering the village of Petersville,

up several minutes by a freight train at the Knoxville crossing, and had not proceeded very far beyond the town when we discovered that some one we don't know who it was wished a small mail on us, which caused one of the front tires to quietly release the air and go flat on us. A new tube was broken out and in less than fifteen minutes we were once more on our way. Another delay was occasioned further on by a traction engine drawing several heavily laden stone wagons for the road contractor, which was taking on water on a bridge over a small creek. Frederick was reached at 12:30 o'clock in the afternoon, where a stop was made to take on gasoline

Journey was begun. Turning to the right, we took up with the concrete road and continued on to Damascus. At the point we varied the route to some extent. Instead of turning to the left for Laytonsville, we avoided the bridge over the Shenandoah and over the concrete road and entered the National Capital via the Rockville pike. About five miles south of Damascus the front tire again went to the bad, delaying us almost half an hour this time. Repairing the tire as quickly as possible, and after a run of several miles left the concrete road and turned over to the old road in the vicinity of Meadowbrook Hill, which we found to be well dried and in a fairly good condition for this road.

Picking up with the concrete road once more, we soon arrived at Garthersburg, where we crossed the tracks of the Baltimore and Ohio railroad at Frederick avenue and down the pike into Rockville. We had rather an amusing time on arriving at Bethesda, on the outskirts of which is noted a large sign, indicating that the speed limit for the District line is eighteen miles an hour. As we were passing the notice of the warning and reduced the speed of the machine accordingly to eighteen miles an hour. As we were pulling out of the village we blew the electric horn on the car to secure attention, and over the road of the wagons going down the road in the same direction. Evidently the sound of the horn made it appear as though the machine was exceeding the speed limit, for a deputy sheriff, mounted on a motor cycle, who had in the meantime been dispatched in between the wagons, immediately sat up and took notice, and without any further invitation proceeded to tack on to the rear of the machine.

**SELECT NEW SALESROOMS.**  
**Smith Motor Sales Company to Move Into New Quarters This Week.**  
The Smith Motor Sales Company announces that it will take possession of its new salesroom at 2017 14th street northwest Tuesday of this week. The new quarters are well lighted and more commodious than the old quarters, which for some time past have been at 1823 14th street. The showroom is on the ground floor, while the offices of the company are

located on the second floor. The interior of the building is painted tan, the ceilings, walls and pillars being in white. The exterior is painted white and green, with a bronze base. During the present week a full line of Argo roadsters and Detroit touring cars will be on display, while three different types of the Argo delivery car will be shown. The company has leased a building at 14th and V streets northwest to be used as a service station.  
**Turn Down Large Order.**  
A called offer of an order for over \$1,000,000 worth of motor cars has

been received and turned down by Dodge Brothers, the big Detroit motor car manufacturers, during the past week, according to an official of the company. The order came from an agent of the Russian government, stationed at Stockholm, Sweden, and was for immediate delivery of cars.  
**To Sell Argo Cars.**  
W. S. Albee has joined the sales staff of the Smith Motor Sales Company and will devote his time to the sale of Argo cars.

## SCENES ON AUTO TRIP TO HARPERS FERRY, W. VA.



ON THE ROAD TO OLNEY



COVERED BRIDGE - CATOCTIN CREEK



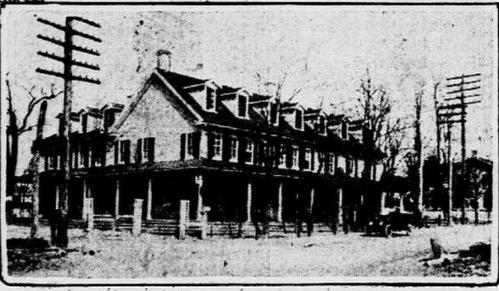
ABANDONED TOLL GATE - JEFFERSON ROAD



CROSSING "JUG" BRIDGE OVER MONOCACY RIVER



MUDDY STRETCH AT WEVERTON



LEAVING RIDGEVILLE FOR HOME

good macadam and concrete roads, practically sixty-seven miles being of these types of highway between the National Capital and the historic West Virginia town. This leaves less than five miles of dirt road to be encountered on the trip, which, if made in dry weather, will be found to be in a fairly good condition at that.

Two routes were blazed during the past week, the trip being made in the Maxwell "27" touring car which was engaged in the contest during the past days during the week ending last night. The members of the pathfinding party were A. S. Goodwin, who drove the car, H. E. Duckstein and the writer, who also acted as observers while on the trip.

The start from the National Capital was made last Wednesday morning at 7:40 o'clock from in front of the municipal building. The trail led out 14th street extended to Brightwood and thence out Georgia avenue. After crossing the District line the journey was continued northward over a new macadam road constructed within the past year, crossing the tracks of the Baltimore and Ohio railroad at Silver Spring, 6.6 miles from our starting point.

We continued to follow the old 7th street road, as it is more familiarly known, through Sligo, 8.0 miles, avoiding the right fork at this point and passing through the small villages scattered along the roadside. At 10.5 miles we passed through the little settlement of Washington our good macadamized roadway came to an abrupt ending. For the next mile and a half we traveled over the old worn-out pike which formerly existed from the District line northward to Olney. Recently constructed directly across, however, encouraged us with the fact that the remainder of the road is to receive attention in the near future. At 12.2 miles we motored through Oakdale, where we saw many school children on their way with their books under their arms.

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**Pick Up New Road Again.**

When the odometer of the machine registered 18.1 miles we again picked up the new macadam, which continued into Olney, 18.8 miles. At this point we turned sharply to the left, leaving the velvet-like highway behind us. The road then became a worn-out rutty country road, in many places filled with broken stones and rocks, which made the going uncomfortable to say the least. About three miles west of Olney the macadam roadway from Brookville merged into the road we were traveling over, and from this point on we found the conditions slightly improved over that which we had left in the rear of us. At 22.4 miles we turned into the right fork and followed the telephone wires, still going in an almost due westerly direction. This same type of road continued into Laytonsville, which we found to be 24.7 miles to the northwest of the National Capital. Passing directly through the town of Laytonsville, we motored over another country road, rough and bumpy the greater part of the way, into Etchison, 27.6 miles, where we turned sharply to the left at the small frame store on the left side of the road. At 29.2 miles we took the left fork on the hill and shortly after 9 o'clock pulled into the village of Damascus, where our odometer displayed 32.1 miles. The worst of our troubles were now over, for as we turned to the right at the western extremity of the town we landed on a new

river and later on the fair grounds on the right side of the road. Entering the town via East Patrick street, we continued through the center of the town and on out through West Patrick street. On arriving at "Telegraph Hill" on the outskirts of the town, or 32.5 miles from our starting point, we bore to the left and followed the trolley line. The road to the right leads to Hagerstown and Cumberland.

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**Ferry Road Worn Out.**

We had not gotten very far from the outskirts of Frederick when we were confronted with a sign on the side of the road which read "Road closed" and a warning that those using the road did so at their own risk. We soon discovered the reason for the sign, for the road was found to be in a deplorable condition. The traffic had been so heavy that the road was worn full of holes. Several carloads of crushed stone were elevated on trucks and were being dumped into wagons which were engaged in hauling the material further up the road in the direction of Jefferson.

The road, however, was found to be very wide and we decided to run the risk. Much to our surprise we only found less than a mile of the road actually torn up for construction work at a time and consequently had no trouble in negotiating the detour alongside the road being repaired. After passing the stretch under construction we motored slowly over the freshly built road and

where the machine showed 44.5 miles. Passing through the town, we next dropped down from the high elevations to Knoxville, 67.5 miles, where we turned to the right and crossed the tracks of the Baltimore and Ohio railroad.

The good macadam road ended at Knoxville and after crossing the tracks we bore to the right over a rough road alongside of the Chesapeake and Ohio canal, which we followed to Weverton, 68.4 miles, where we again crossed the railroad bridge and began the ascent of the last of the mountain ridges into Harpers Ferry. The road up the mountain was elevated on tracks and was amply supplied with water brakes and tank-you-ma-ams, much to our dis- pleasure. However, we were soon at the top and then began the descent on the opposite side into the settlement of Sandy Hook, situated alongside the railroad tracks.

After plugging through several rough and rocky stretches we pulled onto the big railroad bridge at the junction of the Shenandoah and Potomac rivers and into Harpers Ferry at 11 o'clock, but not before the talker on the far end of the bridge had received his usual fee of 25 cents.

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**Start on Return Trip.**

We did not hesitate long at the Ferry, but began the return trip at once in order to reach Ridgeville and enjoy one of its famous dinners. We returned over the same route and were hid

and water, being the first halts for this purpose since the trip began. On arriving at the outskirts of New Market the same tire blew out, causing another delay of twenty minutes. Everything went lovely for a while, and when Ridgeville was reached the members of the pathfinding party were ready to do the chicken over justice. At 2:15 o'clock the last leg of the

## Motor Car Upkeep Under the Microscope

By "Utility Test" 1915 Maxwell

CHAPTER VII.

Well, I've done it, and my last day, or really my last thirty-three hours, was really my best, for, as I told you yesterday morning, I was to keep on going from this time I started Friday morning until I finished my work yesterday afternoon, and that's what I did.

Of course, you're most interested in results. Well, I traveled 1,039.7 miles since last Sunday and I am feeling better now than I ever did.

**A SLEEPLESS OBSERVER.**

Your observer Friday night, and up to 3 o'clock yesterday afternoon, was C. W. Hayes, light inspector of the Potomac Electric Power Company, who was accompanied by P. N. Woodson of the street lighting department of the same company. During the night Mr. Hayes was on all lighted roads in the District as well as Chesley base, Bradley Hills, Somerset Heights and Takoma, watching to see that all of you had your full share of light, but we didn't have much to do at that, and they drove me around all night long, or until it was time to put the lights out, when I got a little rest. About 9 yesterday morning we started out again on a general inspection of overhead lines and visited Gaithersburg, Washington Grove, Tenleytown, Brightwood, Hyattsville and Bladensburg.

**35TH STREET HILL ON INTERMEDIATE.**

Right here I want to tell you how proud I felt to climb 35th street hill in Georgetown between M and Prospect streets, on intermediate gear, with all its grass and slipperiness and no chance to make a start for it at all, and then and there I won a real booster in Mr. Hayes. My last twenty-two hours' work comprised a run of 184.1 miles on just a fraction over eight gallons of gas, or 22 1/2 miles to the gallon, which, you see, is better work than the day I did this utility run.

**\$3.006 PER MILE.**  
The travel cost, per mile, figures

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**Never Exceed the Limit.**

He didn't have anything on a single member in the party, for the minute he tacked on behind us we were on to his game, so, naturally, we were more than on our guard for the speedometer indicator flickered backward and forward between sixteen and eighteen miles an hour—but never beyond, not for a minute. Our pursuer sped on a little, ran alongside of us, looked us over, and then went ahead a few feet, inspecting our license tags. We were all there, and the occupants of the car enjoyed our escort to the fullest extent. To select the route via Rock- rounding country, and as we slowly crossed the car tracks of the Rockville electric District line our escort, seeing that there was nothing doing, pulled off to the side of the road, reversed his machine and made ready to return. Taking it as a whole, the incident appeared very amusing.

Our destination was reached at 4:40 o'clock, after having covered 143 miles. With the exception of the tire trouble, no stops were made for any mechanical trouble. Motorists who desire to take the run to Harpers Ferry are advised, in selecting the route via Rockville, Damascus and Ridgeville, the mileage of good roads being much greater than via Olney. The route is practically the same via either route.

The itinerary of the trip was as follows:

VIA OLNEY, MD.

Miles.	Town.	Miles.	
0.0	Washington, D. C.	71.5	Harpers Ferry
4.6	Brightwood	66.9	
8.6	Silver Spring	62.9	
8.6	Sligo	62.9	
10.5	Wheaton	61.0	
12.2	Rockville	59.3	
17.2	Oakdale	54.3	
19.8	Olney	51.7	
24.7	Jeffersonville	46.8	
27.6	Etchison	43.9	
32.1	Damascus	39.4	
35.0	Clagetsville	37.5	
38.1	New Market	34.6	
44.0	Frederick	27.3	
49.9	Jefferson	19.5	
56.7	Petersville	11.8	
64.7	Knoxville	7.0	
67.5	Knoxville	4.2	
68.4	Weverton	3.1	
71.5	Harpers Ferry	0.0	

VIA ROCKVILLE, MD.

Miles.	Town.	Miles.	
0.0	Washington, D. C.	71.5	Harpers Ferry
8.2	Bethesda	63.3	
15.5	Rockville	56.0	
24.0	Gaithersburg	47.5	
25.9	Nesville	45.6	
28.7	North Grove	42.8	
29.8	Cedar Heights	42.3	
32.1	Jefferson	39.5	
34.3	Clagetsville	37.3	
34.7	Ridgeville	37.4	
34.7	New Market	37.4	
36.8	Frederick	35.3	
37.5	Jefferson	34.6	
40.1	Petersville	32.0	
48.1	Knoxville	24.0	
49.0	Knoxville	23.1	
50.7	Sandy Hook	21.4	
62.1	Harpers Ferry	9.4	

**Visits Tire Factory.**

Dick Israel, local manager of the Dreadnaught tire department of the Motor and Tire Sales Company, visited the factory of the Dreadnaught Tire and Rubber Company at Baltimore, Md., last week. He spent a couple of days watching the construction of tires and the methods pursued.

**Sphinx Car Purchasers.**

Among those who purchased new 1915 Sphinx cars during the past week were Dr. P. Scott Avery, Dr. J. H. Branson, Mrs. H. A. Rhine and O. T. Chamberlin—the latter two being delivered to the new owners.

## CHEVROLET "BABY GRAND" \$985.00 f.o.b. Flint

### WHERE DOES IT GET ITS POWER?

That is the question every one is asking about this sensational car. How can so small a motor develop such tremendous power? Well, we will tell you. The Chevrolet Motor is the valve-in-head, or overhead valve, type. This type, employed in nearly all the famous racing cars, is admitted by all engineers to develop more power, other conditions being equal, than any other type of motor built. It is also admitted to be the most economical motor in gasoline consumption. The perfectly straight and polished cylinder walls, without pockets, permit of complete combustion of every particle of fuel entering the combustion chamber, and the valve mechanism permits of complete scavenging of the burned gases.

We claim that the Chevrolet Motor develops more power for its size and weight than any other motor in the world, and is at the same time the most accessible.

It is different from the ordinary valve-in-head motor, having a detachable head containing all of the valve mechanism, which can be easily disconnected, permitting the grinding of the valves and removal of carbon at the work bench. The whole operation takes but three hours' work.

By doing away with valve cages, sixty-four unnecessary parts are eliminated, very materially reducing the weight, permitting direct cooling of the valves and resulting in a quiet motor at all times.

The design, balance, proportion and accuracy of timing of this motor give it the maximum of power, with proper port areas, perfect vaporizing of fuel and our peculiar method of vacuum exhaust, we obtain more mileage per gallon than any other car built. The famous Zenith non-adjustable carburetor is used.

All wiring is inclosed in flexible metal tubing, preventing burning of the wires or soaking with oil to cause short-circuiting.

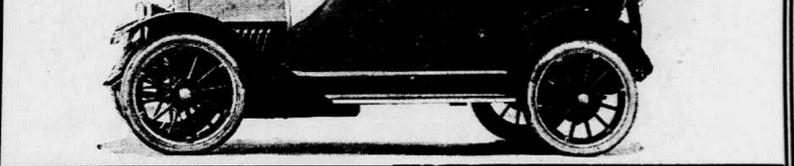
**"No Chain Is Stronger Than Its Weakest Link"**

**"No Motor Car Is Better Than Its Motor"**

Place Your Order Now and Avoid Disappointment

**THE HENDERSON-ROWE AUTO CO.**

Tel. Main 3543 1012 14th St. N.W.



**HUDSON \$1550 F.O.B. Detroit**

**The Light Six As It Will Be**

**7-Passenger Phaeton 3-Passenger Roadster**

**528 Last Week**

**Hudson dealers last week called on the factory for 528 cars. It won't be long before prompt deliveries cease. Local buyers who want spring delivery must see the Hudson now. Last spring and summer it took weeks to get this car.**

The First Choice car in every class fails to meet spring demands. There is never enough of them. Thousands of men, on this account, are forced to a second choice.

Last year we had as high as 4,000 unfilled orders. We shipped over 1,000 cars by express to men weary of waiting. This year, our output is trebled, but the demand for Light Sixes has increased ten-fold. And the Hudson is still the first choice.

This ad is run by local dealers, who wish to save delays for local buyers.

**Why This Demand?**

The Light Six dominates today in the field above \$1,000. A four-cylinder class car is out of the question. So are heavy Sixes. The Light Six has become the accepted standard type. It is likely to always remain so.

**Why Hudson Leads**

Hudson is the original Light Six. It introduced this type.

Its famous designer—Howard E. Coffin—first worked out the many problems connected with this construction. Special steels had to be employed. A new-type motor was

essential. Aluminum displaced cast iron. A thousand parts had to be re-designed.

Hudson engineers worked four years on this car. Every part has been refined to the limit. The result shows in beauty, finish, luxury and equipment. It shows in the matchless lightness—2,870 pounds.

And Hudson has been tried out. Over 12,000 cars are now running. Half of them have run two seasons. They have covered together at least 30 million miles without revealing error, weakness or shortcoming.

That is why the first choice is the Hudson. It shows itself the class car. It looks the finished product. Every question about it has been answered on the road—answered over 12,000 times.

You are bound to prefer it. In these respects, no rival compares with it. If this is true, you should know it before our local allotment is gone.

7-passenger Phaeton or 3-passenger Roadster, \$1,550, f. o. b. Detroit.

**HUDSON MOTOR CAR CO., Detroit, Mich.**

When you come we will tell you of the matchless Hudson service, which is one of the best things we offer.

**SEMMES-KNEESSI CO., 1136 Connecticut Ave. N.W., Washington, D. C.**

**Virginia—Charlottesville, Jefferson Garage, Inc.**

**Norfolk, C. E. Wright & Co., Inc.**

**Staunton, Beverley Garage Co., Inc.**

**Orange, Hudson Automobile Agency.**

**HUDSON Light Six**

**A Good Reason**  
We have a good reason for everything we do. We have learned many things in our twenty-two years' experience in automobile building, and each Apperson purchaser profits by it. Three sixes and a four. Sixes at \$1,485, \$1,585 and \$2,200. The ideal Apperson four at \$1,350.  
**PROBEY-ARRISON MOTOR CO.,**  
1230 Wisconsin Ave.  
Tel. West 606.

**Apperson**  
**A Good Reason**  
We have a good reason for everything we do. We have learned many things in our twenty-two years' experience in automobile building, and each Apperson purchaser profits by it. Three sixes and a four. Sixes at \$1,485, \$1,585 and \$2,200. The ideal Apperson four at \$1,350.  
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