



MOTORING

BY HOWARD S. FISK.

The first automobile trade-boasting expedition ever held in this section of the country is scheduled to take place June 22 and 23 next. The affair will be held under the auspices of the Retail Merchants' Association and will constitute a tour of about 200 miles through Virginia, West Virginia, and Maryland. The tour is unique in many ways and is expected to be the greatest trade developer ever staged by the business interests of the National Capital.

Chairman, R. P. Andrews; vice chairman, Robert H. Martin; secretary, Charles J. Columbus; Joseph Berberich, Joseph M. Stoddard, Frank V. Killian, W. W. Gault, J. Philip Herrmann, Julius Lansburgh, Henry Lansburgh, John L. Newbold, Claude E. Miller, G. C. Stevens, Lewis M. Thayer, George Tomham, Sidney West and John C. Detweiler.

The long caravan of automobiles and motor trucks will be headed by Lew M. Thayer and The Star's automobile scribe, who have been officially designated as pilots on the two-day run. It is expected that an ambulance will accompany the tourists, as well as emergency tire and repair trucks, and motor trucks of larger capacities, containing souvenirs, posters and printed matter, which will be distributed at every point on the trip. The trip will

continue over a similar type of road, until the Leesburg pike is reached at Tyson's cross roads, about two miles from Leesburg. Here a sharp turn is made to the right and the trip resumed over another dirt highway. Colvin run is the next point touched on the itinerary, being 19.4 miles from the starting point.

All one has to do is to follow this pike, which is worn out in many places, through the rolling country into Bransville, 22.7 miles, and after traveling about seven miles the macadamized road, which extends from Leesburg in the direction of Falls Church is encountered. All is quiet sailing the remainder of the distance into Leesburg, where the macadam road terminates. Leesburg is about 37.3 miles from Washington via this route. The trip will probably prove one of

crossing the bridge toll to the amount of 50 cents is collected. A number of years ago, before the construction of the bridge, a ferry was operated by hand across the river. A fine macadamized roadway starts at the toll-gate and continues into Berryville, which is 81.4 miles from Washington.

Crossing the railroad tracks at Berryville the motorist keeps straight ahead over the smooth macadam highway to Winchester, where the railroad is again crossed before entering the town. Winchester is about 72.3 miles from the National Capital. The run from Winchester to Hagerstown is over the famous Shenandoah Valley pike, which is a fine macadam highway the entire distance. The road passes through Bunker Hill, where the odometer should register 84.4 miles from the National Capital. A run of about ten

miles brings the motorist into another large town of importance, that of Martinsburg, where the autoist is always welcome. Martinsburg via this route is 94.5 miles.

Good Road to River. The remainder of the valley road is good the entire distance to the Potomac river, which is crossed at Williamsport. En route Falling Waters is passed, 103.0 miles from Washington. After a run of about five miles the bridge across the Potomac is entered, 108.1 miles. The stretch is a short one through West Virginia, but of interest to the motorist, especially that portion in the vicinity of Martinsburg. After crossing the bridge at Williamsport, the motorist, especially that portion in the vicinity of Martinsburg, is encountered, which extends to the National Capital, the only break being at the town of Middleburg, which is about a mile, which is still unfinished. From Hagerstown the road leads through Funkstown, about three miles distant, and thence over South Mountain to Boonsboro, where the odometer should register 124.5 miles to this point.

A fine macadamized road is encountered, which extends to the National Capital, the only break being at the town of Middleburg, which is about a mile, which is still unfinished. From Hagerstown the road leads through Funkstown, about three miles distant, and thence over South Mountain to Boonsboro, where the odometer should register 124.5 miles to this point.

At this place the macadam highway is left behind and a turn made to the right on the rough dirt road, which is followed in the direction of the town of New Market, 147.5 miles on the tour. Another dash and Ridgeville is 139.5 miles. Keeping straight through Frederick the departure is made through East Patrick street, crossing "Jug" bridge, over the Monocacy, a short distance beyond. The same smooth macadam roadway is found, and the town of New Market, 147.5 miles on the tour. Another dash and Ridgeville is 139.5 miles.

Keeping straight through Frederick avenue and crossing the tracks of the Baltimore and Ohio railroad, the road through the town brings the motorist onto the Rockville pike. By turning to the left at the railroad crossing the motorist is taken through the center of the town, where a good macadam road connects with the road to Rockville. The road later passes the railroad tracks and winds through Rockville, the county seat of Montgomery county. Passing the courthouse, in the center of the town, and the fair grounds, at the southern end of the town, the Washington Railway and Electric trolley line is followed for a considerable distance in the direction of Washington.

After a short run the trolley tracks leave the highway, appearing again at Bethesda, where they are recrossed and again followed into the city. The entrance to the National Capital can be made either via Bradley lane and Connecticut avenue extended or via Massachusetts avenue extended. The roads via either route are in good condition and practically about the same distance. The total mileage for the two-day tour is about 192.1 miles, of which about 150 miles is macadamized, the remainder being of the ordinary country type roadway, the greater portion of which in dry weather is in fairly good condition.

The itinerary of the tour is as follows:

Miles	Town	Miles
0.0	Washington, D. C.	102.1
6.6	Langley	124.5
19.4	Colvin Run	139.5
37.3	Leesburg	147.5
47.7	Hamilton	148.4
48.5	Purcellville	148.6
60.1	Round Hill	152.0
61.4	Berryville	156.7
72.3	Winchester	159.5
84.4	Bunker Hill	162.3
94.5	Martinsburg	166.2
103.0	Falling Waters	168.2
108.1	Williamsport	171.5
114.4	Hagerstown	175.2
116.8	Funkstown	176.6
124.5	Boonsboro	181.4
139.5	Ridgeville	184.4
147.5	New Market	187.2
152.0	Round Hill	192.1
156.7	Berryville	192.1
159.5	Boonsboro	192.1
162.3	Bunker Hill	192.1
166.2	Martinsburg	192.1
171.5	Williamsport	192.1
175.2	Hagerstown	192.1
176.6	Funkstown	192.1
181.4	Boonsboro	192.1
184.4	Ridgeville	192.1
187.2	New Market	192.1
188.4	Hamilton	192.1
189.5	Leesburg	192.1
192.1	Washington, D. C.	192.1

The return trip was equally enjoyable, as nothing whatever marred the pleasure of the trip. A round trip to Atlantic City over July 4 is another of the many trips which Mr. and Mrs. Wolfe contemplate in their machine.

To Motor to Pacific Coast. Alexander B. Legare, who last week purchased a Cole "eight" seven-passenger touring car, finished in special battleship gray, expects to leave this week for the San Francisco exposition.

Local Chevrolet Sales. The following sales were made: "Baby Grand" Chevrolet touring car, P. R. J. Leimer, R. B. Ischer, Maurice L. Brashears, Edward Birch, C. H. Buchanan, Jacob Mickelson, M. F. Foley, Edward E. Meyers and Vernon Hemphstone.

"Royal" Chevrolet roadsters—Dr. Henry P. Parker, Miss Ruth E. Sudwarth, E. Sudwarth, George C.

Smith, Mrs. L. T. Cutter, Carl L. Thornton, Dr. W. J. Davis and E. C. Marche.

Two Cadillac Purchasers. Among those who purchased Cadillac "eight" touring cars during the past week were Samuel E. Stonebreaker and R. Lewis.

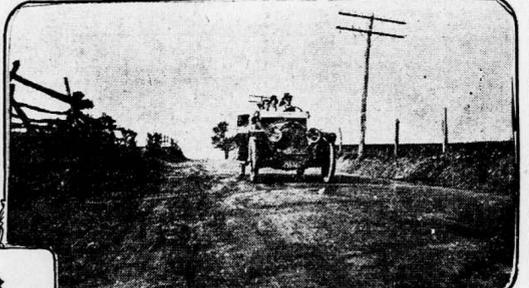
Recent Trumbull Deliveries. Among the recent purchasers of Trumbull cars are Fred Austin, Mrs. C. L. Keane, K. P. Richter and George H. Dement.

FISK ROAD BOOK. 300 ROUTES. 75c. AT THE SUPPLY STORES, HOTELS AND NEWSSTANDS.

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AN OLD DOMINION ROAD



BRIDGE ACROSS MONOCACY RIVER



SCENE IN MOUNTAINS



ON THE SHENANDOAH VALLEY PIKE



National Capital, according to Secretary Charles J. Columbus, which the city should have and which it can have merely for the asking. It is for this purpose that the trip has been arranged and will be participated in by a large number of members of the association.

The start will be made from The Star building, Tuesday morning, June 22, at 8 o'clock. The trade boosters will be accompanied by a band, which will give a concert at each of the towns where stops are made during the two days. In all about thirty-two towns and villages will be included in the itinerary. The committee in charge of the trip is composed of the following:

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be made in automobiles owned by members of the association. The motor trucks will be loaded with the baggage of the members of the party and with advertising matter, inviting residents of the various towns to visit Washington and transact their business and supply their needs from every standpoint.

Route From Washington. The route from the National Capital will be through Georgetown, picking up the Canal road at 36th and M streets and the Aqueduct bridge. Following the road along the banks of the Chesapeake and Ohio canal, a good macadamized roadway is enjoyed until the District line is reached. The road swings onto Chain bridge, over the Potomac river, avoiding the fork to the left on the Virginia end of the bridge. Turning to the right the road winds up a slight grade through an attractive section of the Old Dominion. The road is of the macadam type and extends as far as Langley, which is 6.0 miles from the National Capital. Leaving the road road behind, the left fork is taken in front of the church which occupies a position at the junction of the two roads. The route to McLean station on the electric railway is of the dirt variety and naturally not as good as the macadam. It is worn in places, although it could be made into an ideal road, which will probably be done in time to come, as it is an important connecting highway with the new macadam roadway into Fairfax Court House from Vienna.

Crossing the railroad tracks at McLean the run is continued in a southerly direction to Lewisville, where cross roads are encountered. The landmarks at this point consist of a cemetery on the right, opposite which is a general merchandise store, while to the left is a schoolhouse and on the opposite side of the road is a private homestead. Lewisville is 11.5 miles from Washington. Keeping straight ahead through the village, the motorist con-

the largest drawing cards for the "boosters" on the trip, as it is the county seat of Loudoun county and one of the liveliest in that section of the Old Dominion. After leaving Leesburg the first real mountain country will be encountered. The ascent from the town is a gradual one, leading as it does over Clark's Gap, where the tracks of the Southern railway are crossed by a stone bridge and the dirt road followed to the little town of Hamilton, 42.7 miles from Washington.

Purcellville Next Town. The next town along the line is Purcellville, 46.5 miles from the starting point. Like Hamilton, the town is situated directly on the road and is but a short run from Hamilton. When the odometer of the machine registers 50.1 miles the motorist will be entering another popular little village, which is the home of many Washingtonians during the summer months, Round Hill. This is another one of the busy spots in Loudoun county, as is also Bluemont, 58.1 miles, where the main road is left at the fork on the edge of the town and a slight descent made into the village.

Returning to the main road, one of the steepest ascents is then begun over Snickers Gap. The road is winding and as one approaches the top the scenery is about as inviting as will be found for miles around. It is on the top of this range of the Blue Ridge mountains that a branch of the United States weather bureau is located. Many Washingtonians also have their summer homes located on the crest of the mountain top, where the atmosphere is invigorating and an extended view can be obtained on both sides of the range through several counties of Virginia. The descent of the mountain in the direction of the Shenandoah river, which flows at the foot of the mountain is decidedly steep, and caution should be exercised in motoring to Gastons Ferry, where the iron bridge is crossed to Berryville. After

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