

# MOTORING

BY HOWARD S. FISK.

HERE is a bright prospect that within another year motorists will be able to travel between Washington and Warrenton, Va. With the extensions that are now being built west and south of Warrenton it is only a matter of a short time before the road will be continued straight through to the Shenandoah valley and also south, crossing the Rappahannock river, via Orange to Charlottesville. Not only will the distance from Washington to Warrenton be shortened, but this route will open to the public one of the most beautiful and fertile counties in the Old Dominion, and the points of historic interest will thrill the traveler throughout.

At the last session of the Virginia legislature a bill was passed authorizing the Warrenton and Fairfax Turnpike Company, incorporated under a Virginia charter, to establish a modern highway, suitable for motors, linking up the present macadamized roads at Fairfax Court House with the same class of road that is being constructed in Fauquier county. As it seemed impossible to have the county construct this link, a private corporation was formed. As soon as the entire amount necessary to construct the road is secured the work of building the highway from Warrenton to Fairfax Court House, via Buckland, a distance of about twenty miles, will be commenced. This will give a good motor road from Washington and Alexandria, Va. to and beyond Warrenton, Va., in the hilly districts of Fauquier county, passing as it will through the Manassas battlefield.

At the present time there is in the course of completion a fine macadam road between Washington and Fairfax Court House, via Langley, Lewinsville and Tysons Cross Roads, where the Falls Church road connects with the Langley road. At this point both roads extend to Vienna and thence to Fairfax Court House. The Warrenton and Fairfax Turnpike Company proposes to construct the link now referred to from Fairfax Court House to the county line of Fauquier and Prince William, half a mile west of Buckland, this being twenty-one and a half miles long, traversing, as it does, the old Alexandria and Fauquier turnpike passing through and by the historic places of Fairfax Court House, Centerville, Bull Run, Stone Bridge, Stone House, Henry Grove, Groveton, through first and second Manassas battlefields, Galveston and Buckland to the county line mentioned above.

### Good Road to Warrenton.

From this point there is a good macadam road of eight miles to Warrenton. At Warrenton there are four macadam roads radiating at different points of the compass. One now connects the Warrenton White Sulphur Springs, six miles southwest of Warrenton, situated on the north bank of the Rappahannock river. Running west from Warrenton is the Waterloo Pike, connecting Warrenton with the Rappahannock river, and the eastern edge of the county of Rappahannock, said to be one of the most beautiful and attractive counties in the state, yet not touched by railroad, which condition makes this pike the channel of trade to the markets of the National Capital and Alexandria.

From Waterloo to a point about three miles east of Washington, Va., the county seat of Rappahannock, for a distance of about fifteen miles there is a stretch of dirt road to be macadamized, and when this is done there will be a through highway from Washington, D. C., to the Shenandoah valley via this latter point to Front Royal, over the scenic Blue Ridge mountains, into what was the theater of the civil war records "the granary of the south."

At Front Royal the North and South forks of the Shenandoah river are crossed, and a few miles west of the intersection with the valley pike of Middletown. This latter pike is the oldest and longest in the state of Virginia, being ninety-two miles, and constructed as a wagon road by the supervision of Gen. Crozet, a distinguished French engineer, who served under Napoleon and came to America after the battle of Waterloo. From Winchester, the northern terminal, there are pikes that connect with Lees Ferry, western Maryland and the south.

At Staunton, the southern terminal, there are many pikes radiating in all directions, one almost completed to the Blue Ridge through the Piedmont section to Charlottesville. Other south down the valley from Staunton there are pikes to Lexington and southwest Virginia, into the James River valley. In the course of seventy miles of this route from Washington to the valley one travels through all of the great physical divisions of the state of Virginia, namely: the Piedmont, the Shenandoah valley, the Appalacheans. The topography of these various divisions is as pleasing to the eye as the variety of the scenery encountered anywhere in a seventy-mile ride. Plans are now being perfected by Fauquier county to connect her highways with the Shenandoah valley via Ashby Gap over a macadam road to be built almost the entire length of the county, passing through the best fox-hunting section of the south, thus giving two routes from Warrenton to the Shenandoah valley turnpike, which is noted for its fine road and beautiful mountain scenery.

### Transportation Facilities Lacking.

The fact that this section has not been more extensively exploited as a region of residences and farms is said to be due almost entirely to the lack of adequate transportation facilities. With the completion of this highway it will furnish facilities both for transportation of produce and for passenger travel. Farmers are already declaring their intention of entering the dairy business as soon as the highway is constructed. A new impetus will be given to business and farming along this route. Energy and fertility of soil has not been lacking, but the poor and almost impossible road transportation has discouraged all efforts at intensified farming.

It has often been said that "the richest and strongest sections of the country are those states that possess thickly settled, prosperous communities of good farmers. The economic, social and civil independence must be built upon such kind ownership. It is the root of the most powerful patriotism the world has ever known. The home-loving and home-defending feeling can never be conquered."

The people of the Old Dominion have never been more attached to the state than at the present time, and they are giving each year more thought and study to the improvement of their homes as well as their farms. There are more farmers, it is said, in the state of Virginia today than there has ever been in the past half a century. The Old Dominion is the only one in the state except Westmoreland. Its history connects it with the Washingtons, the Masons and the Lees. Fairfax Court House itself has many historic associations. Its courthouse is one of the oldest in the state and its

records, which include the original will of Gen. George Washington, are among the oldest and most interesting in Virginia. Chantilly or Ox Hill is where Gen. Jackson advanced over the Little River turnpike in his effort to get between the retreating Federals and their capital after the second Manassas battle, resulting in an obstinate encounter, known as the battle of Chantilly.

Centerville, another town en route, was the scene of much activity just before the battle of Manassas. Stone bridge spans Bull run on the line of the pike. This bridge was blown up by the Confederates to trap the retreating Federals in the first Manassas battle. Stone house is about one hundred yards east of the junction of the Manassas and Sudley road with the pike and about a mile west of Stone bridge, near the center of the first Man-

Sheridan made his famous ride through the valley. His men were retreating when he arrived on the scene of battle, but his presence soon rallied them and converted the retreat into a victory. The work on the new toll road will start within the next few months and will be but the beginning of a good road movement in the Old Dominion.

### WINTER HELPS INFLATED TIRE

Rubber Official Says Air Pressure Is Big Saving of Expense.

"The winter season seems to strengthen the properly inflated tire," said an official of the Fisk Rubber Company a few days ago. "Under-in-

### FIRST ANNUAL AUTO SHOW OF SMITH-TREW MOTOR CO.

Exhibition to Be Held at the Salesrooms, 1337 14th Street, the Present Week.

The first annual automobile show of the Smith-Trew Motor Company, to be held this week at the salesrooms, 1337 14th street northwest, is announced to be one of the largest private exhibits ever given in the National Capital.

of Reo trucks. The service department in the rear on the second floor will open to the motoring public throughout the week. The interior of the salesrooms has been artistically decorated for the occasion, varicolored miniature electric lights being festooned from the balcony in the rear, where they join a large shield of red, white and blue electric lights. The exterior of the building will also be illuminated at night. The exhibition will be from 10 a. m. until 10 p. m. daily. In attendance will be Joseph E. Trew, Wilmot W. Trew, James T. Trew, Jr., William L. Trew, James M. Luke, Ernest W. Black and Edward L. Barton. Stanley Simpson of the Oakland Motor Company and George Simpson of the Reo Motor Company also will be present from their respective factories to assist at the exhibition.

Purchases Cole Eight. J. H. de Sibour of this city is the latest purchaser of a Cole "8" coupe, finished in yellow and black and upholstered in black leather.

### Two Olds Deliveries.

The latest purchasers of 1916 model Olds, eight-cylinder cars include: S. Clark Cross, a combination roadster, and E. K. Nelson, a five-passenger touring car.

### CONQUERS BAD ROADS DURING A FLORIDA TRIP

Mrs. Nettie E. Mabry Writes of Interesting Journey in Her Trumbull Queen.

Mrs. Nettie E. Mabry of this city, who is spending the winter in Florida, writes of some of her trips in her Trumbull Queen in the far south. She has just arrived at Mount Dora, after three days of hard driving from Jacksonville, Fla. The distance is 238 miles, sixty-nine miles being covered the first day, eighty-nine the second day and eighty miles the last day. No trouble of any character was experienced either from the engine or tires. In fact, it was only necessary to put air in one of the tires during the entire trip.

In writing of her trip Mrs. Mabry said that on arriving at the garage at Palatka, at 3:30 o'clock in the morning she heard nothing for the next hour but talk about the impossibility of motorists getting through to Sanford. She was tempted to put her little machine on board a St. Johns river steamer and go by water. At the stage of the game in rolled a traveling man, who gave her a slight ray of hope. He said that if she would double back twelve miles to Hastings she would strike a good brick road to Burnell, twenty-four miles. Of this distance eighteen miles were of brick and the remainder of almost impassable sand. "Yet she might get through," she was told.

### Garage Man Was Doubtful.

Quoting from her letter, she says: "The garage man fairly turned pale when I said I would try it." The garage man sent to the nearest hardware store for twenty feet of stout rope, and, accompanied by another motorist in a runabout, she started on her journey. "Of course he expected to pull me through the six miles of sand. It was some strenuous, believe me! I ran with the throttle well open, down into bridgeless culverts, through deep sand and water and then plowed into more sand. Once I thought I was done for. "We arrived at Burnell in good shape. After an enjoyable dinner I continued over the road to De Land, via Daytona." Much of the road to Daytona was good, she said, there being a number of beautiful stretches along by the

water. It was a desolate run, the roads rough, but no sand to speak of. She stopped for the night at an inn near De Land, where she was informed that a six-cylinder car had become stuck in the six-mile sand stretch referred to, between Hastings and Burnell, and was only one of many that were unable to proceed without assistance. The next morning she got the car out, put in some oil, cleaned off the sand and dust, and prepared for another long run.

Ferried St. Johns River. A new bridge being built at Sanford necessitated ferrying the St. Johns river. The approaches to the ferry were almost impassable. At Sanford she enjoyed a good trout dinner. About half of the road from Sanford to Orlando is brick, the rest about like the worst stretch between Emmitsburg and Gettysburg. From Orlando to Apopka, ten miles, the road is of brick and quite smooth. From Apopka to Mount Dora, about fifteen miles, only a small portion of the road is good. It is a dirt road, mostly clay, with plenty of sand. Much of the country through which she traveled is bare of cultivation. Even where one sees orange groves and potato fields there are many acres standing in long-leaf pine, bare and uninviting. There is no variety for miles and miles, she says, and not a sign of animal life.

### SCENES ALONG PROPOSED HIGHWAY BETWEEN WASHINGTON, D. C., AND WARRENTON, VA.



### Other Historic Points

The Henry house, that was in the thickest of the first Manassas battle south of the Stone house about a quarter of a mile, and in which Mrs. Henry was killed in bed by the bursting of a shell in her room in the early morning. Groveton is at a crossroad on the pike about a mile and a half west of the Stone house. The second Manassas battle centered around this place. Just west of Groveton is a monument which marks the spot where Gen. Lee, Longstreet and Jackson met in conference on the second battle of Manassas, August 29, 1862.

Haymarket is where a fight occurred in the streets between a company of Federals and Confederates, only one Federal escaping, resulting also in the capture of a Federal wagon train. A fierce engagement also took place at Buckland, on the line of the new highway. McClelland's army extended along both sides of the Warrenton and Fairfax turnpike from a mile east to half a mile west of New Baltimore, and in this position Gen. McClelland made his farewell address to the Army of the Potomac. Thoroughfare Gap is a narrow defile in the Bull run mountains, four miles west of Haymarket. From Alexandria to Warrenton every mile of this old pike was the scene of fighting of more or less severity. The Shenandoah valley is also a contribution to war records not equalled in this country. It was in 1864 that Gen. Phil

### Itation is responsible for a large percentage of tire expense.

"Most motorists think that during the summer months they should ride their tires at low pressure to prevent blowouts. The decreasing of the pressure does not decrease the heating of the tire, but rather increases it, as the side walls are subjected to a greater bending strain and friction between the layers of fabric generate heat. Due to this excessive flexing the fabric cracks and loosens up to such an extent that the tire becomes weakened. The cracked and chafed fabric ruins the inner tube. "During the winter season, the motorist does not let the air out of his tires as he does in the summer, but allows his tires to have a greater and more constant air pressure; hence the percentage of tires consigned to the scrap heap is much less in winter than in summer. "It has been definitely determined by test, with a tire at proper pressure, that it is impossible to effect an increase in air pressure because of the heating of the tire when in use to such an extent that it will injure it in any way. To prevent your tires from fainting, give them the proper amount of air."

### Maxwell "25" Deliveries.

Among the recent purchasers of 1916 Maxwell "25" cars are the following: Howard Noack, T. H. Miller, Yawman & Erbe, John Quinn, B. Temple Webster, Fred G. Stein, touring cars; Dr. Shenandoah valley is also a contribution to war records not equalled in this country. It was in 1864 that Gen. Phil

### There will be at least a dozen different types of Oakland and Reo cars, including Reo trucks, on display.

The lower floor will be devoted exclusively to the display of pleasure cars, the exhibit consisting of four, six and eight cylinder roadsters, speedsters and touring cars of the Oakland line and four and six cylinder Reo touring cars and roadsters, all of the latest type. In addition to this there will be shown a Reo cut-out chassis and an Oakland cut-out chassis, both illuminated and operated by electricity and showing the various working parts in operation. They are finished in white, with the working parts in red. On the second floor will be a display

### Cadillac Deliveries.

Seven-passenger Cadillac touring cars of the eight-cylinder type were delivered during the past week to the following: F. D. McAuliffe, Representative W. W. Hastings of Oklahoma, Fletcher Orin and L. W. Estes. A victoria of the same make was also delivered to Hugh MacKenzie.

### Driving Studebakers Now.

Representative A. C. Shallenberger of Nebraska has purchased a six-cylinder Studebaker touring car, and Dr. De Witt C. Chadwick, a three-passenger roadster of the same make.



Valve-in-Head

Coupe

Immediate Deliveries



The BUICK Coupe contains a measure of elegance in the body equal to the mechanical excellence of its sturdy chassis.

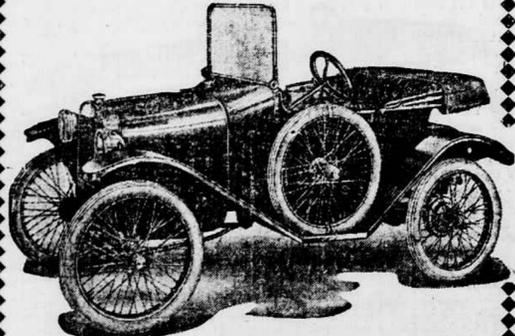
In every detail of finish and appointment this coupe is a worthy BUICK creation, destined to uphold and enhance BUICK reputation among the most critical judges of fine body building.

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Cost less to operate than horse and buggy; cheaper than car fare.

SPECIFICATIONS: 35 miles to one gallon of gasoline; speed 3 to 50 miles per hour; 18 to 22 h. p. water-cooled motor; high tension magneto (starts on magnet); no battery expense; pump and splash lubrication; double jet carburetor; selective sliding gear transmission, 3 speeds forward and reverse; rack and pinion steering gear; cantilever springs in rear; interchangeable detachable wire wheels (40 spokes); top with side curtains; windshield; compartment in rear for 200 pounds luggage; electric lights, electric horn. All of the above is regular equipment.

PRICE, \$885 F. O. B. FACTORY.

REMEMBER—The TRUMBULL was the first and second prize in the economy of fuel run (gasoline, oil and tires) from Newark, N. J., to Philadelphia, and return.

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# Automobile Show

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# REO FOURS SIXES TRUCKS

# OAKLAND FOURS SIXES EIGHTS

Will Be on Exhibition All This Week at

## 1337 Fourteenth St. N. W.

The Smith-Trew Motor Company extends to Reo and Oakland owners, the entire motoring fraternity and the public a cordial invitation to be present.

## Open From 10 A. M. to 10 P. M.

There will be decorations, music and an array of modern up-to-the-minute motor cars.

In addition to the twelve different models of the finished product, we will also show

## Two Cutout Chasses

With all working parts in motion  
An Oakland Six and a Reo Four  
The same that were shown at the New York Show.

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