LATEST TYPE TRAFFIC SEMAPHORE.

New design worked out by Metropolitan police department of this city, which is to be known as the "Washington standard." It is believed by local police officials to combine all the good features of the traffic semaphores in use in New York, Detroit and other cities.

TO USE SEMAPHORE OF NEW PATTERN

Washington Police Department Plans for Effective Control of Street Traffic.

METHOD OF SIGNALING OF ITS OWN DESIGNING

Combines All the Good Features in Systems of New York and Other Cities.

The new traffic semaphore, which will be known as the Washington standard, is a design which has been worked out in the metropolitan police department and which is believed to combine all the good features of the traffic semaphores in use in New York, Detroit and other cities, besides possessing a number of exclusive features in use in none of those cities.

Following the policy adopted by Commissioner Gillespie of Detroit, who is accredited with being the one mainly responsible for the design of the "Go-Go" and "Stop-Stop" semaphore, no feature of the new signal device which has been worked out in the Washington police department will be patented, the police heads of the various cities desiring that there should be no private interest involved in the manufacture of any device for handling street traffic.

Follows Railway System.

The new Washington standard semaphore relies on the universal railroad system of signaling, using the red and green colors only, doing away with the words "go" and "stop." Experience in Washington and other cities has been that the drivers of cars rely more on the color than on reading the words, all of them knowing that red indicates traffic has stopped and green signifies a signal to start.

The new feature about the Washington semaphore which has not been adopted in any other city is the use of what is known to lighting experts as a spheroidal lens, which is constructed on an entirely different basis from the old-style optical or "bull's-eye" lens. This lens is set in the standard pattern railroad signal light which is used on the semaphore. The spheroidal lens shows a light at an angle of forty-five degrees for a long distance and can be easily seen, whereas with the "bull's-eye" lens it is necessary for the driver of a machine to be directly in front of and almost upon the traffic signal before he ascertains just what signal is indicated.

Change in the Shape.

There is a change in the shape of the signal arms for "Go" and "Stop," which is also a new feature in the construction of street traffic semaphores.

The umbrella that has been used at street intersection in Washington for nearly ten years hase been combined with the new semaphore, insuring protection of traffic officers during inclement weather and protection from the sun during the summer months.

URGES MORE CARE ON BUSY STREETS

Hugh Chalmers Says Drivers Should Co-Operate to Reduce Accidents.

PEDESTRIANS TO BLAME IN MAJORITY OF CASES

That Fact, He Contends, Should Not Prompt Motorists to Relax Vigilance.

"With automobile accidents increasing daily in the larger cities of the country, and civic authorities at their wits' end in an effort to solve the traffic problem, it seems to me that the time has come for the motorist to take up the burden," said Hugh Chalmers, recently.

"Although practically every record kept by a police department shows the pedestrian responsible in nine out of ten automobile accidents, we must recognize the fact that the general public is inclined to blame the toll of deaths and injuries on the driver of the car.

"Bearing this in mind, I believe that it rests almost entirely with motor car owners whether future accidents are to increase with each season's new crop of drivers. In the first place, there is undoubtedly a portion of the blame resting with certain types of drivers.

"Joy Riders" a Menace.

"The intoxicated 'joy rider' and others of his ilk, who frequent city streets during the late hour of the night, are a menace to society. To this class speed laws mean nothing. Heavy fines and imprisonment are about the only remedies that can be meted out to the joy-riding fraternity. Unfortunately, however, only a small portion of the big total of accidents in the past year can be blaid at the door of the joy rider. Every day the papers contain reports of collisions on the open road and more especially in traffic.

"It is in traffic driving that the motorist has the greatest opportunity to reduce the number of accidents. Reports prepared by the New York police department show that from January to July last year the majority of accidents occurred from 11 a.m. to 12 noon and from 5 to 7 p.m., or during the so-called 'rush hours.'

Could Cut Down Accidents.

"The same report carries the information that 90 per cent of the accidents were due to carelessness or other fault of the injured pedestrians. But if we are to be really conscientious about the matter, we must admit that just because the unfortunate man on foot is to blame, the motorist should not feel entirely absolved in the case. A little forethought on the part of the driver, slower speed in traffic, and less anxiety to beat the traffic policeman's whistle should work wonders in the way of cutting down accidents.

"With the hundreds of thousands of new moter cars marketed every year by American motor car makers, traffic will undoubtedly grow more congested each season and the necessity for extreme caution will increase. To prepare chauffeurs and owner-drivers for their responsibilities, I believe a campaign of education should be started by the various automobile clubs and motor trade papers along the lines of safety first. The matter is not all one of speed limits or drastic legislation. Some drivers are more capable at thirty miles an hour than others are at ten. I feel sure that the real remedy will be found in the loyal co-operation of every man at the wheel obeying traffic laws now in force and reporting violations to the authorities.

Duty of Pedestrians.

"As far as pedestrians are concerned, it should be just as much of an offense for the man on foot to disobey the traffic officer's signal as it is for the automobile driver to ignore it. Jay walking in the busy districts of metropolitan centers will have to be eliminated.

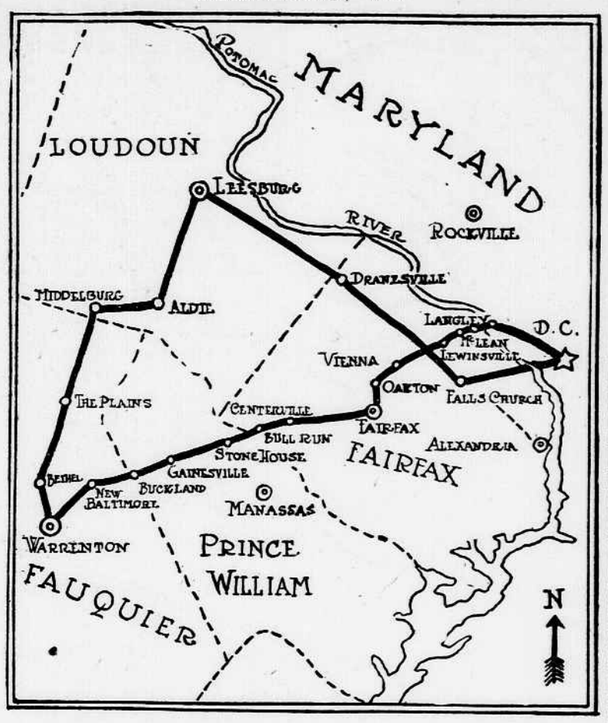
"Until persons on foot realize that absolute safety lies only in crossing crowded thoroughfares at street intersections, there will always be a certain number of accidents caused by people walking around vehicles between blocks.

"Summing up matters, all drivers of motor cars should accept the fundamental fact that it is impossible to change human nature, and lay their plans accordingly. Give the pedestrian the widest sort of margin, even though you may feel you are being imposed upon at times, and I believe that much harmful legislation against the motor car will be forestalled."

Elaborately buttoned upholstery is slowly giving way to the smooth finish, partly because this saves money in the factory, but more because of the undoubted advantage in the greater ease of dusting and cleaning the cushions.

The average price of the 1916 car is $1,600, as compared with the average price of the 1915 car at $2,005 and the average price of the 1913 car at $2,635. In two years the average price has been cut more than $1,000.

MAP OF AUTO TRIP TO WARRENTON AND LEESBURG, VA.



BLACK TIRES CREATE ANOTHER INDUSTRY

Use of Lampblack in Their Manufacture Is Discussed by Chemist.

"Since black tires have entered the field, and since black rubber is achieved only by the use of old-fashioned lampblack, another industry has come to the front," says the chief chemist of the Goodyear Tire and Rubber Company in a recent statement.

"Formerly lampblack was used only to color paints, polishes anl the like. The average paint manufacturer made his own. But since rubber manufacturers have been purchasing large quantities of it to use in coloring tires a great, new market has opened up, and lampblack is made on a much larger scale than formerly.

Chemically Pure Carbon.

"Lampblack, chemically, is pure carbon, though somewhat different in its appearance and effect upon surroundings than the diamond, which is also pure carbon in another form.

"Formerly there were nearly a dozen kinds of lampblack, 'ivory lampblack,' made by burning ivory, and other varieties made by burning vegetable or animal oils. Any oily refuse, burned to complete combustion, made lampblack as one product.

"Now there are practically only two kinds, gas and oil lampblack, made by burning natural gas or petroleum oil. And the process, strangely enough, is just the same in principle as the old one that gave lampblack its name—because it was deposited on lamp chimneys when lamps burned smokily. The West Virginia and Oklahoma oil fields produce most of the country's lampblack. There are two general processes.

Processes Described.

"In one, the oil or gas flame is directed from below against the outside of a revolving steel cylinder. The lampblack is deposited on the cylinder and scraped off by a scraper as the cylinder goes round.

"In the other the flame is directed into a series of connecting brick compartments. Some lampblack is deposited on the walls of the first compartment; a finer and fluffier grade in the next compartment as the air carries it along, and so on to the end.

"Some difficulty is experienced in rubber factories in handling this coloring material. It is so light and duffy that unless the greatest care is taken it spreads over everything accessible and the workers in it resemble real Ethiopians most of the time.

Market Prices Advanced.

"The demand for lampblack for coloring tires has advanced its market price 40 per cent in a comparatively short time, and it is safe to say that no one could now go on the market and buy the industry's requirements for the next year. It simply isn't made fast enough.

"The material comes about twenty-five to thirty pounds to the barrel, unless compressed, when sixty-pound barrels are possible."

A gasoline-operated tamping machine takes the place of a number of workmen and does the work just as well.

ANNOUNCEMENT

Mr. Edward J. Quinn

TO HANDLE THE

Westcott Automobile

In Washington and Nearby Counties of Maryland and Virginia

Mr. Quinn will conduct the business under the name of The E. J. Quinn Motor Car Co.

The Westcott Automobile Company has been in existence through two generations. Its reputation for building high-class carriages has been fully maintained in building motor cars. While the Westcott automobiles are models of beauty and high quality, prices are reasonable.

THE LINE CONSISTS OF MODELS 41, 42 and 51

41 Sells for $1,295. A 5-Passenger Car. 42 Sells for $1,445. A 5-Passenger Car. 51 Sells for $1,595. A 7-Passenger Car.

All models have divided front seats, Continental motor, Delco lighting, starting and ignition system; Timken axles and bearings. In conjunction with the motor is the latest design Rayfield carburetor. In the painting and finishing 22 coats are used, which insures a bright luster and long wear.

THE PUBLIC IS INVITED TO INSPECT THESE CARS MARCH 1 TO 4, AND TO COMPARE THEM WITH HIGHER-PRICED CARS.

OUR SERVICE DEPARTMENT IS IN CHARGE OF MEN WHO HAVE HAD YEARS OF EXPERIENCE IN REPAIRING CARS.

E. J. Quinn Motor Car Co.

Connecticut Garage Building

1529 M Street N.W.

GOOD ROADS COURSES IN LEADING COLLEGES

Announcement of Instruction Is Made by the American Highway Associations.

Building and Maintenance Will Be Subjects Taught by Experts Along Those Lines.

A good roads school was held, according to the American Highway Association, at Perdue University, Indiana, this month under the direction of the School of Civil Engineering of that institution. The University of North Carolina will have a good roads institute in the month of February. Cornell University will devote a week to good roads instruction in February. The University of Tennessee at Knoxville has provided for a short course in highway engineering. The University of Illinois has established a similar course. The University of Michigan has done likewise. The University of West Virginia has just completed its third annual session in the School of Good Roads. A post-graduate course in good roads is now being given at the Iowa State College.

A special course, under the direction of the highway department of the College of Civil Engineering for the education of county road officials, will be given in February at the State University of Kentucky at Lexington. Illustrated lectures on highway construction have been one of the special features of the work at Columbia University, New York, last month and this. A special course in road building and maintenance has recently been concluded at the Maryland Agricultural College, and everywhere the educational forces of the country are realizing that no instruction in civil engineering is complete that does not cover the vital subject.

Importance of the Work.

The course in highway engineering provided at the University of Illinois will give some idea of the practical importance of the work. Two weeks were devoted to the subject under the direction of the College of Engineering, and these two weeks were filled with demonstrations covering such special topics as surveys, methods of construction and maintenance of earth, gravel, macadam, bituminous and concrete roads, surveys and economies of bridge construction and designs, estimates of cost of concrete culverts, and, indeed, every feature of road work.

In this course lectures were given by experts of the highest reputation and practical experience on such topics as road management, road maintenance, road construction, choice of type and principles of design, highways and waterway machinery for road building, roads and rural credit, the effects of good and bad roads on rural community life, the relation of county superintendents to township commissioners in road building and management, the farmer's viewpoint of road improvement, the financing of road improvements, and in this school, as in all the other schools of the same sort, the teachers and the taught were brought into the closest touch so that out of the teaching the whole community would be instructed in the science of doing the thing in which more people are directly interested than any other matter engaging the attention of the educational world.

Leading in the Campaign.

The United States office of public roads and rural engineering, it is stated, has always taken an active part in the good roads movement; in fact, it was the pioneer in this work as in the demonstration trains of the railroads in the south it played a leading part. The American Highway Association and other good roads organizations have been doing their part and now that the colleges and universities have made good roads one of the important courses in their instruction, the hope and expectation is that the enthusiasm will spread to all men who are interested in the welfare of the people.

That the subject has attracted the attention of the lawmakers is evidenced by the increasing number of bills offered in Congress at the last session and at the current session providing for federal participation in the building of good roads. Many of these measures have beeen impractical; but out of the abundance of suggestions there will be evolved a plan that will assure the construction of systems of good roads that will promote the public welfare.

An unusual dinner was recently given in Toledo. Each guest cooked his own food by electricity.

AUTOMOBILE CALENDAR

February 29-March 4—Fort Dodge, Iowa, show.
March 4-11—Boston show.
March 21-25—Deadwood, S. D., show.
May 30—New York city, Sheepshead bay speedway race.
May 30—Indianapolis speedway race.
June 17—Chicago speedway race.
June 28—Des Moines, Iowa, track race.
July 4—Minneapolis speedway race.
July 4—Sioux City speedway race.
July 15—Omaha, Neb., speedway race.
August 5—Tacoma speedway race.
August 18-19—Elgin road race.
September 15—Indianapolis speedway race.
September 30—New York city Sheepshead bay speedway race.
October 7—Omaha speedway race.
October 14—Chicago speedway race.

Overland Sales Reported.

Recent purchasers of Overland cars are reported as follows: A Willys-Knight limousine to J. M. Johnson and Virgil Barker; Willys-Knight touring and roadsters to Messrs. Edw. Loftus, George Craig, E. F. Siedam; model 83 touring and roadsters to Messrs. Harry Wardman, two cars; Maj. Reisinger, Maj. Carpenter, M. A. Lusby, J. V. Perkins, Rev. J. J. Dimon, R. L. Sproul, W. H. Knight, Dr. Swope, Senator H. C. Hansbrough, W. E. Jones, W. D. Leissler, Joshua Carr, Edw. S. Keene and Mrs. L. R. Newman; model 75 touring to Maj. Hedekin, Mrs. M. A. Marr, G. H. Davis and Dr. Scurlock; Overland "six" to W. M. Lipscomb; Overland delivery cars to Hoffman Company and Page laundry.

Joins American Auto Top Co.

William H. Forman has joined the American Auto Top and Trimming Company, 1608 14th street northwest. The company will represent the American Oil Company products in this territory, having been appointed sole distributer. Mr. Forman has been engaged in the oil business for several years past in Baltimore.

Joins Pyrene Forces.

Normaff Stinchcomb, for several years past manager of the automobile supply department of the Rudolph & West Company, will join the sales staff of the Pyrene Manufacturing Company. Noel Rosasco has been promoted to the position vacated by Mr. Stinchcomb.

Saxon Six Deliveries.

Among those who purchased 1916 Saxon six-cylinder touring cars during the past week were William B. Creecy, August Lederick and Edward E. Norwood. A six-cylinder limousine was also delivered to Whitman Osgood, a local motorist.

A Washington grocery has in its employ a boy who drives its delivery automobile. Twelve months ago he heard of The Ramsdell 2 in 1 Tire Company, which converts two old tires into one serviceable one. He investigated, and the proposition sounded reasonable. He thereupon took four old tires (which had been taken from the car four months previous, and had been considered as junk) to The Original 2 in 1 Tire Company's office, 1802 14th street northwest, and had the heretofore considered junk tires converted into two serviceable ones. In 12 weeks the two tires have given 3,453 miles of hard service, and are good for 3,000 more miles of service. It costs $5.50, or $2.75 each, to have these four junk tires made 2 in 1 by Ramsdell. The average cost of a new tire in this size is $11.57, therefore this employe saved his employer 76% of his tire expense. Is this not good tire economy?

Consider the Patrons

If one thing more than another bespeaks the genuine leadership of the Baker R & L Electric it is the unquestioned preference of the social elect for this automobile.

This preference is due to an appreciation of the best in mechanical construction, workmanship, artistic design and the rich coach work.

Price will never be a determining factor of Baker R & L quality. For the refined tastes of quality purchasers have always dictated that particular super-standard to which every Baker R & L Electric must fully measure.

And, logically, they alone are responsible for the cost of production and the selling price.

To them this distinction in quality means more than mere price standard. It is the mark of prestige, of leadership, of refinement—of that subtle "something" unknown to quality of lesser degree.

Culture Has Set the Quality

Rauch & Lang Electric "The Social Necessity"

BARTRAM Electric Garage 1204-8 N.H. Ave N.W. Tel. West 458.

Baker Electrics

Willard Storage Battery

Be Careful

Don't tinker with your electric starting and lighting system. Storage batteries and such things are our specialty. We banish battery ills.

Free Inspection of any battery at any time.

Charles Rubel & Co.

"Yours for Service."

1312 14th St. N. W.

Oakland Light Six, $795

F. O. B. Pontiac

Model 32

IMMEDIATE DELIVERIES

The OAKLAND Model 32 possesses all of the essentials of the most exacting motor car service. There is power beyond all need. The car is roomy, with wide seats and plenty of leg room. Long, resilient springs and deep upholstery insure perfect riding comfort on any road.

SPECIFICATIONS MODEL "32"

Motor—Six-cylinder Northway, 30-35 H.P.
Wheel base—110 inches.
Body—Touring, 5 passengers.
Rear seat 46 inches wide.
Delco electric starting, lighting, ignition system.
Oakland-Stewart vacuum feed.
One-man top—complete equipment.
Touring and Roadsters.

These cars can be properly judged and appreciated only by looking at them, or riding in them, and by learning of their records under conditions of actual service. A glance at their beautiful lines and a close view of their sturdy construction will convince the prospective motorist that in these cars are combined all the elements that insure the utmost in motoring pleasure at a surprisingly low cost.

SMITH-TREW MOTOR COMPANY

Tel. North 510 1337 14th St. N.W.

"HIGHWAY" Six and Twelve Cylinder Cars

"America's Best Looking Car" opens touring vistas, as distant, and varied as all out-of-doors.

The new Nationals are a triumph possible only from a "breed" of cars that have boasted International Speed Champions, and World Stock Car Champions—the climax that culminates fifteen years experience.

Only a ride can prove to you the uninterrupted pleasure one enjoys when touring in these new commodious craft, regardless of the length of the tour or the roads you encounter.

"Highway" Six $1690 "Highway" Twelve $1990 "Newport" Six $2375

Combs Motor Company,

Vermont Ave. and H St. N.W.

What Determines Car Value?

You say design, construction, economy, comfort, performance. And you are right.

Judge the New GRANT SIX on all points $795

and you will concede its leadership in value. We not only claim it has the largest, finest motor of any low-priced SIX—but we urge comparison in quality of construction, power, flexibility, economy and performance with any six at any price.

Greatest Motor

Grant Six motor is valve-in-the-head type. It is wonderfully quiet; throttles down to 1½ miles an hour; speeds up to over 50 miles in a few city blocks. Owners average over 20 miles to gallon of gasoline; 900 miles to gallon of oil.

Quality Construction

Grant Six is a second season SIX—refined, improved, quieter, higher powered. It is quality - construction throughout. Atwater-Kent ignition, Allis-Chalmers single unit generator and starting motor, Rayfield carburetor. Complete equipment.

—and the largest, handsomest body of any car below a thousand dollars

When may we "show" you?

Edelen Bros. Motor Company

1612 14th St. N.W.

Tel. North 298 W. J. McLean, Mgr.