

APPEAL TO MOTORISTS FOR VIRGINIA ROADWAY

District Autoists Will Ask Car Owners and Merchants to Contribute to Prince William Project.

An appeal will be sent out tomorrow to the motorists and merchants of the National Capital, in the campaign to raise funds for the construction of a road through Choptawmick swamp, in Prince William county, Va., below Dumfries, by the American Automobile Association District of Columbia Club.

The Choptawmick swamp, which is notorious throughout the United States as the worst piece of roadway in the country, means, in its national scope, the opening of a fine highway from Quebec to Miami. This would, according to figures furnished by the touring bureau of the American Automobile Association, bring 20,000 additional visitors to the National Capital during the 1916 touring season, and more each succeeding year as motor travel increases. This phase of the situation is expected to appeal to Washington merchants particularly.

Persons desiring to aid in the construction of the road through the swamp, and the completion of the Richmond-Washington highway, may send contributions to the A. A. A. District of Columbia Club, Riggs building, Washington, D. C. This money in turn will be passed over to State Highway Commissioner Coleman of Virginia, under whose supervision the building of the road will be carried on.

THE joy of touring is not only a greater joy in the Cadillac, but it calls into being a new set of physical and mental sensations. Heretofore, no matter how gallantly your car mounted a hill, you were conscious every moment that it was climbing—that it was laboring. Now you know that the hill was high only because you saw it before the mount began—or looked back after the crest was reached. The old sensation is exactly reversed. Then, the car fought against the hill and triumphed over it—now the hill seems to melt away before the car.

The Cook & Stoddard Co., 1138-40 Connecticut Ave. Telephone North 7810.

Allen \$795

Appeals to Those Who Know We especially invite men who know the mechanics of a motor car thoroughly to inspect the Allen if they want a car at a price under \$1000. The Allen sells itself to such experienced mechanical men.

Note These Specifications: Full floating rear axle, 12 inch wheel base, 55 inch rear springs, Weight 2300 pounds.

37 H. P. Motor (4 cyl.) 12 Volt Power Plant, Westinghouse Electric System, Gas tank at rear, vacuum feed.

Motor and Tire Sales Co. 1018 14th St. N.W. Open Evenings.

It takes a Live Tire to stand the "Gaff!"

The natural way to wear out a tire is on your car. The usual way is in the tire factory. Where all the life-giving lubricants are burned out of the fabric and the toughness and endurance are cooked out of the rubber during vulcanization. Such a tire is dead.

The exclusive Miller Method avoids this. It saves every inch of the tire's mileage power for service on your car. This is why

Miller Tires

go further, last longer and prove most economical.

Circle Tire Co., Inc., 1214 Fourteenth St. N.W., Washington, D. C. Phone North 5216, Day and Night Free Service for 25 Miles.

NEW HIGHWAY PLAN GETS HIGH PRAISE

System Originated by Henry B. Joy Rated as Aid in Time of War.

ALSO CONSIDERED FROM ECONOMIC STANDPOINT

Provides "Most Elastic" Method of Transportation for All States of the Union.

Henry B. Joy, president of the Lincoln Highway Association, has originated a plan which provides a system of highways that would be a wonderful aid to the country in time of war," says A. F. Bement, secretary of the association, "but commends itself to any student of economic conditions from a purely commercial standpoint."

Mr. Joy's plan would provide a highway which, in connection with the Lincoln, the Dixie, the Jefferson and the Columbia River highways and the San Joaquin trail, would enable the freest and most elastic system of transportation between every state in the nation and would permit the mobilization of men and supplies on any part of our border with speed and dispatch. It would be the start of a real system of federal highways which would eventually give this country such a spider web of permanent, hard-surfaced, connecting roads as no other country, and in time of war to amaze the world by a rapidity of mobilization, concentration and attack on the enemy.

The plan would be the first step toward the modernization of America's road system.

Where Border Highway Begins.

Mr. Joy's suggested military border highway would start at New York city and follow the coast fifty to 100 miles inland through New Jersey, Pennsylvania, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi and Louisiana, then nearer to the border through Texas, New Mexico, Arizona and California, and following up the valley route through that state to Oregon and Washington, where it would turn along the Canadian border through Idaho, Montana, North Dakota, Minnesota, Wisconsin and along the Great Lakes through Illinois, Indiana, looping up through Michigan; then along the southern shore of Lake Erie through Ohio, Pennsylvania and New York, along Lake Ontario and the St. Lawrence, up through the northern ends of Vermont and New Hampshire, circling through the state of Maine, again along the Atlantic coast inland through Massachusetts, Rhode Island and Connecticut to the starting point at New York city.

Such a road as this would establish the shortest possible main arterial system of national highways which could secure the support of every state in the Union and which would be the most intelligent expenditure of government money possible for highway improvement, providing an object lesson of inestimable worth to the people of every state.

Explains His Plan.

Mr. Joy, in speaking of his plan, said: "It is well within the properties and infinitely of more value to the United States than the Panama canal. It would be a public work of inestimable value in civil life as well as of national necessity in the work of military preparedness. Such a work should be removed utterly and entirely from any politics and should be put in the hands of an army officer to execute exactly as Col. Goethals executed the work of the Panama canal, without hindrance by political pulling and hauling as to the details of the route."

Such a border highway as Mr. Joy has proposed would touch the seacoast only at long intervals and at the principal ports. The idea being that the highway would thus be so far inland as to be immune from attack or capture by invaders or destruction by hostile planes, and would yet be always near enough to the border to enable the utmost facility of communication between all parts of the country and the fighting front should we be forced to repel invasion. The seacoast would be in close communication with this border highway over innumerable roads which would connect it with all main ports, these roads being ordinary state or county roads developed to the highest degree through the stimulus of the proposed governmental construction.

Condition of Coastal Defense.

Our present small continental army of less than 40,000 men, representing a protective force of but a little over 1,000 men for each 100,000 square miles of our territory, and which is actually less than the standing armies of such fifth and sixth-rate powers as Sweden, Serbia, Portugal and Peru, would be admittedly powerless to repel a concerted coastal attack from any first-class military power, but its effectiveness could be increased many times over as its possible mobility was increased.

Mobility for armies under present conditions means good roads—through, connecting, permanent, good roads of the character which have been the salvation of France. Like France, our railroads are not laid out with an eye toward military availability. They are not so laid out as to afford quick and easy access to those points where attack might be made, or even to those points where attack would undoubtedly be made, and such railroads as we have leading to points of strategic importance are inadequate to take care of any extraordinary demand. In case of war, we, like France, would necessarily depend upon our roads for the quick movement of men and supplies, but, unlike her, we have not even the foundations of a military system of protective highways along our coasts and borders.

A. A. A. GAINING MEMBERS.

Score or More Joining D. C. Club Each Week.

Members of the D. C. Club of the A. A. A. are elated at the rapidity with which official Washington is joining the club. Each week is marked by the addition of a score or more of new members.

The past week saw the addition of twenty-one new members, as follows: R. E. Boyd, Edward C. Finney, Jean Paul Miller, J. H. Hanna, Dr. William J. C. Thomas, James Sharp, H. M. Southgate, E. E. Williamson, A. G. Herrman, A. A. Richards, W. Duncan McKim, R. S. R. Hitt, Susan B. Edson, Commander A. L. Willard, U. E. N. Augustus S. Worthington, Frederick Eichelberger, Mrs. Robert R. Hitt, S. C. Hickman, T. W. Robinson, Dr. J. T. Prendergast and Henry Smith.

Two Chandler Sales.

The sale of a seven-passenger Chandler touring car was reported yesterday to M. E. Buckley and a four-passenger roadster of the same make to T. Walter Fowler.



The Traffic Squad Says: WOULD PUT BURDEN ON AUTO DRIVERS

New York Secretary of State Discusses Methods of Reducing Accidents.

SAYS SPEED LAWS DO NOT WORK TO DESIRED END

Declares Limits Tend to Make Motorists Suspend Exercise of Their Judgment.

STOCK SAXON WINS PRIZES. Gets Two Firsts and a Third in Demonstration Contest in San Diego.

Maxwell "25" Deliveries. Among those who purchased Maxwell "25" touring cars during the past week were the following: Dr. B. B. Detweiler, James C. McFadden, J. P. Stiles, R. W. Pugh, Mrs. E. O. Williams, Mrs. Halle B. Emmett and C. Shirley Leachman. A roadster of the same make was also delivered to Robert Gardener.

With Henderson-Rowe Company. Bert Robertson and Joseph L. Carl, for some time past connected with the Combs Motor Company, will join the sales staff of the Henderson-Rowe Auto Company tomorrow and will devote their attention to the sale of Cole and Kissel-Kars.

Driving Paige Cars. Among the latest to join the ranks of Paige owners are Dr. Francis McQuillen and William H. Keith.

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When a motorist comes in from a side street give him room to turn the corner; do not crowd him. When you park behind another car, remember he may wish to leave before you do. Give him room to get out; don't crowd him. When you expect to stop or turn do not keep your intention secret; think of the fellow behind you. Give him a signal that you are turning. Be courteous.

Do not presume too much when you have the right of way. Perhaps the other fellow does not know it. Be courteous.

And above all do not open your cut-out, especially at night. Also observe this rule when in a hospital zone. Be courteous.

"WATCH YOUR STEP." Remember—Safety First—Last—All the Time.

Every one deplors the loss of life and limb as a result of highway accidents and would welcome any practical suggestion by which it is likely to be reduced," writes Francis M. Hugo, secretary of state for New York; "but no good purpose is served by attempting to throw the whole blame on motor car traffic."

"It is true that of the total vehicular accidents, fatal and otherwise, last year nearly 80 per cent were attributable to motor vehicles, and that the proportion is considerably higher than it was in the preceding year. But it is equally true that horse-drawn vehicles were responsible for 20 per cent, and that fact suggests that, just as the evil is not confined to motor vehicles, so the measures to be taken to remedy it must not be considered with reference to them alone."

"It further suggests that since horse-drawn vehicles fall mainly in the category of slow traffic the remedy is

they are to serve the needs of the community and if the roads are not to be congested hopelessly. Otherwise an easy method of abolishing street accidents would be to abolish traffic. One explanation of the increase in the number of accidents caused by motor vehicles is the increase in the number of such vehicles. Whether the ratio by which the mischief wrought by them has increased is or is not greater than that by which their numbers have increased it is impossible to say in the absence of proper statistics. But even if it is greater nothing is thereby proved as to their great intrinsic dangerousness in comparison with horse-drawn vehicles.

"To be worth making, the comparison must be upon equal terms and must take account of the all important factors that the mileage of which motor vehicles are capable in the given time is far larger than which can be accomplished by horse-drawn vehicles—or, in other words, that any single motor vehicle has much greater opportunity of damage than any single horse-drawn vehicle. If the data required were forthcoming it would become possible to make a fair comparison and to say whether or not the danger is increasing in either case."

BARGAIN

1916 NEW EIGHT-CYLINDER OLDSMOBILE

Used one week; driven only two hundred miles; five-passenger; fully equipped, starter and lights; cost \$1,230.

ALSO

1912 Overland Foredoor Touring Car	\$200
Philadelphia Special Touring Car, foredoor	\$300
Two 2-ton White Trucks, each	\$750

Hurley & Earley
1220 Conn. Ave.

MICHELIN TIRES

Always Best on Good or Bad Roads

TRY THE NEW Universal Tread

No Other Tire Like It For All-round Service

The New Michelin Universal Tread is an improvement on rubber non-skids of both the raised-tread and suction-tread types, combining the advantages of these earlier non-skids.

AND IN ADDITION

This tire possesses the long life and resiliency that have always characterized both the world-famous Michelin Racing Type Flat tread, and the Michelin Plain tread.

AUTO SUPPLIES

This Auto Department is a store in itself. You will find just what you want, standard in quality and economically priced.

B. & R. Automobile Grease Better than any you've used heretofore. Try it once and you will want it always.	Mirrors The heaviest plate glass mirrors—the best made. \$2.50 to \$4	Trouble Lamps When you need one you need it badly. The kind we sell will give lasting service and best results.
Corbin Brown Speedometers	Hand Klaxonet A Real Klaxon—Klaxon note—Klaxon quality. Operated on an entirely novel principle. The plunger is short. A slight push gets immediate response and a very loud note. Projector is brass, not steel; bell oval, not round. The Price, \$4 Larger Klaxons, \$7.50 to \$20 U. H. Klaxet, \$6.00	Stromberg Carbureters Recognized as the best. Easy to regulate—give more mileage to gallon of gasoline—furnish best and most efficient mixtures. STROMBERG CARBURETERS.
Windshield Lights They're high-class lights in every respect, and made to give best service. \$5 Up	Luncheon Outfits Convenient, compact and indispensable to the motorist. \$1.25 to \$5.75	Thermos Bottles Pints, \$1.50 up Quarts, \$2.50 up Food Jars Pints, \$3.00; Quarts, \$4.00

BARBER & ROSS

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