

BRITISH ARMY AUTOS
KEEP IN GOOD SHAPE
Great Motor Vehicle Depot Is
Maintained for Special Service.

EQUIPMENT IS HELD
IN ADEQUATE AMOUNTS
Repairs for 500 Different Kinds of
Machines Constantly
Are on Hand.

There recently appeared in the London Times a story, which passed the censor, concerning the motor vehicle depot at Great Britain. One of the most important branches of this massive outfit is the great repair shop and provision which is made for the equipment. It is said that there are repairs for 500 different kinds of vehicles, 156 kinds of solid tires alone and 679 different sizes of ball bearings. According to information, these underground tire stores cover two and a half acres of ground. The location is not given of the places where the cars are assembled. The article continues: "The vehicles themselves are assembled in one of the best-known open spaces in London, and there they are employed in the British army, but they all pass through this depot, and there may be no harm in stating that the turn-over is something like 700 cars a week—400 in and 300 out. The lorries and cars waiting are parked under the designs—English, American and light, the last section comprising cars proper, motor bicycles and motorcycles. At any moment the war office may direct a convoy of fifty vehicles to be sent to the port of embarkation, and these, coming from the depot's tanks, oiled and in perfect running condition, are brought under their own power to the depot, that is all grass a few months ago.

Want of Roads, Difficulty.
"Here the great difficulty was the want of roads, and the hundreds of men employed at the depot will not soon forget their winter experiences, when they were frequently over their knees in water and mud. Yet they never failed on a single day to get away the quota of vehicles required, though these, notwithstanding the presence of caterpillars, had generally to be handled. Now the road board has laid down 12,000 tons of road material and the model roads are generally being laid out and in under their own power. The depot necessarily overruns into the hills and valleys, and the military have been obliged to make provision against dangers arising from excessive driving—not by civilians, but by civilians, who, it seems, are the more rash and daring motorists.

Depot for Spare Parts.
"Even more interesting than the men's depot or the depot for vehicles is the depot for spare parts, which has many branches of its own widely scattered, but the whole together is a wonder of organization. From the moment that the war office intimates to the mechanical transport inspection branch that a certain number of lorries has been ordered, the branch is responsible for the supply of spare parts to keep the cars running. Specifications and drawings are obtained from the makers and all the parts that are likely to be required are stored in the depot. Sparking plugs alone run into the hundreds, and in the depot are stored, a picture of orderliness and cleanliness, any one of them may be found in a moment, so reliable is the system of cataloging. Given the make and number of the chassis, the depot will supply to our armies in any quarter of the world the smallest spare part with accuracy and expedition, and will keep its eye upon it until the end of the war or the end of the machine, whichever occurs first.

"When it is stated that there may actually be twenty different types of motor vehicles, it will be realized how minute must be the provision made by the inspection branch. In fact, the depot has to deal with 500 different types of vehicle altogether, of which number over 200 are older and gradually disappearing types. Take tires as an example. Many Types of Tires.
"The engineering standards committee recommends the use of tires of types of tire as being sufficient for all needs; but this army depot has 156 types of solid tires alone and thirty-two new makes. In the matter of ball bearings the war office subsidy specification limits the different sizes to 15, but the depot has to deal with 679 different sizes. It has sixty-three different types of magnets in service and, therefore, in the depot are stored all the army motor transport branches in the world have copies of concise and handy catalogues of the depot, and in response to the demands which come in it is necessary to deal with about 19,000 items a week.

MOTOR TRUCKS IN DEMAND.
Are Only Means of Transportation by Allies at Verdun.
French army transports are now engaged in moving all troops, food and ammunition used in the defense of Verdun, while the terrific battles are in progress in the Douaumont region, and the deadly combat is being waged with unusual vigor at the present time. Since the German offensive was launched against the Verdun positions over two months ago, it has been impossible for troops to get anywhere near the city. German guns are in a position to drop shells on all of the roads leading into Verdun, and the French forts have been entirely dependent upon motor trucks for transporting soldiers as well as supplying them with food and ammunition.

Some idea of the effect of the German attack is conveyed in the illustration of a bombarded suburb of Verdun. Two White transports of American make are seen passing through a narrow trench, walled on both sides by the ruins of houses which the German fire has reduced. Each truck bears a number and a set of initials, "M." indicating "Transport de Material," and "T. P." meaning "Transport Personnel." The French waste no space in carrying supplies. On the running boards of the two trucks, each machine has a large box containing fifty liters of gasoline each. Suspended behind the rear wheels are galvanized iron drums, each containing fifty gallons. Several hundred of these trucks are in the service of the Verdun Motor Transport Corps, operating in conjunction with troops of Italian manufacture.

PRIZE WINNERS IN ANACOSTIA AUTOMOBILE PARADE.



AUTOMOBILE EXPORTS
FROM U. S. SET RECORD

55,140 Motors, Valued at \$72,900,346, Shipped Abroad in Nine Months.

Automobile exports continue to grow at an almost unbelievable rate, as shown by the latest monthly summary of the Department of Commerce. March shipments this year were very nearly double those of March, 1915—7,418 vehicles against 3,768. In the nine months' period ended with last March, 55,140 motor vehicles, valued at \$72,900,346, were exported as compared with 17,876, valued at \$25,259,218, exported in the corresponding period one year ago, and 20,471, valued at \$18,765,656, two years ago. This is an increase of 157 per cent in value in one year and 258 per cent in two years.

Exports of passenger cars more than tripled both in number and value in the last year, and those of commercial vehicles were more than two and one-half times as great as in the nine months' period a year ago.

PASSENGER CARS.		
Nine months' exports ended March 31.	Number.	Value.
1914	19,924	\$17,904,062
1915	11,963	9,551,731
1916	28,763	29,251,449

COMMERCIAL CARS.		
Number.	Value.	Value.
1914	543	\$861,654
1915	6,212	19,737,487
1916	16,348	47,628,900

Those Buying Most Cars.
The principal countries to which cars were exported in the last nine-month period and the value of shipments in round figures were: United Kingdom, \$22,000,000; Russia, \$12,000,000; France, \$13,200,000; Asia and other Oceanic, \$5,130,000; Australia and New Zealand, \$4,000,000; Canada, \$3,780,000; West Indies and Bermuda, \$2,970,000.

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EXTENDS TO ATLANTIC COAST.
Route of Yellowstone Trail From Chicago Is Announced.

The Yellowstone Trail Association announces its extension from Chicago to the Atlantic coast at Plymouth, Mass. The route is outlined in a report to The Star is as follows: From Chicago to Hammond, Ind.; Hammond to Fort Wayne, Ind.; via Valparaiso, Plymouth, Warsaw, Pierceton and Columbia City; Fort Wayne to Akron, Ohio, via Hicksville, Fremont, Bowling Green, Napoleon and Norwalk; Akron to Kingston, N. Y., via Warren, Ohio, Franklin and Oil City, Pa.; Olean, Hornell, Elmira, Binghamton and Ogdensburg, N. Y.; Kingston to Plymouth, Mass., via Salisbury, Norfolk, Hartford and Putnam, Conn.; Providence, R. I.; Taunton and Middleboro, Mass.

This alignment of towns was selected by the Yellowstone Trail only after long study of the situation and a personal view of the road by agents of the Yellowstone Trail, and the work of marking the new road with the official mark of the Yellowstone Trail will be begun at once.

WOULD ABOLISH TOLL GATES.
Autoists Aim to Free Old York Road of Objectionable Features.

Members of the Philadelphia Motor Speedway Association, co-operating with the Old York Road Free Highway Association, are taking an active part in endeavoring to abolish the toll gates in that section of the Keystone state. The efforts of the members of both associations are bent toward establishing the finest series of highways approaching the two-mile speedway at Warminster, Pa. Last week at the Jenkintown Club, Jenkintown, Pa., there was a special meeting of the Old York Road Free Highway Association, with former State Senator Joseph Heacock presiding. The active members of the association were present, and it was announced that the membership was showing a very substantial increase. The association is making a very hard fight to abolish the toll gates that line the Old York road and deprive many motorists who would otherwise use that roadway of the joys of motoring in that section. It was announced that the subscriptions that are being taken for the "war fund" of the association to be used in bringing about the abolition of the toll gates are coming into the headquarters at a pleasing rate.



TOP—GUDE BROTHERS, WINNERS FIRST PRIZE, \$10, ANACOSTIA DIVISION.
BOTTOM—POTOMAC ELECTRIC POWER COMPANY, WINNER SECOND PRIZE FREE-FOR-ALL DIVISION. JOHN C. McLAUGHLIN DRIVING.

FOR THE MOTORIST.

Military wrist watches have unbreakable crystals or radium dials and are set in light leather bracelets made of snake or lizard skin.
Roomy week-end cases of enameled duck with reinforced leather corners are light and look a bit smarter than the willow cases. The cases have deep trays, sectional or plain, and full shirt-waist pouches in the cover.
A sport bag made of the same material as the sport suit is new and pretty. It is silk lined and is mounted with jade, tortoise shell or silver frames. The lining has enough pouches to hold all the little accessories.
High, white, laced shoes of buckskin with rubber soles and heels are popular for touring use with the light sport suits. The shoes are self-trimmed and laced up the front. They clean well.
Extra wraps of white woombo chin-chilla cloth are light, but warm. The coats are in the regular belted models and may be had in standard colors, but the white ones are the most fashionable.
Khaki toilet rolls are good for summer traveling, for they stand rough handling without looking the worse for wear.
Concrete as Substitute Fence.
Along some of the mountain roads of Switzerland the engineers substituted for fences, the usual guard against vehicles leaving the highway, a row of large blocks of concrete or roughly dressed stone. The same kind of protection against accident was used last year on a road near Lambertville, N. J. In order to keep the vehicle suffering a mishap from sliding down a bank into an adjoining canal heavy blocks of stone about three and one-half feet long have been set vertically three feet apart, measuring between their centers. They were imbedded at least one foot in the earth and afford a much stronger protection against such an accident than the wooden fence ordinarily used on embankments.

Outing suits in silk jersey cloth, with awning stripes, are very popular for touring. They are made with full skirts gathered into shaped girdles and have large military pockets at the right sides. The coat is in the Russian blouse model with a sash girdle. China silk blouses are worn with the suits and crepe de chine ties match the color the stripes in the suits. Hats made of jersey cloth or white country club hats are worn with the suits.
Kollinsky fur is to be very popular this summer and is appearing in smart tan Scotch lined bougie with linen collarettes, which are lined with white satin or brocade. The edges are finished with plain chiffon or net. Satin or velvet ties finish the fronts, so the pretty neckpieces may be loosely fastened if the weather is very warm.
Home-made linen rail bags are rich in pockets. They are made of heavy, tan Scotch linen bougie with linen braid. There are two deep compartments, on the outer side of which are several small pockets. Snap catches are used down each side, so that when the bag needs to be laundered it may be opened out flat.
Cowhide camera luncheon cases are offered this season, fitted in white enameled ware for six persons. Two vacuum bottles, a sandwich box, salad carrier, cake box and butter jar are among the fittings conveniently placed.
Rubberized cloth in navy blue, brown and gray is the material used for a man's short topcoat designed especially for automobile use. The coat is lined with a peculiarly woven shaded satin, which is an ever-wear material, guaranteed to outlive the coat. The coats are double breasted with buttons of the same material, and are light and comfortable.

Hupmobile
Do you know that the Hupmobile is a big, comfortable touring car, for five or seven? Do you know its reputation for quality and value and economy? Have you had a demonstration to prove its performance and its comfort?
Free coupon service with the Hupmobile.

Burger Motor Company
1119 14th St. N.W.
Tel. North 1292
5-Pass. Touring Car.
\$1185

NEW MARYLAND AUTO LAW
WILL GO INTO EFFECT JULY 1

The automobile editor of The Star has received numerous requests of late for information concerning the new Maryland automobile law, which goes into effect in that state July 1. For the benefit of those interested in the new motor vehicle law, the following synopsis is given:
All registration certificates and markers issued prior to July 1, 1916, will be good until December 31, 1916.
Pamphlets showing complete list of all certificates of registrations will be mailed monthly to any one for the sum of \$3 per year, by making application to the commissioner of motor vehicles, Baltimore, Md.
All pneumatic-tired vehicles 50 cents per horsepower or fraction thereof, with a minimum charge of \$5.
All solid-tired vehicles \$3 for one ton and under, carrying capacity; \$6 additional for each additional ton, carrying capacity; \$5 for trailers.
All motor cycles, \$3 per annum.
Dealers in automobiles, \$20 for first two months of the year, and \$10 for each additional set; tags interchangeable among cars owned or used by dealers, but shall not be good on any car engaged in transportation, for hire or livery business.
Dealers in motor cycles, \$8 for each four tags.
Vehicles transporting persons for hire, other than those operating on fixed schedules, \$1 per horsepower or fraction thereof.
The above charges for the entire twelve months of the year. Certificates issued after April 1 and before July 1, charge to be three-fourth prescribed for the entire year; after July 1 and before October 1, one-half, and after October 1, one-quarter.

Charge for Duplicate Certificates.
Duplicate registration certificates to be furnished for 50 cents when the original has been lost.
Duplications of plates or markers to be furnished for \$1 for automobiles and 50 cents for motor cycles when the original has been lost.
Plates transferred from one car to another for \$1, with adjustment of additional payments or refunds on a quarterly basis.
Operators' permits, \$2 for automobiles; \$1 for motor cycles; good until suspended or revoked. Permits heretofore issued are still good.
Duplications of permits may be secured for 50 cents when lost.
Chauffeurs' operators' permits, \$3, to be renewed annually.
Duplications of permits may be secured for 50 cents when lost.

Rules of the Road.
All vehicles upon meeting others shall turn to the right of the center of the road.
All vehicles in rounding curves shall keep as far to the right as possible.
Any vehicle overtaking another going in the same direction shall pass to the left of the vehicle so overtaken, provided the way ahead is clear of approaching traffic.
No vehicle shall pass another from the rear at the top of a hill or on a curve where the view is in anywise obstructed.
Two or more white lights on front of automobiles to be visible 200 feet ahead and one red light on the rear to be displayed from half an hour after sunset to half an hour before sunrise, rear light so arranged to illuminate the rear registration marker.
Motor cycles to display one white light on the front and one red light on the rear.
No electric bulb or other device capable of throwing a beam of light to be used, no matter how shaded, covered or obscured.
All motor vehicles of every kind, including motor cycles, shall be equipped with a muffler or silencer, which shall not be cut out within the limits of cities, towns and villages.

The Speed Limits.
Speed limits of twelve miles per hour in thickly settled or business parts of cities, towns or villages; eighteen miles per hour in outlying or thinly settled parts of cities, towns or villages; twenty-five miles per hour in open country. Between twenty-five and thirty-five miles per hour (maximum speed) in the open country, the burden of proof is upon the operator to prove that such speed was not greater than is reasonable and proper.
In case of accident or collision, the operator of motor vehicles or motor cycles must immediately stop, and upon demand give his name, residence, license, and number of his or her license to operate, and render such assistance as may be reasonable and necessary within his or her power.
If such accident results in a fatality or serious injury to any person, the operator of the motor vehicle or motor cycle shall, within twenty-four hours, report the details of the same to the commissioner of motor vehicles.
No person shall operate a motor vehicle or motor cycle on the public highways of this state when intoxicated, or at all under the influence of liquor or drug.
No person without the authority of the owner or person in charge thereof shall climb upon or into any automobile, bus, street car or other motor vehicle, nor sound any horn or signaling device nor attempt to manipulate any of the levers, brakes or machinery.
No person shall knowingly throw or place upon any highway, any tacks, nails, wire, glass or other substance injurious to the feet of persons or animals or to the tires or wheels of vehicles, including motor vehicles.
No chauffeur or other person shall drive or operate any motor vehicle in the absence of the owner without his or her consent.
No chauffeur or other person shall receive, nor shall any agent, dealer or manufacturer give or offer any such chauffeur or other person, directly or indirectly, any bonus or discount on material sold.

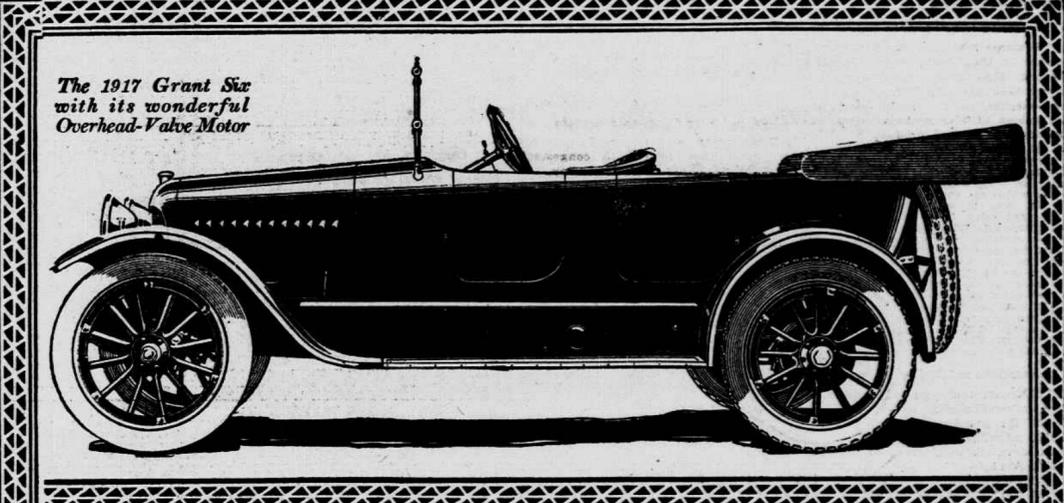
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PROPOSED AUTO MERGER
FAILS FOR WANT OF CASH

TOLEDO, Ohio, June 17.—The \$200,000,000 proposed merger of the automobile industries of the country was abandoned because of the lack of cash, according to a statement of John N. Willys, president of the Willys-Owens-Land Company. He said: "As the proposition was first put to me, I understood that it was to receive payment on a cash basis for the holdings which I would turn over. There would have been no objection to such procedure. "When I discovered that the cash was not forthcoming and that it was the intention to carry through the proposition on a different basis, I decided to withdraw. "Mr. Willys asserted that fear of violation of the Sherman anti-trust act had nothing to do with the abandonment of the combine.



"The Social Necessity"
Will you use just a conveyance or a luxurious equipage when attending your social affairs?
There is a marked difference. Where discriminating people gather—there you will find the Baker Rauch & Lang Electric—"The Social Necessity."
It is the safe car—the car which women and children can drive with ease and confidence.
A demonstration awaits you
BARTRAM Electric Garage Baker Electric
1204 N. H. Av. N.W. Tel. West 458.



Announcing the
1917 GRANT SIX 1917

TAKE the time to make comparisons and we believe you will agree that the 1917 Grant Six, improved and up to the minute, clearly exhibits values unheard of in a car priced below a thousand dollars.
Comparison is the acid test. Comparison reveals values. We do not and have not urged buyers to buy the Grant Six because of hidden values. The values in the Grant Six are obvious values.
The 1917 Grant Six needs no adjectives to make enthusiastic buyers. The car itself is a beauty. Its mechanism is thoroughly tried out and developed. There is nothing about it that savors of conjecture, speculation or experiment.
Come and see the 1917 Grant now. Come, make your own comparisons.
With some purchasers it is the full floating rear axle with equalized 12-inch brakes that determines the sale.
With others it is the Overhead-Valve motor, the Wagner Two-Unit Starting and Lighting System, the Stromberg Carburetor, or perhaps the Stewart Vacuum gasoline feed with 12 gallon tank in the rear.
Many speak of the beauty of the Grant Six body—the finish, the upholstery, the comfort, the width of the seats and depth of the cushions, the ample leg room in both front and rear compartments. Others exclaim at the easy riding qualities, due to the long cantilever springs in the rear and semi-elliptic front springs.
Again it is such details as the big, drop-forged front axle with large, strong steering connections, the 18-inch steering wheel, the aluminum covered running boards, the neat fit of the curtains and top cover, the simplicity and neatness of the instrument board, that command attention. Comparison brings out the value of even these little points.
But, generally speaking, it is the strength and beauty of the entire job, the ample seating capacity and the wonderful flexibility of the exclusive design Grant Six Overhead-Valve motor that makes the sale.
This motor has won for the Grant Six the reputation of being an extraordinary hill climber. It takes almost any grade on high gear—because of light weight and great power. Throttles down to two miles an hour and speeds up to fifty.
Owners of 1916 Grant Sixes report an average of 20 miles to the gallon of gasoline—some say 28 miles and 900 miles to the gallon of oil. The 1917 Grant Six does just as well.
Here again comparison proves Grant Six value. We do not know of any car that offers more in style, more in economy, more in real, tangible value.
See the 1917 Grant Six, ride in it—measure up its roomy body—test the flexibility of its wonderful motor. Prove its easy riding qualities and convince yourself by careful comparison that it offers you just what you want in a six-cylinder car—and more of it for the money than you can get in any other car.
Get a 1917 model now.
Five-Passenger Touring Car, \$825. Three-Passenger Roadster, \$825. Three-Passenger Cabriolet, \$1050. F. O. B. Factory
EDELLEN BROS. MOTOR CO.
1612 14th St. N.W. W. J. McLean, Manager Tel. North 208
GRANT MOTOR CAR CORPORATION, FINDLAY, OHIO