GIVE LAST CHANCE TO JOIN "BOOSTERS"

Managers of Leonardtown Run Will Close Entry List Tomorrow Morning.

TO MAKE TRIP TUESDAY

BY HOWARD S. FISK.

The last call for participants in the annual automobile tour of the Retail Merchants' Association will be sounded tomorrow morning at 10 o'clock and after that hour final arrangements will be made for the run to Leonardtown, Md., Tuesday morning. Many entries have already been received for the boosters' trip and many more are expected tomorrow morning.

Citizens of Washington generally interested in the development of trade in the National Capital are afforded an opportunity to participate in this annual automobile trade-boosting event, which starts from The Star building, 11th street and Pennsylvania avenue northwest, at 8 o'clock Tuesday morning.

Announcement was made yesterday afternoon at the office of the Retail Merchants' Association that those desiring to take part must make reservations not later than 10 o'clock tomorrow morning at the office of the association. The cost per person is $5, which will include all of the expenses incidental to the trip.

To Make an Early Start.

The cars will be lined up at The Star building and at the appointed hour the pilot car will give the signal and the caravan of motor cars will proceed out Pennsylvania avenue through the southeast section of the city in the direction of southern Maryland. The first stop will be made at Clinton, Md., where the "boosters" are scheduled to arrive at 8:45 o'clock. From there the run will be continued to the town of T. B., the arriving time being 9:30 o'clock. A side trip will be made off the state road to the village of Brandywine, arriving there at 10 o'clock.

Returning from Brandywine to T. B., the state road will be followed to Waldorf, where a left turn will be made and the gravel highway followed in the direction of Leonardtown. Waldorf will be reached at 11 o'clock, and Bryantown, a short distance beyond, at noon. The noon stop will be at Hughesville, where the delegation is due to arrive at 12:45 and remain until 2:30 o'clock. Luncheon will be served and music rendered by the band during the stay. From Hughesville the run will be made through Charlotte Hall, arriving there at 2:45 o'clock; Mechanicsville, 3:20 o'clock. The procession will then shove on to Morganza, arriving at this village at 4:15, and after a brief stop will head for Leonardtown, where the tourists will arrive at 5 o'clock. Dinner will be served here at 7 o'clock and will be followed by a band concert in the plaza in front of the hotel. The trip will be over good roads the entire distance, which will be less than 120 miles for the day's outing.

President R. P. Andrews left yesterday for a trial run over the route selected to Leonardtown. As chairman of the booster committee, Mr. Andrews has already made arrangements for the boosters' luncheon at Hughesville and for the dinner at St. Mary's Hotel at Leonardtown Tuesday evening.

List to Close at 10 O'Clock.

The boosters' reservation list will close at 10 o'clock tomorrow morning in order that President Andrews may telephone the number to Hughesville and Leonardtown in order that adequate preparations may be made for the dining of the party.

With the increased use of automobiles by residents of this section of Maryland, the twice-a-day service of the bus line from Leonardtown to Washington, and the unusually prosperous condition of the farmers in that territory, the present is felt to be a most opportune time for Washington to pay a fraternal visit to that territory and call attention in a direct manner to the admirable advantages of making Washington their constant shopping point as well as recreation center.

The boosters will carry their own band, and the stops to be made throughout the day will be marked by big demonstrations in the interest of the National Capital.

Each automobile will be decorated with signs promoting the business of the many interests that are represented in the trip and at each point advertising matter covering the many lines represented will be distributed freely.

"Big Time" at Leonardtown.

The big stop of the day will be made at Leonardtown and it is expected that Leonardtown will be the scene of the proverbial "big time" Tuesday night. The "boosters" will return home the same evening.

The itinerary of the trip will be as follows:

Towns.	Miles.
Washington, D. C.	0.0
Anacostia	3.4
Good Hope	4.8
Silver Hill	6.9
Camp Springs	10.4
Clinton P. O.	12.9
T. B.	18.0
Brandywine	19.6
T. B.	21.2
Waldorf	27.2
Bryantown	33.9
Hughesville	37.6
Charlotte Hall	41.4
Mechanicsville	44.8
Helen	49.8
Morganza	54.3
Loveville	56.9
Leonardtown	58.9

The following is the committee: R. P. Andrews, chairman; F. V. Killian, Joseph Berberich, Claude E. Miller, H. C. C. Stiles, John C. Detweiler, M. A. Bayles, R. H. Harper, Charles W. Semmes, S. H. Horner, J. A. Hamilton, E. C. Graham, George S. DeNeale, Joseph Strasburger, Charles F. Crane, S. Fred Hahn, A. Lisner, P. T. Hall, D. S. White, Henry Lansburgh and L. M. Thayer.

NOTES OF THE AUTO WORLD.

James T. Trew, formerly with the Trew Motor Company, has joined the sales staff of the Warrington Motor Company and is now engaged in selling Chandler cars.

Harry L. Clendenning, formerly with the American Auto Top and Trimming Company, has been appointed territory representative for the F. S. Bowser Company. His territory will include Maryland, Virginia and West Virginia.

Mr. and Mrs. C. W. Semmes are on a motor trip to Philadelphia, Atlantic City, New York and West Point.

R. C. McDowell of Miller Brothers, who is attending the Richmond, Va., state fair in the interest of the firm, will return to this city after a brief trip through the territory controlled by the local firm. He will then proceed to the Frederick fair.

TWO PRINCIPAL ITEMS DISCUSSED BY AUTOISTS

Right of Way and Glaring Headlights Prominent Factors in Uniform Traffic Problem.

Right of way and glaring headlights are the two things which stand out ahead of everything else in the uniform traffic problem, according to Chairman O. I. Yellott of the A. A. A. legislative board, which has taken up this subject in a determined effort to bring about a country-wide understanding.

Evidence that all of the states are interested in this plan of the organized motorists is apparent in the letters being received by Chairman Yellott.

Views of State Officials.

Secretary of State I. M. Howell of the state of Washington says:

"The American Automobile Association is certainly on the right track now, and if you will compile something that can be made uniform throughout the United States I know of no reason why it could not be passed in each one of the several states. Send us something and we will try and put it in the motor vehicle code at the next session of the Washington state legislature."

State Highway Commissioner P. J. Deering of Maine asserts that the Pine Tree state, particularly because of its large number of summer road visitors, wants uniform regulations such as he expects will be proposed by the A. A. A. board. Incidentally, Mr. Deering is president of the Maine Automobile Association.

Sees Need of Uniformity.

President C. H. Ellis of the Louisiana Motor League admits that way down in New Orleans there is need of uniformity in the handling of traffic, while from many other sections of country the communications make clear that the time has arrived for comprehensive attention.

To the recent meeting of the A. A. A. executive board came an invited committee from the Society of Automobile Engineers, which has been at work for some time on the subject of glaring headlights. While the engineers have not come to a finality upon all the details, their spokesman supplied information which would seem to assure a complete answer in the comparatively near future.

In the matter of right of way, the consensus of the meeting was in favor of a plan which would provide that a vehicle give way on the right or on the left to an approaching vehicle, eliminating any north-south versus east-west regulation or giving through traffic on the main arteries the advantage. In New Jersey and Maryland the state law now includes a right of way to vehicles approaching on the left, while in many states north-south traffic has precedence.

Chairman Yellott says he is hopeful that he may be able to submit a report which will be available for the annual legislative period in a large number of states.

SEES A LARGE SAVING IN PREPARED TRACKS

Whole Roadways Now Must Be Repaired, Says Francis M. Hugo.

"There is an interesting parallel in regard to road construction in this country in the history of railways," says Francis M. Hugo, secretary of state of New York. "When at first locomotives and coaches were small, light iron rails lasted for quite a time, being considered sufficiently strong. But when the demands of traffic necessitated the use of heavier rolling stock and locomotives steel rails began to be used, until they have now entirely superseded the old iron rails of some fifty years ago. Gradually also steel rails have become heavier and heavier in sections, until at present in some of the best railway systems sections weighing over 100 pounds to the yard are used, and it is admitted that these are none too heavy for the fast and heavy traffic which they have to bear.

"Pursuing this parallel, it may be asked whether, in consequence of the changed character of road traffic, more and more mechanical and greater in volume, there should not be a radical revision of the system so that at least on main roads the most permanent form of surface be adopted. Certainly something stronger and more durable than ordinary road metal is needed to bear the extra strain.

Space Most Worn.

"Many people are familiar with the limited use of plateways, which are still to be found over certain bridges and in other places where heavy material is to be moved on tracks and where rails with flanged wheels are not convenient. But the public is not so well aware of the fact that on an eighteen-foot road—the average width of the main roads—only a small part of this width is actually used by most of the vehicles which pass over it. In the case of horsedrawn vehicles with narrow iron tires perhaps as little as two feet have to bear the strain of the load, although in the case of motor cars the wear of the pneumatic tires is wider.

"The surprising fact is, therefore, developed that a very small percentage of the width of the road is used at one time by a vehicle. Yet when the road has to be repaired or renewed the whole width has to be dealt with, for mere patching in most cases cannot be regarded as the most practical method of maintenance. Consequently, one is driven to the conclusion that prepared tracks would save an immense amount of repair and wear. These tracks could be made of special material, continuous and smooth in character and sufficiently wide. They would bear nearly all the traffic and would lengthen the life of the road ten times its present period. Looking to the future, when the roads will have to bear heavier and more continuous traffic, the substitution of some kind of plate for trackways is bound to come, because the present expensive method of preparing great widths of roads, of which a small portion only is used, will soon become too costly a burden to be borne.

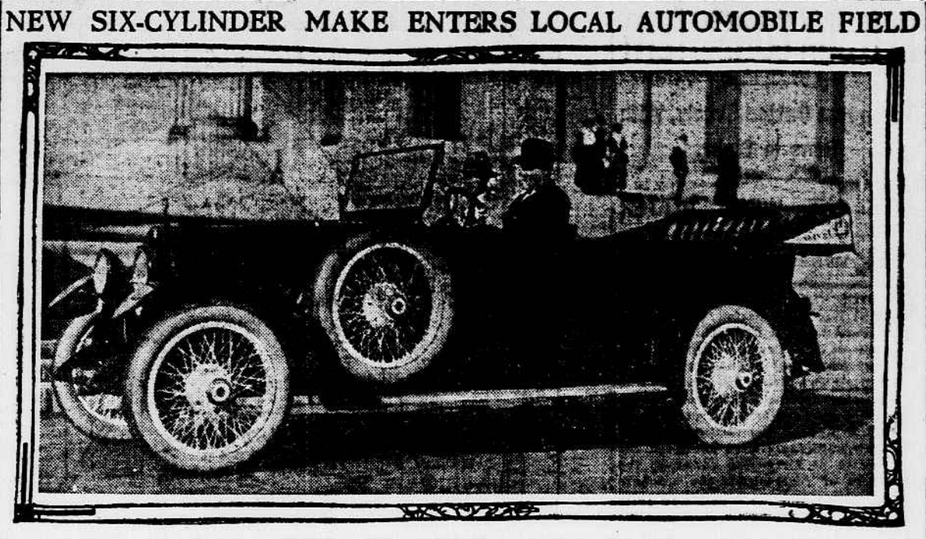
SIGNS FOR MOJAVE DESERT.

Will Point Way to Water Holes to Travelers.

LOS ANGELES, Cal., October 14.—After fourteen years of effort on the part of good roads enthusiasts, the government finally has appropriated $10,000 for the erection of sign posts to water holes in the Mojave desert.

In recent years the desert trail has been traversed from the east with comparative ease by auto drivers, but the need of guides to the water holes has ever been present since the first prospector perished of thirst, until the present, when touring cars need water for their engines. Not only is the plan to mark the highways adequately, but to designate clearly the water supplies and keep them free from pollution.

NEW SIX-CYLINDER MAKE ENTERS LOCAL AUTOMOBILE FIELD



A. J. Woodruff at the wheel of a McFarlan 6-90 touring car, accompanied by Harry L. Cather. Some of the features of the latest arrival include a longer wheel base than last season, cradle spring suspension, improved motor and graceful body lines.

PARK VIEW RESIDENTS PLAN AUTOMOBILE PARADE

Route Monday Night to Be Through Washington Streets, Returning to Suburb.

The residents of Park View section are preparing for a monster automobile parade tomorrow evening. It will be formed at 6 o'clock and after being reviewed by the judges will proceed about the city. The start is to be made promptly at 6:30 o'clock, being divided into seven sections, as follows: Mounted police, committee section bandwagon, merchants' section, Petworth section, police and fire department section and private car section.

The bandwagon and committee section will form on Georgia avenue at Morton street, facing south; the merchants' section on Georgia avenue at Park road, facing south; police and fire department section, on Park road at Georgia avenue, facing east; Petworth section, on Georgia avenue at Otis place, facing south, and the private car section, on Park road at Georgia avenue, facing west.

The line of march will be along Georgia avenue to Columbia road, to the filtration lake, to 1st street, to Rhode Island avenue, to 6th street, to Pennsylvania avenue, to 15th street, south of the Treasury Department, to Pennsylvania avenue, to 18th street, to K street, to 16th street, to Irving street, to 13th street, to Park road, to New Hampshire avenue, to Rock Creek Church road, to Warder street, ending at the Park View School. Private cars will then park on the east side of Warder street, with the rear wheels to the curb. The other sections will proceed along Warder street and disband.

The committee urges that cars be decorated, the colors green and white predominating. Local merchants will be allowed to advertise their business, in a limited way. A running distance of fifteen feet will be maintained between cars. Prizes have been donated and will be presented for the best decorated touring car, roadster, merchants' car, car driven by a woman and Ford car.

Dr. Arthur B. Crane, 501 Park road, is chairman of the parade committee. The judges are Howard S. Fisk, chairman; Lew M. Thayer and Ringgold Hart.

SETS NEW IOWA RECORD IN PACKARD TWIN SIX

W. J. Barndollar Crosses the State in Eight Hours and Thirty-Nine Minutes, Elapsed Time.

W. J. Barndollar of Des Moines, Ia., has just established a new road record across that state between Council Bluffs and Davenport, which record has changed hands from time to time for several years past. Barndollar drove a Packard twin six seven-passenger touring car, with top and windshield up, carrying five passengers, without any preparation, without anything "special" about the car, across the state, a distance of 346 miles, in eight hours and thirty-nine minutes total elapsed time. The average speed was 40 miles an hour. At times the speedometer registered seventy-four miles an hour.

More than 600 motor cars and horsedrawn vehicles were passed in making the trip. In every city, town or village the car slowed down to meet the legal speed limit. Eighteen minutes were consumed in one stop for gasoline.

The fastest train on the Rock Island railroad crosses the state by a more direct route in eight hours and fifteen minutes, twenty-four minutes less than Barndollar's time.

MORE SKILL REQUIRED IN ROAD MAKING NOW

Autos and Motor Trucks Bring New Problems, Chamber of Commercial Official Declares.

Road building is developing a new science that calls for the highest engineering skill, says Roy D. Chapin, chairman of the good roads committee of the National Automobile Chamber of Commerce. The advent of the automobile and motor truck has brought new problems that must be studied and solved.

In Massachusetts 82½ per cent of all traffic on the state highway system last year was motor driven. In New York city automobiles, motor trucks and motor buses constitute nearly seven-tenths of all wheeled traffic, exclusive of street cars and motor cycles. Similar conditions will soon prevail in all parts of the country.

Rapidly changing traffic conditions demand the services of technically trained men, who are not only qualified civil engineers, but who have made a study of road economics and the wearing qualities and cost of construction and maintenance of different kinds of pavements, because the proper administration of road affairs is more essential than the highest degree of engineering skill.

Too often faulty road conditions are due to too small appropriations in the endeavor to make a cheap surface endure under heavy traffic. Where traffic of any consequence exists, the cheapest road to build is usually the most expensive in the end. Efficient highway engineers will save taxpayers millions of dollars in years to come by the selection of proper materials and high-class construction work.

Some of the states and cities require candidates for appointment to the highway departments to pass a civil service examination, thus removing the offices from political influence. This is greatly to be desired. Men who have shown good administrative ability should be continued in office. In the communities where this policy has been followed there is general satisfaction with road and street conditions.

ROAD Bulletin

New concrete road from state road at corporation limits has been completed to the center of the town of Upper Marlboro, Md., and is now open to traffic. Road from center of town in direction of Hills Bridge still under construction, but no detour necessary. Grading completed, but concrete not laid yet.

Covered bridge near Elkton, Md., on state road in unsafe condition. Men stationed on each end of bridge, warning motorists. Long detour necessary. Motorists going over bridge do so at own risk.

Bridge down on Belair road. Harford road now being used temporarily by motorists going north from Baltimore.

Baltimore - Washington boulevard now in excellent condition. Oiling completed between the two cities.

AGREE ON A STANDARD OF AUTOMOBILE TERMS

Engineers Hope System Will Avoid Confusion and Do Away With Many Delays.

NEW YORK, October 14.—Standard automobile nomenclature has been announced by the Society of Automobile Engineers. A committee of the organization developed this list of uniform names for motor car parts after meetings with engineering and service representatives of some of the leading American manufacturers, and the resulting standardization of names and terminology is expected to eliminate many delays common in parts replacement and to make for clearness and brevity generally. The society asserts that a lack of a common and accurately understood automobile language has been a barrier in international business.

Nineteen divisions of the automobile, from cylinders to bodies and accessories, are set forth, these classes being divided into nearly seventy specific groups, with the groups subdivided so extensively that between 600 and 700 separate parts are named.

The bodies of cars are standardized into sixteen types, the list describing the differences which distinguish roadsters, coupes, touring cars, sedans, limousines, landaulets and other varieties. The society expects the national automobile chamber of commerce and manufacturers generally to adopt the complete nomenclature.

MONTANA MAN MAKES RECORD.

Runs From Butte to Missoula in 3.33.30.

Herbert Riley of Butte, Mont., has established a road record between Butte and Missoula, covering the distance in three hours thirty-three minutes and thirty seconds. The car used was an eight-cylinder Cadillac and the drive is considered one of the most thrilling dashes ever made over the mountains in that section of the country. The previous record was made in the transcontinental relay, which carried an army message from Plymouth, Mass., to Seattle, Wash., and Riley's time beat it by nine and one-half minutes.

The run was not made without exciting incidents. A tire was punctured while the car was traveling fifty-five miles an hour, throwing it broadside into a culvert. No serious damage was done and the men were unhurt. The car dropped into a pitch-hole in the road, breaking the radiator hose connection, which Riley's companion repaired temporarily as the car was making forty miles an hour. Riley made the last eight miles at slow speed, owing to a flat tire.

Cadillac Sets a New Record.

From Chattanooga, Tenn., to Macon, Ga., and return, a distance of 441 miles, in thirteen hours and fifty-two minutes, is the latest of a long string of automobile road records hung up this season by the eight-cylinder Cadillac.

This is said to beat the best previous record by four hours and eight minutes, and in doing so incidentally beat the Dixie Flyer, the fast express between the two cities, by six minutes.

The car was a standard type, driven by Ernest Holmes, carrying five passengers.

TRACTORS HURT ROADS, CAUSING COMPLAINTS

Means Are Suggested Whereby Situation May Be Met—Larger Fines One Proposal.

The injury done to improved roads by traction engines is now the subject of complaint by highway officials everywhere. Not long ago the highway commissioner of Pennsylvania took vigorous action against two owners of such tractors, and a little later the California highway commission fined a man $15 for injuring a state road in this way. On the other hand, tractors and self-propelled thrashers are valuable aids to agriculture, and their use is being encouraged by all authorities on farming. It is evident that they cannot be kept off the highways without detriment to the class of people for whose benefit highways are primarily built, according to most economists. Consequently there are two things that must be done to meet this situation.

The first is to see that the tractors are provided with cleats or other suitable attachments for the wheels, so that when they roll over improved roads there are no ribs, bolt heads or other projections to injure the surface. Such attachments are now furnished with most tractors, and their use is explained in the book of instruction furnished with each machine. Manufacturers of tractors recently assured the highway commissioner of Pennsylvania that there is no reason for a tractor to injure an improved road if the accessories to prevent injury are used.

The second thing to be done is to pass and enforce a law directing highway authorities to fine owners of traction engines which have injured improved highways. A fine of $5 is not enough to prevent such needless destruction of public property, according to California experience, and $15 fines are now being tried there. In New York the legal limits of the fine are $10 and $100.

The English have a different plan. If the owner of a traction engine desires to run over the highways of a district he must first buy a permit to do so, the cost of the permit depending on the character of his machine and the extent of his proposed use of the district's roads. Both methods of meeting the situation recognize that such vehicles have a legitimate right to the roads and that anybody who makes any extraordinary use of a road to its injury should pay for the privilege.

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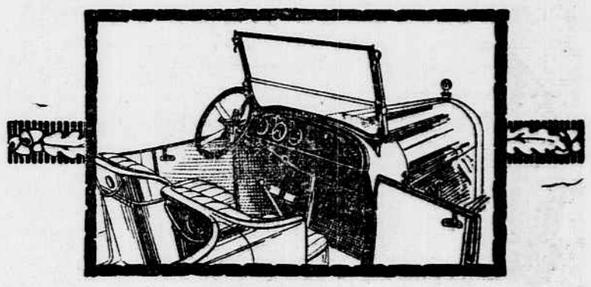

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