

Do You Drive a White Elephant?



If you own a car you cannot drive all winter, you assuredly have a white elephant on your hands.

Not only does such a car fail to give you the service to which you are entitled, but it eats up your income in interest charges, depreciation, insurance, and storage as well.

Fortunately, you no longer have to keep such an expensive boarder. Modern science has produced a motor car which will serve you unflinchingly, unflaggingly, all winter long. This car is the light-weight, eight-cylinder, Model 44, Oldsmobile.

The eight-cylinder motor, coupled with light weight, carries you resistlessly through deepest mud or snowdrift; the reason—a power impulse to every five inches of car travel, and a weight less than 2,800 pounds. Gear shifting is rarely necessary.

The pressure of your foot on the starter button starts the car, unflinchingly, invariably, in the coldest weather.

Integrally cast intake and exhaust manifolds warm the fuel, so that the motor purrs as sweetly in zero temperature as in hot July.

A new demonstration in cold weather performance awaits your inspection of this car—a demonstration well worth your while.

May we ask that you investigate? Call or write

POLLOCK CAR CORPORATION
1016-18 CONN. AVE. N.W.
Telephone Main 7837



LIGHT EIGHT \$1,195
F. O. B. LANSING

WINTER GLOVES

Complete Stock of Winter Gloves in All Sizes

GLOBE TIRES

Guaranteed 7,500 Miles—FORD SIZES

Compare Globe Prices With Other Makes

Ford Non-Skid Globe Tires \$19.52 Other Makes \$15.00, \$14.75, \$13.40

These Sizes Guaranteed 6,000 Miles

Size	Globe Tires	Other Standard Makes
30x3	\$15.43	\$12.05—\$12.50—\$10.40
31x4	\$26.42	\$23.95—\$22.85—\$20.75
32x4	\$26.87	\$24.35—\$23.20—\$21.10
33x4	\$28.04	\$25.65—\$24.20—\$22.00
34x4	\$28.58	\$26.20—\$24.65—\$22.40
36x4	\$30.02	\$27.90—\$26.05—\$23.70
36x4 1/2	\$41.27	\$36.95—\$34.75—\$31.60
37x5	\$50.36	\$46.00—\$41.05—\$37.35

FACTORY REPRESENTATIVES
Rudolph & West Company
1332 New York Ave. N.W., Washington, D. C.

THE Westcott SIX



Eloquent of Excellence

TEN minutes of critical inspection will prove that this car is mechanically and artistically the finest six ever produced in the light-weight class.

Five minutes at the wheel will satisfy you that the Westcott Six is supreme in performance and comfort.

Even on your demonstration ride you will be impressed by the admiration of the people on the street as you sweep past. You will get a foretaste of the pride of Westcott ownership.

One chassis; six bodies; \$1590 upward. 125-inch wheel base; chrome vanadium springs; torque arm; Timken Bearings and Axles; Delco Equipment throughout; adjustable foot pedals and steering wheel; and a body second to none in completeness of appointment and refinement of luxury.

Come and see it or phone for your demonstration.

E. J. QUINN MOTOR CO.

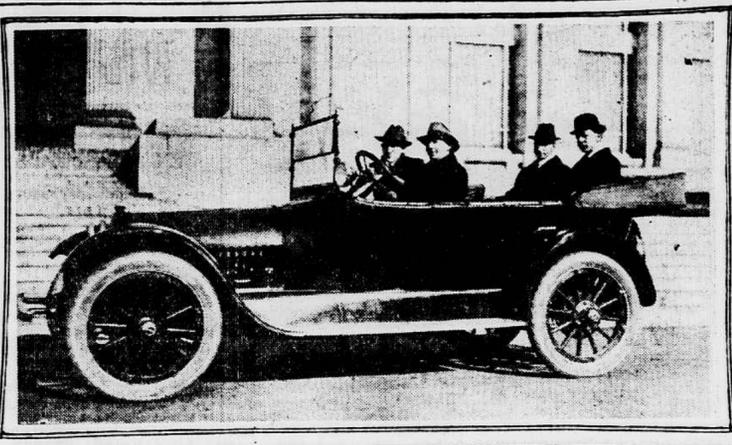
1113 14th St. N.W., Washington, D. C.

Telephone North 962.

Open Evenings and Sunday Until 1 O'Clock.



SURVEY COMMITTEE, RETAIL MERCHANTS' ASSOCIATION, INSPECTS ROADS



TO SUBMIT REPORT ON CONDITION OF "COUNTY ROADS" WITHIN DISTRICT OF COLUMBIA. STANLEY H. HORNER, CHAIRMAN (AT WHEEL); MONTE W. SOHN, JOHN A. HAMILTON AND HOWARD S. FISK.

END ROAD SURVEY OUT OF DISTRICT

Members of Committee From Merchants' Association Cover Many Routes.

MAKE TOUR IN MARYLAND

BY HOWARD S. FISK.

The committee appointed by the Retail Merchants' Association to inspect the various roads and highways connecting the National Capital with the roads of Maryland and report on their condition has completed its work. At a meeting held a few days ago a subcommittee was appointed to make a survey of the county roads of the District and submit its report to the special committee at a later date.

The subcommittee is composed of Stanley H. Horner, chairman; John A. Hamilton, M. W. Sohn, Howard S. Fisk and S. S. Grogan. The special committee appointed by President R. P. Andrews, following the recent "boosters' trip" into lower Maryland, consists of Joseph M. Stoddard, chairman; Charles J. Calkins, secretary; Charles W. Semmes, S. H. Horner, M. A. Bayles, R. H. Harper, William Jose, John M. Dugan, John A. Hamilton, S. S. Grogan, M. W. Sohn and Howard S. Fisk.

Condition of the Walker Road.

Despite the cold snap which struck the National Capital last Wednesday, the survey committee motored over the various roads leading out of the District and connecting up with the Maryland system of highways and noted the condition of the roads. The first one visited was the Walker road, which extends from Good Hope, D. C., to the District, where it connects with a splendid macadamized roadway on the Maryland side. The road in the District is of the gravel type, is considerably worn, with numerous holes and ruts. The distance from the village of Good Hope measured exactly seventy-four miles. After leaving Good Hope the road bears to the left at Hamilton road and is known as the Walker road.

This road is the main feeder for farmers and motorists into Maryland, providing a gateway for the following towns on the main highway into southern Maryland: Silver Hill, Camp Springs, Clinton, T. R. Brandywine, La Plata, Bryantown, Hughesville, Charlotte Hall, Mechanicsville, Helen, Lovettsville and Leonardtown. A fine system of roads extends through each of these towns, with a number of smaller ones beyond Leonardtown, as far south as Point Lookout and Piney Point.

Bowen Road Followed.

Retracing the route as far as Good Hope the Bowen road was followed and measurements taken of the Pennsylvania avenue road and the Marlboro roads. The macadam road from the District extends southeast from Pennsylvania avenue to a point five-tenths of a mile from the junction of Pennsylvania avenue with the Bowen road. From this point to where it connects with the macadam road on the Maryland side, via Alabama avenue and Bowen road, the distance is 1.7 miles. This road is also of the gravel type and in good condition, especially that portion between the terminus of the macadam on Pennsylvania avenue southeast to Alabama avenue.

This road later becomes the Marlboro road and is another feeder into a popular section of Maryland. A fine strip of macadam and concrete road on the Maryland side extends to Oakland, Forestville, Centerville, Upper Marlboro, connecting with the main gravel state road at Lothian. At Lothian the road to the right goes as far south as Solomon's Island, passing through a large number of hamlets en route. The road to the left from Lothian extends to Annapolis. About seven miles of this road, between Hills Bridge, just beyond Upper Marlboro, and Lothian, are under construction at the present time and when this stretch is completed it will be the shortest route over good roads to Annapolis. Even at this time it receives the largest share of patronage between the National Capital and the capital of the state of Maryland.

Bad Stretch Encountered.

At the point where the road from Benning connects with the Maryland state road going to Upper Marlboro, or in other words the junction of the Bowen and Benning roads, the survey committee returned to the city, making the descent over probably the worst stretch of roadway in that section of the District. The long grade from Central avenue southeast to the junction of the Bowen and Benning roads was in treacherous condition, very rutty, and full of holes, with deep gullies on the sides. This road is of the gravel type and is probably in worse need of repair than any of the other roads. In the winter time it is almost impossible for either horse-drawn or motor vehicles to negotiate the grade, while in dry weather it is very rough going. The length of this stretch of road is 1.2 miles.

At the junction of the Benning road with Central avenue there had been spread for a distance of several hundred yards crushed material for the foundation of a macadam road. From the junction of these two roads the trip was made eastward over Central avenue as far as Capitol Heights. This road was found in very bad shape also, being rutty and amply supplied with mudholes. The road at the Maryland line is an ideal one, being of concrete construction. The distance from Central avenue and Benning road to the District line measured 1.1 miles. This road provides a gateway to the farms and residents to the east of the National Capital and is another one of the important thoroughfares connect-

Work on Benning Road.

Returning over the District road, the committee found a force of men at work on the Benning road from Central avenue westward for a distance of three-tenths of a mile to the present terminus of the asphalt roadway leading out from Benning. Passing through Benning, the trip was made northeast into the National Capital, turning to the right at 13th and H streets northeast over what is known as the Washington terminus of the Baltimore-Washington boulevard. The road from 13th and H streets in the direction of the District line is asphalted for three-tenths of a mile. The space between the tracks is in bad shape and if improved would provide a smooth roadway for all class of vehicles, especially in view of the fact that there are no trolley poles until a point 1.1 miles from 13th and H streets is reached.

Cause of Serious Accidents.

At the point referred to the trolley poles are located in the center of the highway and have already been the cause of numerous serious accidents to motoring parties. With the removal of the poles the remainder of the distance to the District line and the further improvement of the space between the car tracks, there would be provided a good, broad roadway, worthy of the name boulevard. Where the macadam road from the city terminates and connects with the Maryland road, 2.5 miles being measured between 13th and H streets and the District line, the roadway was found to be in excellent condition. The improvement to the space between the car tracks the entire distance from the city to the Maryland line and the removal of all trolley poles from the center of the road, in the opinion of the committee, are essential in order to make the new boulevard a credit to the National Capital.

A similar visit was paid to the old 7th street road or Georgia avenue extended, to the District line, and also Wisconsin avenue from Massachusetts avenue extended, through Tenleytown to the District line. The two crossings for pedestrians in Tenleytown, if removed, would provide a smoother roadway for all vehicles, especially the motor driven apparatus of the D. C. fire department, located on Wisconsin avenue.

Level Surface Better.

The tracks of the car lines extending to Great Falls extend above the roadway on Wisconsin avenue and could provide a safer roadway if the surface of the road was level with the tracks. The avenue was somewhat uneven in the vicinity of the car barn, near the District line, while the junction of the avenue with the road on the Maryland side was good, although improvement in the macadam between the car tracks where they cross the trolley tracks to the right side of the road at very little expense. Approaches to car tracks like the trolley bridges should be smooth and without a break. The trolley poles do not interfere with the progress of vehicles on Wisconsin avenue, which is probably one of the most traveled highways for tourists from the west.

Motorists from the District, Gaithersburg, Washington Grove, Darnestown, Dawsonville, Poolesville and even as far as far as enter the National Capital via this route, while the main artery into western Maryland is via this route. It provides a gateway for this route to Rockville, including Damascus, Ridgeville, New Market, Frederick, Hagerstown, Harpers Ferry, Cumberland and the west. As an indication of the importance of this highway a fine macadam and concrete road extends through Frederick, Hagerstown, Cumberland, as far west as Pittsburgh. This highway also connects with the Lincoln highway at points north and west of Hagerstown.

Road to Brookville.

The road out Georgia avenue was found in good condition and like the Rockville pike is the connecting link of an important artery through the central part of Maryland. The Maryland road extends northward through Silver Spring, Silgo, Wheaton, Norbeck, Olney and Brookville. At Silgo a good macadam road leads to Four Corners and Burn Mill. The committee noted that the trolley pole at the junction of Bradley lane and Connecticut avenue is directly in the center of the roadway and a detriment to traffic, and will urge its removal in the interest of safety first for both pedestrians and motorists.

We have been authorized to sell for a patron, a latest model

HUDSON SUPER-SIX (SEDAN)

This car is NEW in the most literal sense. It has never been driven 756 miles.

It has never been driven over 25 miles an hour.

It has extra equipment in engine driven tire pump, rearview mirror, bumper front and rear, clear-vision double windshield, extension pedals and gear lever, and reversed front seat.

The owner offers it at a tremendous reduction over the initial cost. Here is a rare opportunity.

Strett & Fleming
Electric Garage & Battery Service Station.
Champlain Street at Kalamora Road.
North 5056.

car industry to say nothing of individual car owners, will have representation in the parade.

Plans for Awarding Prizes.

"Our committee has arranged for prizes to be awarded the car most artistically decorated, the best electrical display, the best advertising display, the most patriotic display and the best appearing fleet of cars. The make the competition equal, no contestant will be awarded more than one prize. We are encouraging entries of vehicles electrically operated or motor driven that will advertise the owner's business as well as affording spectacular effects, and I have been assured that one socially prominent lady driver is planning to enter a limousine that is to be one mass of electric lights, outlining the entire car body, the first effect of this character ever attempted in Washington. As a matter of fact, I have never heard of such an effect having been produced elsewhere. With such features already under way, it may readily be seen that the parade is to be one of the most important events of the local electrical week.

The Chamber of Commerce will donate for one of the special class events a silver cup. In all there will be six prizes. It is possible that the government printing office will enter a fleet of cars through the co-operation of Walter R. Meiz, superintendent of buildings, a member of the auto parade committee, which also includes, in addition to Chairman Marsh, R. E. Buckley, J. H. Cunningham, F. Kalas, J. Barram, R. B. Emerson and O. R. Evans.

Chicago may build a special hotel for theatrical women.

SAFETY FIRST CONVENTION.

Announced to Be Held in Baltimore

Early in December.

The second annual convention of the Safety First Federation of America will be held in Baltimore, December 7, 8 and 9, on invitation of the Safety First Society of Baltimore.

Darwin P. Kingsley of New York, president of the federation, will preside at the sessions, which will be attended by many well known public men who have accepted invitations to deliver addresses.

The tentative program includes subjects pertaining to public safety, such as uniformity in street traffic regulations, the railroad trespass question, fire prevention, health, sanitation, etc., and will provide ample opportunity for the discussion of the papers. The sessions will be held at the Hotel Emerson.

MOTOR CAR SPECTACLE TO BE CITY'S BIGGEST

Subcommittee in Charge of Event on December 5 Making Plans on Elaborate Scale.



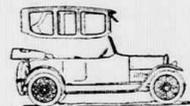
At the direction of the subcommittee planning the automobile parade to be held the evening of Tuesday, December 5, 1916, scheduled as one of the most important features of America's electrical week, Charles M. Marsh, chairman of the committee, has forwarded a letter to every dealer in automobiles and accessories, garage owners, department stores using motor-driven delivery trucks, and special car representatives in Washington and vicinity, inviting them to participate in what is anticipated to be the largest and most spectacular parade of motor vehicles ever assembled in the National Capital. Accompanying the letter was an application blank which calls attention to the fact that no entry fee is to be charged, and a stipulation to the effect that the entrant agrees to operate his or her motor-driven vehicle in accordance with the instructions of committee representatives in charge of the parade and the police regulations of the District of Columbia.

Route Covers Principal Streets.

A permit for the parade has been issued by the superintendent of police and has been filed with the public utilities commission as required by law. According to present plans, the parade will assemble at a point near Washington Circle, get under way about 8 o'clock and traverse the principal downtown streets of the business section of the city.

"From the number of entries already received for position in the parade line," Chairman Marsh says, "residents of Washington are assured of the most spectacular display of motor cars that has ever been assembled in this section of the country. Scarcely in the history of public spirited demonstrations has such genuine interest been manifested as is being shown in this event planned as part of the local America's electrical week fete, and from present indications, every one interested in the motor

Kissel's Original Idea That Changed the Motoring Habits of a Nation



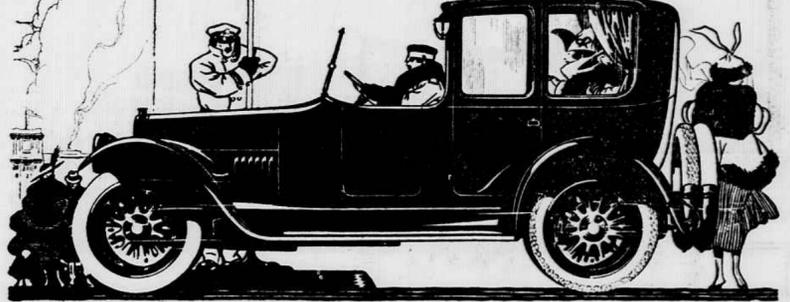
The Hundred Point Six

The car of a Hundred Point Six features that upset the predictions of automobile engineers and the manufacturing standards of car manufacturers.

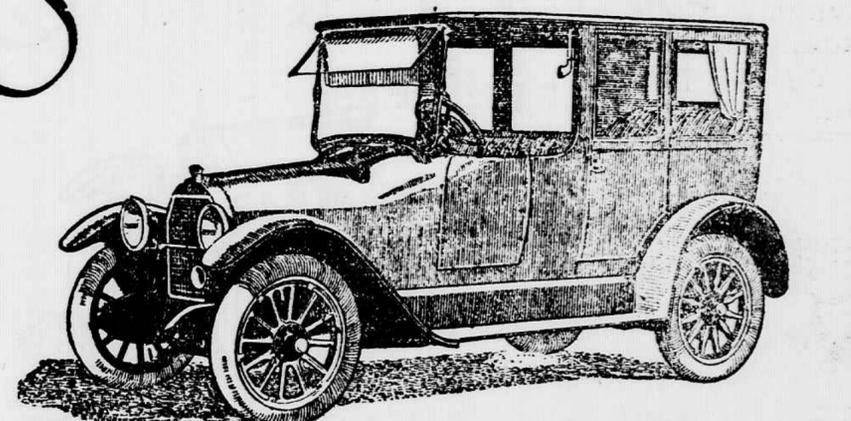
Hundred Point Six ALL-YEAR Models	Price
Touring-Sedan	\$1520
Roadster-Coupe	\$1520
Victoria-Town Car	\$1850
Hundred Point Six Without ALL-YEAR Feature \$1065	
Hundred Point Six with Gibraltar Body \$1195	

Mounted on Gibraltar Body

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1012 14th St. N.W.
Phone Main 3543 Service Dept., Main 2724



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Makers of Knight Motors exclusively for the past six years you are secure in expecting and receiving from us the most satisfactory service obtainable in this remarkable engine, which, for all these years, has had the enthusiastic praise and continued patronage of satisfied owners.

The Automobile of Oct. 26, 1916, says: "A characteristic of Knight engines is high-power efficiency at low-revolution speed. The power curve of the 4-cylinder Stearns-Knight is the highest of all at 1,000 revolutions per minute" (or a traveling speed of about 23 miles per hour). This proves that the highest efficiency of any motor is delivered by the Stearns-Knight at average traveling speed.

And you have but to examine the various types of bodies to appreciate that our purpose has been to give you a little more than you expect, rather than a little less than you demand.—But to be assured of prompt delivery, we suggest making your selection now.

Closed Cars—4 & 8 Cylinder—\$2900 to \$3600

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