

TAXICAB COMPANY HAS NEW MANAGER

F. W. Thomas Assumes Charge of Service in This City.

CABS GROWING FAST IN POPULAR FAVOR

News of the Week Gleaned From Local Garages and Auto Owners.

F. W. Thomas, brother of E. R. Thomas, of the Thomas Motor Car Company, which manufactures the taximeter cabs used in this city, has succeeded Robert E. Parke as general manager of the Federal Taxicab Company of Washington, and last week assumed the active discharge of his duties.

The importance attached to this branch of the Thomas interests is attested by the choice of Mr. Thomas to manage the taxicab company recently established here. He has been closely identified with the company of which his brother is president since its inception, and has a wide knowledge of the automobile industry. Since the Thomas Company has taken up the taxicab Mr. Thomas has made this branch a specialty and has closely studied the details of the routine clerical work of a taxicab service as well as the technical side of the business. The perfect organization of the forces in the taxicab companies now in operation is largely due to his efforts, and his assumption of direct charge over the local system should mark an even higher efficiency in the conduct of the plant.

In speaking of the progress made in this city, Mr. Thomas said: "The place the taxicab has already carved out for itself in the Capital is little short of marvelous when it is considered that it has been in operation here but a few months. The success of the enterprise exceeds our expectations and from present prospects we shall need at least fifty cars for next winter's business. These we expect to have here by September. There are but sixteen now in active service, but this number is being supplemented as fast as the factory can supply us with the cars."

"One feature which we hope to introduce by fall is the Thomas town car, designed for family use. The machine is a four-cylinder car, in appearance resembling the taxicab but finished much more handsomely. These will be rented to one family and should make a hit if their record elsewhere counts for anything."

Mr. Thomas has his office at the central station located at Fifteenth and Ohio avenue. A stand was recently installed at the Metropolitan Club and negotiations are under way for stands at other central points.

Another Overland car was sold last week by the Dewey Garage, making the fifth sale since an agency was established in this city.

The Overland seems to be gaining steadily in popular favor, and, judging from the number of requests for demonstrations, promises to be one of the best sellers this summer.

One of the most encouraging features, according to the agent, is the flattering number of communications received from buyers who are now using Overlands. The car seems to combine durability with speed, and is the easiest running of the smaller models.

Dr. Loren Johnson drove to Harpers Ferry last week in his Packard touring car. He left Washington on Tuesday and returned yesterday.

The Thomas & Tolman Company delivered a Maxwell runabout to Joseph Wall, 1222 Fourteenth street, last week.

Dr. Edwin F. Buckford drove his new 20-horsepower Pullman over the road to this city from the factory at York last week. Sam Paschal, of Briarcliff, Chevy Chase, made the same run with his Pullman, ordered recently, arriving here on Wednesday.

Leigh Hunt placed an order for a Franklin model D, with the Cook & Stoddard Company last week. The same firm also delivered a Baker Electric victoria to T. C. Glover.

F. S. Bliven, of the Cook & Stoddard garage, local agency for the Franklin, returned Thursday from a visit to the factory, at Syracuse, N. Y. The force is working at full blast, turning out Franklins for which early spring delivery has been asked.

G. W. Lyman, of Philadelphia, manager of the Goodrich Tire Company, was in town last week.

Joseph Faulkner drove his six-cylinder Franklin to Baltimore last week, and on Thursday went to Frederick, Md. No accidents marred either run.

L. M. Mange, of Rockville, purchased a Buick from the Nickerson Automobile Exchange. The Nickerson firm has placed an agent at Rockville, and the wisdom of the move is shown by the fact that already four cars have been sold to residents of Montgomery county.

Dr. Horace Coblenz has received his new Stearns runabout. Besides using it in connection with his practice in this city he is planning several tours for the summer months.

J. F. Brown, manager of the Philadelphia Automobile Exchange, a branch of the Nickerson agency of this city, was a visitor here last week.

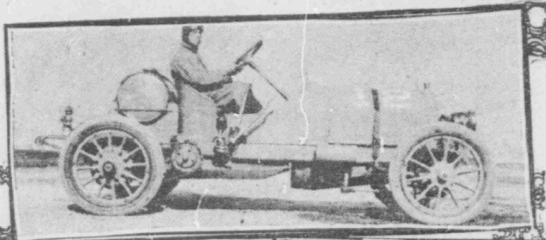
Among the sales reported last week by T. N. Mudd, jr., are two-cylinder Reading-Standard to E. H. Hobson and E. H. Allen.

Mr. Allen left Washington on Wednesday and set sail from New York city on Friday morning for Europe, where he will tour the continent on his new cycle.

Maryland automobilists are beginning to have hopes that some day their roads will not be known mostly because of the great number of water breaks that make traveling so unpleasant at the present time but will some day be as good as the improved highways of New York, Massachusetts and New Jersey.

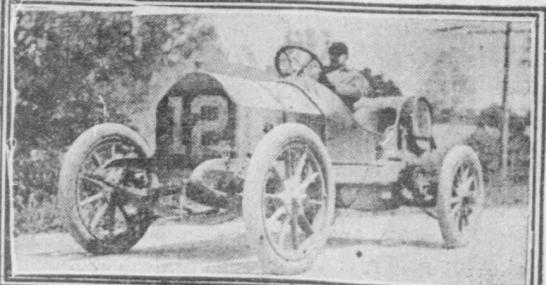
The road authorities of Cumberland

CAPITAL DRIVERS AT PIMLICO



STANLEY ZELL, in Thomas Flyer.

Two Views of The Thomas Flyer Entered in Briar Cliff Road Race



WALLACE HOOD, in Thomas Flyer.

CLUB WILL HELP GOOD ROAD FIGHT

President Caverly, of Washington Auto Body, Outlines Plans.

In reply to a request for co-operation from the Good Roads League of Western Maryland, President Caverly, of the Washington Auto Club, yesterday replied that the club would do anything in its power, either in co-operation with any State leagues or independently, to further the cause of good roads in the States of Maryland and Virginia.

According to present plans a large portion of the activity of the club this summer will be directed toward the improvement of highways in this vicinity.

"The league, which comprises Frederick, Carroll, Howard, and Montgomery counties," said Mr. Caverly, "is working on a proposition that should be especially attractive to Washington motorists. The scheme contemplates the improvement of the road running from Olney to Westminster via Laytonsville, Etchison, Damascus, and Mt. Airy."

"To this end the league has made application to the State roads commission. If the measure is pushed through it will mean a continuous stretch of ideal highway from Washington to a point near Gettysburg battlefield, and will afford one of the finest runs in the South."

The stretch in question serves the best needs of cross-State travel, and especially that from the North to Washington. It presents no difficulty in engineering schemes, the entire route being a high and dry one, escaping any high water or marshes. Meetings are being held at points along the route to draw up petitions."

county, Md., have recently decided to improve that part of the famous old national pike within their jurisdiction, and the work will be done under the supervision of Road Engineer G. G. Townsend. In addition to the regular annual appropriation for highways Cumberland county has made a separate appropriation of \$25,000 to build improved roads. There will also be a State road to be constructed, as the last Legislature authorized a bond issue of \$3,000,000 for State highways.

Two Thomas-Detroit's were received by the Motor Car Company last week. One has already been delivered to Norman Engle. The other is being used as a demonstration car by the local agent.

Wallace Hood and Stanley Zell drive a Thomas Flyer to Baltimore today.

A. H. Ackerman, of the New York office of the Studebaker Company, was in Washington recently in the interest of the Studebaker manufacturers.

HANDICAP CARS COOLED BY AIR

The Horseless Age advocates handicapping air-cooled automobiles in Economy Contests, and says:

"With only one or two exceptions, all economy runs in this country during the past several years have been won by air-cooled cars, in spite of the fact that water-cooled cars were always largely in the majority among the competitors. That these results were due to an inherently greater efficiency of the air-cooled motor, and not merely to the handicap placed on air-cooled cars in fuel economy trials? There is no object in trying to prove a thing over and over again that has already been established to satisfaction. Barring the classes which have these inherent advantages is not advisable, as it gives rise to the cry of discrimination, while, on the other hand, some change from the present rules must be made, or the great majority of the makers will cease competing. Of course an attempt to handicap certain classes of vehicles might also be characterized as a discrimination, but the charge could be met by the statement that the handicap is in such competitions the superiority of the class of vehicle in that particular feature on which the contest results depend."

The question arises, should not the inherent greater fuel economy of the air-cooled motor be definitely recognized and a handicap be placed on air-cooled cars in fuel economy trials? There is no object in trying to prove a thing over and over again that has already been established to satisfaction. Barring the classes which have these inherent advantages is not advisable, as it gives rise to the cry of discrimination, while, on the other hand, some change from the present rules must be made, or the great majority of the makers will cease competing. Of course an attempt to handicap certain classes of vehicles might also be characterized as a discrimination, but the charge could be met by the statement that the handicap is in such competitions the superiority of the class of vehicle in that particular feature on which the contest results depend."

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OVERLAND

THE only American car made without side levers, and operated by foot pedals.

HAS a speed of forty-eight miles an hour, and costs only \$1,250.

EVERY car left in our care receives the attention of experts.

MACHINISTS who are competent have charge of all our repair work.

THE DEWEY GARAGE 1319 L Street N. W. Phone North 4350

CHILDREN ANNOY MOTOR DRIVERS

Small Boys Assail Autoists With Sticks and Stones.

Children playing in the streets. This, at the present time, is the great bugbear of the motorists in this section, and in their opinion something should be done by the authorities to prevent such conditions. That more accidents do not happen to children who carry on this practice is a wonder.

From stories told by motorists, it seems that in many places the little ones dare the automobilists and, often, miss step on their part would mean serious injury, as no doubt they would fall in such a position that the wheels of the car would certainly pass over them.

One autoist, who had an experience of this kind of a suburban town, declared that four or five children sat across a street, and when the auto appeared they made no attempt to get up, and only by applying the emergency brake was the car stopped quick enough to prevent striking and perhaps killing one of the children. He still further says that the parents of the children sat on a doorstep and laughed when he was obliged to bring his car to a quick stop.

In other places, automobile drivers have complained to the authorities that they have been assailed with stones while passing through certain streets. Groups of small boys in the outlying districts take great pleasure in waiting for motor cars to come along, and when the car is passing then they will shower missiles at the passing auto party, oftentimes inflicting personal injury to the motorists, and always injuring the paint on the car.

Conditions Grow Worse. This practice seems to have become somewhat of a fad, and auto drivers are becoming much infuriated. Inasmuch as there seems to be no decrease in the practice, regardless of the fact that many complaints have been forwarded to the police of the many towns and cities.

The automobilists feel that the streets are made for vehicles, and that children have no right to use them as playgrounds. They feel that the parents of these children should be made to suffer, as no mother or father who has a tender love for their little ones, would allow them to take such hazardous chances as to play in the streets where vehicles of all sorts are passing.

MOTORCYCLE RUN. A number of motorcyclists plan to leave this morning at 7 o'clock for Baltimore to attend the Crescent Cycle Club's twelve-mile handicap road race, which will be held in that city this afternoon.

Those who will make the trip are George Bell, Thor; Ed Mangold, Reading-Standard; T. N. Mudd, jr., Reading-Standard; Harry Seamark, Merkel; R. N. Cross, N. S. U.; A. B. Barnes, Indian. The riders will return this evening, making the run both ways by the Laurel road.

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FOR CHAMPIONSHIP AT HUNDRED MILES

Pimlico Meet on Decoration Day Will Draw Many Visitors.

BALTIMORE, Md., May 16.—A huge banner calling the attention of the public to the Pimlico automobile races to be held on Decoration Day, May 30, has been strung across Baltimore street at Liberty, and the city is beginning to manifest intense interest in the coming race meet.

The probability is that the meeting will be the most successful ever held in this city and that there will be all the entries which the promoters of the Motor Car Racing Association could desire. Many parties of visitors to the races will be present from Washington, Wilmington, Harrisburg, Hanover, York, Hagerstown, Cumberland, Annapolis, and Frederick.

Some of the entries in the 100-mile championship, which promises to be the greatest track race at that distance ever held in this country, are E. L. Leinbach, who won last year's Harrisburg endurance run and who drove the only perfect score gasoline runabout in the Golden tour of 1901, who has entered a Stearns car. The car that Leinbach will drive is the same Stearns that came in third in the recent Briarcliff road race.

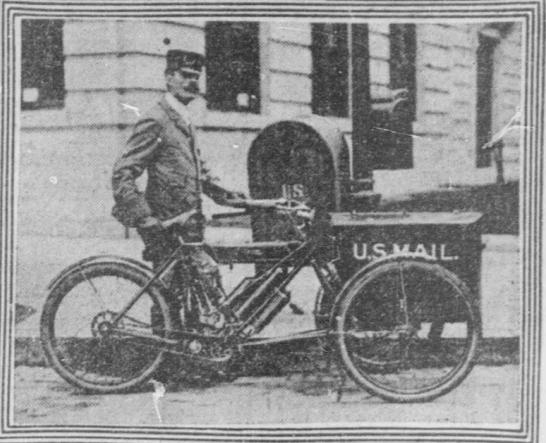
Thomas Flyer Entered. Arthur Stanley Zell, who is one of the best track drivers of this section, has entered his Thomas Flyer. Wallace Hood, of Washington, well known throughout the country as one of America's greatest track drivers and who holds the world's track record for 100 miles, has also entered a Thomas Flyer. This is the same car that Montague Roberts drove in the recent Briarcliff road race at New York.

Fred J. Wagner, the popular expert of racing and recognized as America's greatest starter of automobile races, will officiate as starter and clerk of the course. Mr. Wagner decided to come here as he recognized the coming races at Pimlico the greatest event in the country on that date, as it will be watched with interest not only by the motoring public of this country, but also of foreign countries.

A. A. A. Officials Attend. The Decoration Day races will be the first track races to be run under the new rules of the racing board of the American Automobile Association, and the operation of the new regulations will be watched with much interest by many followers of the sport.

It is expected that Jefferson DeMont Thompson, chairman of the Vanderbilt Cup race, and chairman of the racing board of the A. A. A. with members of the racing board, will be present to note what improvement the new racing rules will have on track racing.

Motorcycle Delivery Van Used in Collecting Mail



READING-STANDARD, Motorcycle Now Being Tested on Local Mail Route.

Machine Making Good in Tests on Local Routes.

Success in Business Houses Attracted Uncle Sam's Attention.

The Postoffice Department is testing a Reading-Standard motorcycle van on a local mail route, and, while nothing official has been given out, it is understood that the work of the van has been eminently satisfactory. According to the operators the machine has done perfect work and has substantiated all the claims made for it.

The Reading-Standard van is capable of carrying 250 pounds in addition to the rider at a speed of from ten to thirty miles an hour. The capacity of the van or delivery box is sufficient to insure its practical utility for markets and any business house which has a delivery department. Its attachment to the motorcycle which is generally conceded to be the cheapest method of transportation, does not materially increase the expense of operation.

The success of the motorcycle for delivery purposes in business houses induced the Postoffice Department to authorize a thorough test, which, if successful, will probably result in the installation of a number of these machines on the longer routes in the District.

AUTO GAINS FAVOR AMONG PHYSICIANS

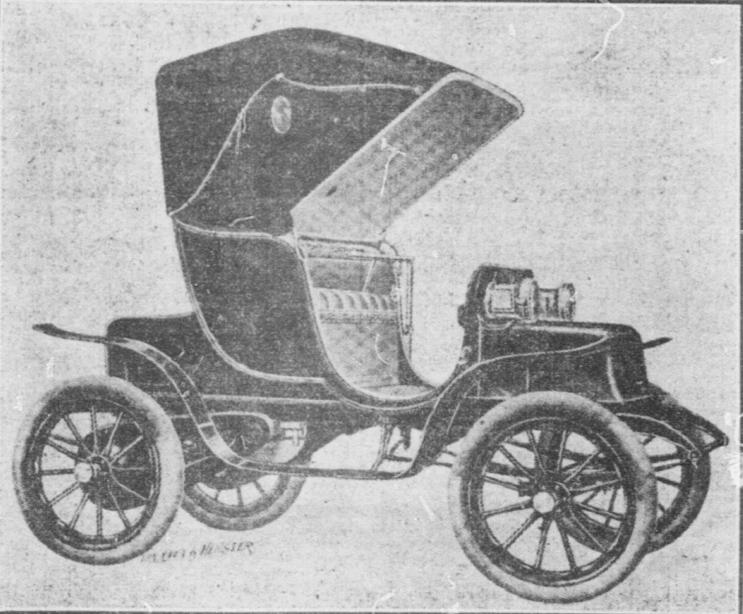
New York Doctor Enthusiastic Over Time Saved in Making Calls.

George J. Scott, New York agent for the Jackson car, is a firm believer in the utility of the automobile for physicians' use. Mr. Scott, who sold a New York physician a little Jackson runabout after much persuasion, asked the medico to compare results after the first month's use and as a very careful record was kept of time and distance the result was interesting. Said Mr. Scott, "I quote the doctor's own words: 'I first took a very careful record of times, distances, and calls that I did on an ordinary day's run in my horse-driven brougham. I left home at 10, and made eleven visits, traveled seven miles, and got back home again at 1:05; went out again in the afternoon at 2:30, back again at 5:40, covered six miles and made seven visits. The next day I covered practically the same route and the same number of visits, and in the morning was back again and finished at 12:30, went out against the afternoon at 2 because my first call was farthest away, did fifteen miles in the afternoon, paid six calls, was back again at 4:40.'

"The next day I made one call, at a considerable distance away, and which ordinarily I should have had to make by train. The net gain to me is that I can cover a greater mileage in a day with less time; but a curious phase about it is that, for some reason or other a motorcar appears to be more restful to me, and I actually seem fresher at the finish."

The Detroit Electric

Is the Car for which the Public has been Waiting



It Possesses speed, power, and great range, while still retaining all the grace of the popular Victoria model.

HERE ARE A FEW OF ITS RECORD RUNS ON A SINGLE CHARGE:

- Stripped car, level roads, Detroit 140 miles
- Standard car, country roads, Detroit, Mich., to Toledo, Ohio 72 miles
- Standard car, country roads, Denver, Colo., to Colorado Springs 76 miles
- Standard car, city and park, Washington, D. C. 72 miles
- Standard car, Washington, D. C., to Baltimore, Md., via Ellicott City 46 miles

Its SPECIFICATIONS include Exide Batteries, Hess Bright Bearings, Four-speed Controller, speed from 8 miles to 21 miles per hour, and Quick Detachable Tires.

GUARANTEED FOR ONE YEAR

We Will Demonstrate for Range, Speed, and Riding Qualities Immediate delivery on Columbia Victoria, Columbia Corbin, Lozier gasoline cars

DUPONT GARAGE CO., Agts.

2020 M STREET NORTHWEST.



N. S. U. Nearer to Perfection

Than Any Other Motorcycle of Today

Free Engine. Two-speed with clutch. Magneto Ignition. The best material and workmanship. Demonstration cheerfully given. Agent for famous Hudson Bicycle. Best for the money. Try a pair of Haverford heavy tread tires and your tire troubles will be at an end.

Haverford Cycle Co. 427 10th Street N. W.