

CONTRACTS SIGNED FOR 1909 MODELS

Agents Engrossed in Arranging for Next Season's Output.

MATHESON AGENCY GETS DEMONSTRATOR

Pope and Motor Car Companies Take on New Cars. Auto Notes.

H. N. Harding, factory demonstrator of the Matheson cars, will be in Washington two weeks, and will have his headquarters at the rooms of the Pope Auto Company, which recently assumed the local agency for the Matheson.

Mr. Harding drove a 50-horsepower car, in which he is now making demonstrations to this city, from Philadelphia last Tuesday. He was met in Baltimore by Royce Hough and T. B. Spencer, of the Pope Auto Company. He made the run from that point to this city in one and a half hours actual running time.

The Matheson is a 50-horsepower, 4-cylinder car, built for service as well as for speed and comfort, and is said to combine the most desirable features of the foreign makes as well as the qualities which have made the American makes famous. The mechanism is remarkable for its strength, and this quality has given Matheson a wide reputation for durability.

The car carries seven passengers, and can either be had in a runabout model with seat in back or with a detachable tonneau.

The carburetor is of the multiple jet type, gasoline being forced by a gear-driven pump. The ignition is the make and break system. Throttle and spark levers located on top of the steering wheel act as controls. The entire equipment, according to specifications, is one of great completeness combined with compactness.

An invention to do away with the wear and tear on machinery of heavy trucks occasioned by solid wheels is the Sexton spring wheel.

W. F. Seaton, of Cleveland, Ohio, the inventor, arrived in Washington last week with the first sample of the new contrivance seen here. He was flooded with requests for demonstrations for the first few days of his visit, and will probably remain in this city for a week longer. His headquarters are at the Central Garage, the local agency for the device.

The wheel is equipped with horizontal springs, which take the place of pneumatic tires, giving great resiliency, and at the same time eliminating tire troubles. The springs, sixteen in number, are so located that each bears an equal portion of the load. The total absorption of rebounds and jolts is said to greatly prolong the life of the engine. The wheel is so arranged that the displacement of one or two of the springs will not affect the running, and can be replaced at convenience.

The Central Garage received an 800-pound Studebaker electric delivery wagon last week.

Pope-Tribunes were delivered last week by the Pope Auto Company to J. Thomas Kelley, Jr., and J. Maury Dove.

Mr. Dove and his father, Robert Dove, drove the car from the factory at Hagerstown to this city, and despite the fact that the driver was not acquainted with the machine, and it had just come from the factory, no trouble was experienced. Owing to heavy local rains in Western Maryland, the roads were muddy in the vicinity of Frederick.

Adolph Lohli and a party of six made a week-end visit to Atlantic City last Sunday in a Columbia car. They returned to Washington on Tuesday.

Word was received last week from E. R. Marden, who is touring New England in a Columbia, that the car is running well and the trip has not been marred by any troubles. Mr. Marden is now at Lonsdale Lodge, New Hampshire.

Another proof that the past year has been far from a dull season for the auto trade is furnished by the business done by the Motor Car Company, of Washington.

The business year of the firm just closed shows that twice the amount of business was done last year than that of any previous year since its existence.

Wallace Hood, in speaking of this showing, said: "The most encouraging part of the whole case is the encouraging outlook for the coming season. I believe it will be another record breaker, and to show that I am sincere in this statement I will say that in closing our contracts for 1909 cars we have ordered more than double the number we sold in 1907."

"We feel that Washington is becoming a better auto town. One potent reason for this is because there are more people who remain here to use autos during the summer months than in any other Northern city."

H. H. Ward, who recently received his model X Stevens-Duryea from the Motor Car Company, is using the machine at Newport. Later in the season he will go on an extended tour through New York State, New England, and will also cross the Canadian line, before his return to Washington.

In a letter to the Motor Car Company of Washington, J. E. Harding, of Ohio, states that since he left Washington on May 28, he has traveled over 1,600 miles in his Detroit 40. Mr. Harding is now at Bretton Woods, N. H. His route after leaving this city lay through Pennsylvania, New York, and New England.

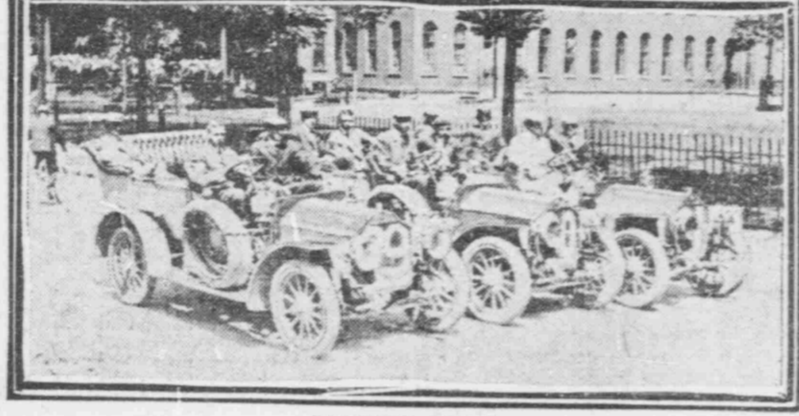
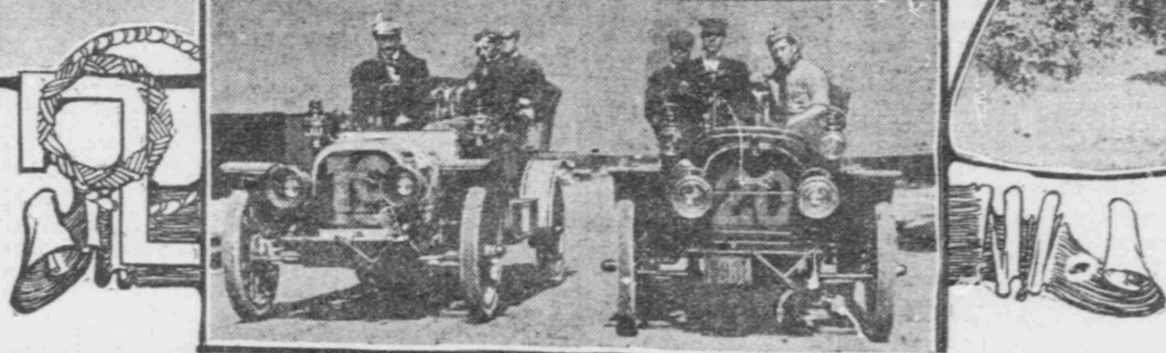
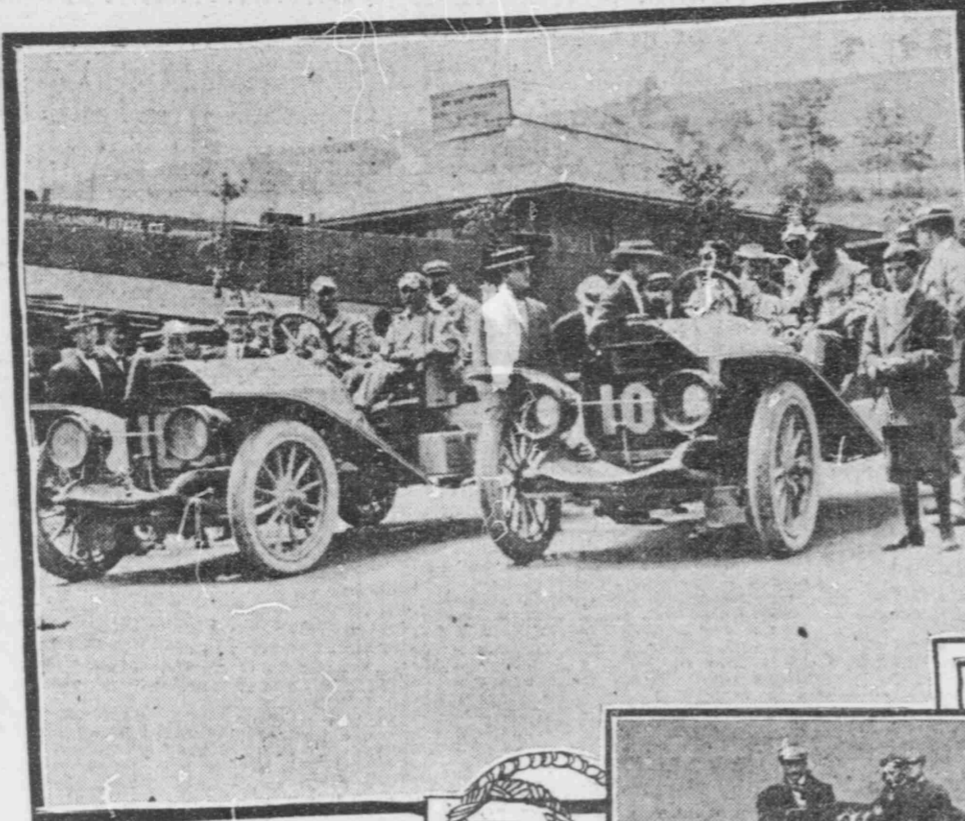
Emmons S. Smith, of Florence Court, drove over the roads to West Springfield, N. E., where he expects to spend the summer, in his Chalmers-Detroit 40. The entire run was made without any accidents beyond occasional tire troubles. The roads were in good condition, according to Mr. Smith's reports.

W. H. Kirkpatrick and J. L. Schmonk, both of the Peerless Motor Car Company, of Cleveland, Ohio, were here last week to close the contract for 1909 models of the Peerless with the local agents.

GROUP OF LIKELY CONTENDERS FOR GLIDDEN AND HOWER TROPHIES

STODDARD-DAYTON TEAM AT HARRISBURG.

GREAT ARROW CARS ENTERING HARRISBURG.



the Motor Car Company of Washington. Mr. Kirkpatrick will make a return trip here this week.

Two 1909 Stevens-Duryeas arrived here last week. One was delivered to H. H. Ward, while the other is being used as a demonstrator by the Motor Car Company.

The new car marks a decided step in the manufacture of this make. It is four-cylinder and 30-horsepower. The cycles are cast in pairs, and can be furnished either as a five-passenger car or with a special body seating seven. The new car is known as Model X.

Norman Engle, of the firm of Engle Bros., has returned from a run through Virginia in his Thomas-Detroit. He spent some time at Harpers Ferry, and ran from that place to Gettysburg. Mr. Engle will leave again this week for a run through Pennsylvania.

R. A. Klock, of the Dupont Garage, was in New York city last week.

Two new 1909 models of Overland runabouts were received by the Dewey Garage last week, and one was delivered immediately, while the other is being used as a demonstration car. The Dewey has already taken orders for two more of these runabouts, which should arrive here in a few weeks.

The new model combines the efficiency of the Overland line with several additions in mechanical detail that make for greater reliability. Few cars have met with such instantaneous success in the local field as the Overland in its comparatively brief career in this city.

Under new management the Auto Sales and Garage Company located in the Panorama building, is doing a thriving business in electric and second-hand cars.

On June 1, H. C. Hughes assumed the management and recently the company took the agency for the Rambler autos.

Charles F. Miller & Bro., report the sale of Indian motorcycles to Melvin Hagood and W. A. Regan.

Another addition to the family of autos represented in Washington is the Schacht, for which Brown & Pister, of 1215-17-19 U Street are the agents.

The new car is a popular-price car, which is said to be strong on the hill climbing proposition.

The motor is a double 16-horsepower horizontal four-cylinder type, with mechanically operated valves.

At the weekly meeting of the National Capital Motorcycle Club, Friday evening it was decided to give a watermelon feast to be held at Suitland Park, on Sunday, July 26.

This is the first social event that the club has given and is intended to get the motorcycle riders together and stimulate interest in the sport.

The club extends a cordial invitation to every motorcycle rider in the city to go along on this occasion. The trip to Suitland Park is a short run and over good roads. It might also be well to state that there will be no fast riding, but simply a little run for pleasure with watermelons at the other end furnished by the club.

Robert B. Caverly, Mrs. William D. West, and Mr. and Mrs. Dent composed a party which were the guests of Mr. West on a moonlight ride to Harpers Ferry last Saturday night.

The autoists made Harpers Ferry on Sunday morning and pushed on to Hagerstown during the day, and from there to Buena Vista. The return run was made by Emmittsburg and Frederick, the total distance covered being 128 miles.

The high-water mark in the sales of the Buick was reached in Philadelphia during the year just closed, according to the sales manager.

The Buick led in sales in the Quaker City during the past year, with one exception outstripping every other make represented.

The scene at the Philadelphia agency upon the arrival of the 1909 models must have been a sight to gladden the heart of any dealer. A line of prospective purchasers awaited a chance to view the new cars, and a majority of these became purchasers.

Occasionally a married man manages to save considerable money by selecting his wife's hats.—Chicago News.

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GARFORD TEAM, Representing Cleveland Auto Club.

HAYNES' ENTRANTS, Representing Chicago Motor Club.

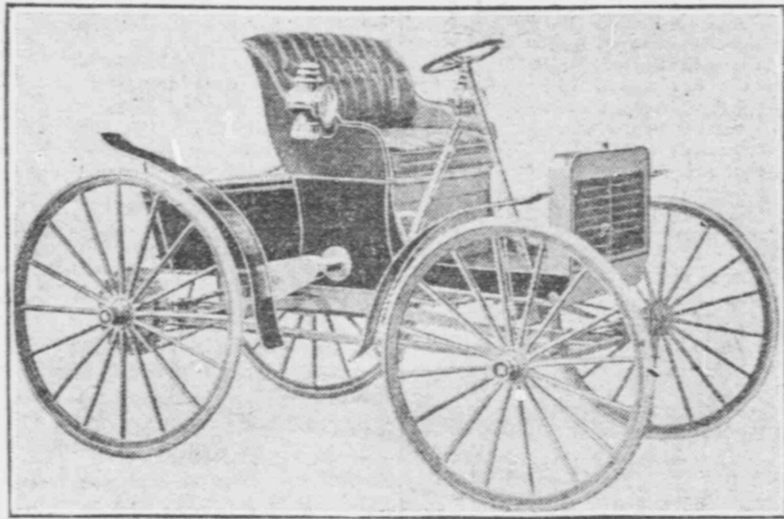
SUPERSTITIOUS SAILORS.

The steamship and the wireless telegraph have cured the sailor of many of his old-time superstitions, but he still clings fondly to a few. He dislikes to see St. Elmo's lights or "corpse lights," as he calls them, and he has not yet conquered his aversion to a corpse in the cargo or a "sky pilot" as a passenger, feeling sure that both will bring bad luck to the ship. The man at the wheel is supposed to be unable to steer straight if there is a cross-eyed person aboard. The prejudice against carrying women on "wind-jammers" and men-of-war also extends to feminine names, and a ship named for a woman is sure to be unlucky. The construction of a vessel is believed to forecast her whole future, so if she sticks on the ways and refuses to be launched a dark fate is predicted for her. A sailor may sing at sea, but he seldom whistles, for whistling is supposed to bring a hurricane, and many a cabin boy has had his ears cut off for puckering his lips.

OCCASIONALLY!

Occasionally a married man manages to save considerable money by selecting his wife's hats.—Chicago News.

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The Car of Steady Service

SPECIAL Slightly Used Electric Delivery Wagon In Excellent Condition, New Batteries, Will Sell Cheap.

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FORTUNES INVESTED IN BIG A. A. TOUR

Glidden Contestants Must Meet Heavy Expenses Besides Depreciation of Car's Value.

Few stop to consider the vast amount of money manufacturers spend every year in the annual A. A. tour, and they often ask "What is the use?"

The truth is these tours are of vital interest to the manufacturer, giving him an opportunity to test and to look for the weak spots in the car, so that if there is such a thing as a fault or a weakness about the car it will develop before the strenuous tour is over. It is interesting to count up the average expenses of a maker on a tour like this, and when one considers that twenty or more makers are competing the aggregate cost is something stupendous.

Fortunes are invested in the tour this year, for the expenses are increased by the addition to the list of observers who must be appointed to serve on all contesting cars. Each maker feels it necessary to guard his driver with a mechanic, and that makes three men to a car, whose expenses must be paid. There are many other things to be looked after. At a rough estimate one firm will spend \$10,000 in expenses, and this, added to the depreciation in value of the rolling stock, six cars, valued at \$4,000, will probably bring the total expense up to nearly \$50,000 for the firm. No car ever passes through a test such as this at a schedule speed, such as must be maintained, and come out as good as new. Makers enter such contests to discover whether their car is fool proof. They drive to their utmost to make the speed and learn from experience just what is wrong in order that corrections may be made.

The big tours held yearly are instructive as well as costly, but the expense is more than offset by the knowledge gained through competing against other cars under conditions which are growing and growing more strenuous.

Scene at Base of Green Mountains, Near Woodstock, Vt.

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