

# Automobile Touring Conditions More Enjoyable This Year Than Ever Before

## TOURING CONDITIONS ARE FINE THIS YEAR

Roads in Excellent Condition and Reduced Price of Cars Open Pleasure to All.

By HARRY WARD.  
Never have automobile touring conditions been so excellent and promising as this season. In Maryland, Pennsylvania, New York, and the New England States, where touring is popular, because of scenic and climatic attractions, the highway authorities have given special attention to putting the trunk line roads in good condition this spring. There has been enough rain to prevent the formation of dust, so that week-end tours are now nearly ideal.

All factors combine to make touring more enjoyable and available to more people than in any previous year. Road maps and route descriptions for all sections of the country are readily available. The section maps issued by the United States Geological Survey are excellent guides for automobile touring, as they are on a large scale. They show all land elevations and indicate prominent landmarks, as well as streams, railroads and crossroads.

Men of moderate means find the joys of touring open to them and their families this year because of the many good cars offered in the market at one-half the prices asked for cars a few years ago that were not nearly so comfortable, so fully equipped, such good hill climbers, or so economical in operation.

The prices have been cut since last season, gasoline has been reduced repeatedly of late, and more moderate priced hotels are catering to the motorist, while the higher priced hotels no longer view every automobilist as a millionaire.

A. L. Falk, the F street merchant, is the latest purchaser of a Cartecar touring car. The car was made this week by the Cartecar Sales Company, which also reports the sale of a Metz roadster, fully equipped, to J. B. Wyckoff.

A carload of Hupmobiles was sold this week by the Hupmobile-Washington Company to Shannon & Wessler, of Mt. Jackson, Va.

Lawrence Gasenheimer and Bert Cohn left today in the former car on an extensive automobile trip, through Maryland, New Jersey and Pennsylvania. They will be away two weeks, and will visit many of the resorts on the Jersey coast before returning.

Tom Hanlon, who drove a Hupmobile around the world two years ago, is spending a few days in Washington and is the guest of the Hupmobile-Washington Company. Another visitor from the Hupmobile factory is John F. Ryan, one of the pioneers of the motor car industry.

A. O. Reed, of the Cartecar Sales Company, made a trip yesterday to Upper Marlboro, and pronounces the Marlboro place one of the best roads in this section of the country.

Mrs. Vandevanter, wife of Justice Vandevanter, of the United States Supreme Court, has placed an order with Emerson & Orme for a Detroit electric brougham.

"The treacherous trails of Iceland furnish difficulties enough to discourage the most optimistic American motorist," remarked R. H. Harper, president of the Overland-Washington Motor Company. "There are few roads worthy of being dignified by the name and gasoline stations are practically unknown. Before the advent of three Overlands all the traveling on the island was done on foot or horseback. The first car owned in the land of the Northern Lights was a special landaulet body mounted on a current model Overland chassis purchased from the Overland agency recently opened at Reykjavik, Iceland and was the first self-propelled vehicle ever operated in that country."

Parcel post automobiles all over the country are now running on Diamond tires, which won the Government's award against all competitors recently. The contracts began July 1 and will continue one year.

Miller Brothers report the sale of the following during the past week: Touring—W. W. Garner, Henry E. Bittinger, P. Holland, Mrs. Ada M. Hill, R. E. Auld, W. W. Early, A. Gude, H. G. Machen, Fred L. Hawley, Richardson & Burgess, Dr. F. H. Morhart, Senator Frank B. Brandegee, Chas. E. Sneak, E. R. Lewis, J. E. Fox, G. D. Dolan, W. S. Hoge, Jr., S. E. Snyder, E. F. Foresett, Straus Gun & Co., J. A. Fowler, Lee A. Gill, E. C. McCarthy, C. H. Morgan, P. B. Ryan, Dr. M. Chidekel, L. G. Early, J. A. Snyder, W. C. Whitacre, B. E. Crowther, Mrs. H. B. Sanford, Overton Luck, Thad Duvall, C. L. Pingley, G. P. Carter, Runabout—J. H. Carter, Dr. Frank Leach. Delivery wagons—Tenley Baking Co., Hoover & Denham, McNamee Bros.

## A FAIR DEVOTEE OF THE ELECTRIC MOTOR



MRS. GARDNER ORME, Who Is Fond of Driving an Electric Automobile on Shopping Trips. She Is Also Adept in Handling a High-Powered Touring Car.

## Baggage Adds To Motor Comforts

Tourists Should Make Adequate Arrangements to Carry Ample Supply of Clothing on Trips—Also Danger of Skidding and Other Accidents Would Be Avoided by Proper Plans.

The hundreds of motor tourists who will leave during the next few weeks on a vacation will find greatly increased pleasure on the trip if adequate baggage facilities are provided, and provided in a rational manner. Organization in this respect is of prime importance. If the motor trip is to extend over a few weeks, provide yourselves with baggage trunks or suit cases especially intended for motor trips.

If ordinary suit cases are taken and thrown into the tonneau, they will be in a badly disfigured condition before the trip is one-half over and it is questionable if they will ever be respectable for other services after the completion of the trip. It is money saved to get suitable baggage facilities and to have them properly fitted in place before the trip starts.

### CARING FOR TOURIST'S BAGGAGE.

The rear baggage trunk is generally satisfactory; there are others for the side of the car and others for the tonneau. If spare tires are carried on the rear, advantage will have to be taken of the running board and perhaps the space within the spare casing. It is a good investment to have some form of waterproof carry-all to hang from the robe rail at the back of the front seat. Such a carry-all will keep extra coats and wraps free from dust and protect them from rain. The added comfort of such fixtures cannot be overlooked.

When traveling on wet, muddy or slippery roads, the motorist should drive very slowly and cautiously. Skidding is not an airy, fairy fancy of a fertile imagination. Every motorist who has experienced the sensation of having his car frontally try to slide from under him and go dithering into a tree, curb or passing vehicle, is well aware that skidding is a dangerous fact, that calls for drastic preventive measures.

**Skidding Greatest Danger.** Skidding is the greatest danger that besets the motorist. It comes without warning, turns pleasure into peril, and

sical existence. You cannot afford to coax calmly. Then, why drive a car unequipped to conquer the hazards of slippery streets and roads?

**Watch the Brakes.** You would consider it foolhardy to drive a car with faulty brakes. Yet the best brakes cannot prevent skidding. There must be even and secure traction action—not merely brake action. Brakes can only control the rotary motion of the wheels. They cannot stop the side slide of rubber tires, stiffer alone is not a preventive. Rubber slips—never grips. Rubber will agree to anything the road has to offer. It is the weaker element. It slides on wet pavements and roads like a cake of soap rubbed on the moistened hands. Rubber lacks the bite-and-hang-on ability to prevent skidding.

Nothing has ever been created in the way of anti-skid devices to equal tire chains. It doesn't require the gift of second sight to see why this is true. Wheels equipped with tire chains automatically lay their own traction surface. Friction is effected without affecting the tires, for they grip without grinding—hold without binding. They strike the ground squarely—hold and release instantly. They light for firm contact, always gain their ground, prevent side-slip and drive slip. It is the only anti-skid device that has proved that it cannot be improved.

**Avert Accidents.** Tire chains will do you a good turn at every turn on your trip. The time to provide against accidents is before they happen—not after. Put tire chains on your car, and they'll take the skidding worry off your mind. To be without chains the question arises as to what to do. There is no time to wait or cogitate. There is no chance to adjust differences between the car and the slippery street. The only thing to do is to surrender to the inevitable. Life can be lost but once—frigid injuries may happen frequently. You cannot afford to deny yourself, your family or others the luxury of a physical existence.

## 1915 NATIONAL TOUR ABANDONED

The American Automobile Association, at its midsummer meeting this week at Maplewood, N. H., decided to abandon the transcontinental tour terminating at the San Francisco exposition next year. The energies of the association will be devoted to routing the principal national highways and to the establishing of a rendezvous in San Francisco, Los Angeles, and Seattle for individual touring members.

## GLARELESS LIGHT IS NEED OF MOTORISTS

Subject Is Being Discussed in Automobile World, As Legislation Is Enacted.

By JULIAN CHASE.

That headlight glare is a source of danger on the highway is unquestionable, that it is something which should be eliminated or controlled is a natural conclusion. But, on the other hand, there is a decided element of danger in insufficient illumination.

The motorist must be able to see where he is going. He must be able not only to see the road immediately in front of his car, but he must see ahead a sufficient distance to enable him to control his car when traveling at reasonable speed in accordance with conditions on the road in front of him.

The problem of obtaining sufficient illumination with some form of light or device which will not blind those who are obliged to look directly into the source of the light is now being given a great deal of thought and study and is the subject of extensive experimentation at the present time.

Activity along this line was started by the rapidly spreading belief that something should be done to reduce headlight glare and has been stimulated by legislation in several parts of the country which prohibits the use in certain localities of headlights or any lights, for that matter, which are likely to blind those who are obliged to look at them.

And in passing it might be pointed out that when we begin to legislate against glare the question arises as to what glare is. At the monthly meeting of the Metropolitan section of the Society of Automobile Engineers the other night, this question came up during a discussion of several of the devices and systems which have been evolved to reduce the dazzling effect of electric headlights.

No definite answer was found for it, but many of the things which cause

glare were brought out in the first place, the parabolic reflectors used in headlights pick up, reflect and concentrate so much of the total light of the incandescent bulb used as a source that the original 15-candle power becomes, in the most intense portion of the beam of light projected from the headlight, between 12,000 and 15,000 candlepower.

The light from an automobile headlight is made up of violet, blue, yellow, orange and red rays, with various shades and gradations of color. It is the bluish and violet rays which are responsible for the glare, it seems, owing to the manner in which our eyes are made. But whatever it is or whatever it is caused by, glare in its most violent form is something that is very real and also very dangerous.

If we are to let our legislators tell us that we must not use dazzling headlights we must insist that they provide some adequate method of determining what is and what is not dazzling, and not leave it to the contrary constables or justices of the peace, to whom fees from fines are sometimes so dazzling that it is hard for them to see the truth.

In Chicago they have a board which passes on and approves or disapproves of glare eliminating devices, non-dazzling lamps, and such things, and issues certificates to such lamps within its jurisdiction comply with the law. A plan like this automatically removes the dangerous discretionary power of the lesser administrators of the law.

This leads up to a consideration of what a glare or dazzle eliminator should do. One who is at the meeting referred to put it this way: "First—it must be possible, when in the country, on untraveled roads, to get the full power of the searchlight beam."

"Second—it must be possible when passing pedestrians or vehicles, or when running in the city, to immediately change the character of the beam so as to make it non-dazzling, while still preserving a light which will illumine the road sufficiently for safe driving. Such light should be so diffused as to illumine the sides of the road when going around curves."

"Third—the change from the searchlight beam to the non-dazzling light must be made without any movement on the driver's part other than the pushing of a button or similar motion which will not disturb his control of the car."

### Goggles for Dogs.

There are now goggles with different colored glass which the vanity girl may fit over the ears of her toy dog, to protect his eyes from the wind.

## FUEL ECONOMY IS NEXT CAR PROBLEM

Automobile Engineers Tackle Problem of Less Gasoline Consumption.

There are approximately 1,000,000 automobiles in use in America alone. It is estimated that each will average 5,000 miles a year, making a total of 5,000,000,000 miles traveled by motor cars in this country a year, which is equal to going around the world approximately 200,000 times.

Figuring the average miles got out of a gallon of gasoline for all sizes of cars at ten miles per gallon, it will take 500,000,000 gallons of gasoline per year to run the automobiles in America, which on the basis of 20 cents a gallon means \$100,000,000 is America's gasoline bill for automobiles in a year.

These look like startling figures until compared with what is spent for other things. For example, the ice cream bill alone in America is said to be \$200,000,000 a year. It will surprise some to note that the gasoline bill for running these motor cars 200,000 times around the world is only one-half of the ice cream bill and yet they are both large figures.

Motor cars have come into such general and practical use that this fuel bill is being seriously considered and there is little wonder that so much interest is shown in the amount of gasoline the automobile is consuming.

Engineers have naturally turned their attention to the saving of fuel as the next job to be tackled. That they are making splendid progress is indicated by the big mileage records that many makes of cars have achieved this year on a minimum amount of gasoline.

### New Accessories.

For automobile touring kettles, alcohol lamp, tea caddy, cream flask, butter jars and a small sandwich box can now be had, compactly fitted in small leather tea boxes. They may be had in different styles, for four and six persons.

## MASTER YOUR MOTOR, EXPERT TELLS OWNER

Man Who Does Not Learn the Mechanism Is Sure to Have Trouble.

It is not expected that every owner of an automobile will master his car. The owner with a chauffeur rarely bothers with mechanical matters until a time when maintenance charges become alarmingly high and he institutes investigations and gets interested.

On the other hand, the man who makes a pretense at driving his own car and caring for it, outside of the simple garaging and washing, is making a serious error if he aims at going as long as possible without getting down to business and studying matters first hand. He is like the ostrich that buries its head in the sand to avoid being seen by the hunter. He is traveling to certain trouble. The very ignorance he is developing is the surest path to trouble. Instead of the delicate car that discloses trouble, he is cultivating the car that bears not. Instead of the sensitive touch, he is benumbing his sense of touch. In a word, he is about as good an enemy to his car as possible.

Perhaps the greatest error to which such a driver falls a victim is that of the incompetent repairman. Being ignorant himself of all car technicalities, he is the more inclined to put implicit trust in any repairman. He looks upon them all as superior mortals, endowed with a special something that other less fortunate humanities cannot become possessed of. In proportion as he bestows such faith is he certain to pay for it.

Often the repairman knows about as little about the machine as the owner, perhaps a great deal less. If the owner possessed even a smattering of the element of the car he would be in a position to judge if the job was being done at in the proper way. He would be able to detect the ignorant, incompetent workman from the expert. He would know, at least, if a job were completed. With the same-car and the same-driver movement progressing as it is today, it is more and more important that the private owner who wants to live and enjoy his car begin the mastery of it.

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