Gettysburg Tour Is Delightful Run

Two-Day Trip Extends for 200 Miles Along the Blue Ridge to Historic Battlefield and Home By Way of Baltimore.

By HARRY WARD.

One of the most delightful two-day trips in the itinerary of Washington motorists is the 200-mile run to Frederick, Hagerstown, Gettysburg, Westminster, and Baltimore. These pleasant places near the Blue Ridge are just half a day's journey from Washington and the clear, cool, and invigorating atmosphere invites and excellent inns welcome the week-end tourist to spend a few inspiring hours along historic and picturesque highways.

The route takes in several old war towns and runs up along the Blue Ridge, on the border line between Maryland and Pennsylvania—Mason and Dixon's line.

ITINERARY IN DETAIL.

The motorist can proceed out Massachusetts avenue to Wisconsin avenue, crossing the trolley tracks and bearing right, or else out Connecticut avenue to Bradley Lane, where a sharp turn to the left is made, and thence passing the Chevy Chase golf links on the left. Either way brings the motorist to Wisconsin avenue, which is followed to the Rockville pike.

This road is then followed to Rockville, Gaithersburg, Clarksburg, Urbana, and thence to Frederick, whose renown is based chiefly on the poet Whittier's fable of Barbara Frietchie. Here, too, lived Admiral Schley and, long ago, Francis Scott Key, who penned the immortal lines of the "Star-Spangled Banner." The motorist can spend a profitable half hour visiting the old barracks used by the Hessians during the Revolution, the Key monument, in Mt. Olivet Cemetery, and one of Washington's many headquarters. Not far distant are the battlefields of Antietam and Monocacy.

Beyond Frederick begins the ascent of the mountain slope, through the valley of Antietam Creek, on the banks of which was fought the battle of Antietam, near Sharpsburg. Between the Long Catoctin range and South Mountain lies the lovely Middletown valley. South Mountain ends with the towering escarpment of Maryland Heights, the site of formidable batteries during the war.

Along the Blue Ridge.

Hagerstown, seventy-eight miles, is just a pleasant afternoon run, and may be made a night stop; but it will be more agreeable, perhaps, to make the run up the Blue Ridge, through Waynesboro to Buena Vista Springs, lying at the head of Middletown valley and commanding an excellent view over the Cumberland valley, far into Pennsylvania. From either of these points one may loiter along pleasant ways into Gettysburg, where monuments in bronze, granite, and marble mark the bloodiest battleground of American history. Five steel observatories furnish excellent means of viewing the field.

Leaving Gettysburg, turn right at the public square, follow road through a portion of the Gettysburg battlefield. The excellent Government road soon ends and one comes on another stretch of rough pike with the inevitable toll. Entering Maryland just beyond Littlestown, the roads improve to Westminster.

For Washington direct, one may turn right at Westminster and follow a fair road through Cooksville and Olney into Lightwood avenue.

Road To Baltimore.

Continuing to Baltimore from Westminster, keep straight ahead to Reisterstown. Six miles beyond, turn left past Pattolanee Springs, an old-time resort, and follow an excellent road which leads through beautiful Druid Hill Park into Mt. Royal avenue, Baltimore's most splendid boulevard.

Washington-bound motorists need not go to the center of the city, but may turn right at the Jenkins memorial monument into Lafayette avenue, left on Fulton, and right on Wilkens to its end. Turning left on the "Rolling road," they shortly come to Relay, so named because the horses were changed here on the first railroad ever built in America.

The route now passes through Laurel and Hyattsville into Bladensburg, near which was the famous dueling ground of bygone days. Nearby is the site of the battle of 1814, where the British defeated the raw militia and entered Washington, burning the Capitol and principal buildings. Follow Bladensburg road, and, turning right at the six corners on H street, enter Washington.

The Cartercar Sales Company reports the sale of a Cartercar roadster to M. Woodruff and a touring car to Peter Persinger.

R. T. Hodgkins, assistant sales manager of the Studebaker Corporation, was in Washington yesterday visiting O. W. C. Long, of the Commercial Automobile and Supply Company.

Lee Offutt, mayor of Rockville, Md., the latest purchaser of a Studebaker touring car. M. E. Allen also purchased a Studebaker this week.

Hugh Wallace has placed an order with the Cole Motor Sales Company for a six-cylinder Cole touring car.

A. F. Drake and W. Jener, president and treasurer, respectively, of the Hupp Motor Car Company, were in Washington this week. They called upon a number of friends in the Diplomatic Corps.

A. H. McCormick, jr., returned this week from Detroit, where he attended the annual convention of Hupmobile dealers.

Capt. Charles Mettler, U. S. A., and Arthur Sinnott, purchased Hupmobiles this week.

Miller brothers report the sale of the Ford cars during the past week to the following:

Touring cars—H. W. Jones, Rental Realty Co. (2), Washington Gas Light Co., Theo. L. Gatchel, Mrs. L. P. Tiller, D. I. Baldwin, Mabel Barry, J. H. Carter, A. Edlavitch, Nannie Nichols, J. A. Porter, J. J. Allen, Estelle L. Pollock, Lawrence Hudgins, N. C. Burroughs, R. C. Jacobs, John C. Rutherford, H. E. Chelhorn, Julian Burke, Runabouts—C. A. Hall, Fruit and Nut shop, A. W. Patterson, Mauck & Huntsberry, Orange Auto Co., (2), Dr. Davenport White, Mrs. Elizabeth Bartlett, J. F. Kelchner, Dr. J. L. Grant, Dr. P. H. Lloyd. Delivery wagons—W. B. Moses Sons, Columbian Printing Co. and The E. F. Brooks Co.

Henderson-Rowe Auto Company has leased the building at 1012 Fourteenth street, formerly occupied by the Motz Tire and Rubber Company, and after extensive improvements are made, will remove from the present quarters at 1127 Fourteenth street.

Sylvester & Livingston, agents for Hood tires, have taken the agency for Semple red inner tires.

Just to show that he has not forgotten his American training, His Excellency Taotai Chung Mun Yue, has forsaken the rickashaw and is now seen daily driving in the streets of Shanghai in his Studebaker Landau-roadster. His excellency, who was graduated from Yale in 1883, is now director-general of the Shanghai-Nanking railway.

The Willys-Overland Company closed its fiscal year on June 30 with an increase in output of cars of slightly over 40 per cent, and nearly as large a gain in gross earnings. It is considered the best year in its history.

The net profits are expected to run between $6,500,000 and $7,000,000, or better than 30 per cent on the $20,000,000 common stock, now paying regular dividends of 6 per cent. The common stock has advanced from 57½ to 90.

In their eagerness to learn the ways of the Western world, the school children of Japan have taken up the study of the automobile. In looking about for a representative car their choice fell upon the Studebaker, and Manager J. S. Drummond, distributer for Japan, promptly placed a "six" at the disposal of the school authorities.

SYSTEM IN OILING CAR IS ECONOMY

System in lubricating the parts of an automobile is the only thing required to keep all the working parts in good order for a long period, and few owners take the trouble to go over their cars at certain periods to oil or grease them.

The following table, prepared by Motor Age, gives a list of the various parts which require lubrication periodically. The parts named and the kind of lubricant to be used is designated. The information given should not be substituted for the manufacturer's instructions, for sometimes a specific grade and kind of oil is mentioned by him for use in a certain part.

Parts To Be Lubricated Daily.

Joints on steering drag link. Grease or graphite.

Clutch collar and thrust bearing. Grease or graphite.

Spring bolts. Grease or graphite.

The rod and king bolts. Cylinder oil.

In most of the cases mentioned above cups are provided. Besides those listed the crankcase should be brought to level and the tank should be filled with oil.

Steering gear case. Grease or graphite.

All brake clevises or joints. Cylinder oil.

Steering post. Cylinder oil.

Hand and foot brake shafts and pedal bearings. Cylinder oil.

Commutator cleaned and given few drops of cylinder oil.

Shifter lever. Cylinder oil.

Lubricate Every 500 Miles.

Spring leaves. Cylinder oil or graphite.

Auxiliary motor shaft couplings. Graphite or good grease.

Fan bearing lubricant. Cylinder oil.

Add lubricant to gearset. Grease or gear oil.

Drain, clean and refill crankcase. Cylinder oil or deflocculated graphite.

One drop of oil on magneto distributor and oil holes provided. Cylinder oil.

Motor timing gears. Cylinder oil, non-fluid oil or graphite.

Drain, clean and refill all transmission gear cases. Same as above.

Repack universals. Grease or graphite.

Torsion tube, radius rods, etc. Grease or graphite.

Clean and repack front and rear wheel bearings. Grease or graphite.

In the winter use cylinder oil for the gear compartments instead of grease or graphite.

WEEK IN REALTY IS AHEAD OF LAST YEAR

Twenty-four Trades a Day Make Ten Per Cent Gain Over Same Period in 1913.

Realty trading has not felt the blight of summer. The record of sales for the initial week of August shows a continuance of the brisk selling which rewarded the activities of the brokers during July. A comparison of the operations of the past week with the corresponding period of 1913 shows an increase of nearly 10 per cent in favor of this year's business. During the past six days the brokers succeeded in closing 141 sales, in which were involved 206 lots and parcels of real estate.

While excelling the business of last year at this time, the past week displays a decline of one sale from the daily average of the selling of the preceding week. The brokers maintained an average of nearly twenty-four sales for each day of the opening week of the month.

August is usually a poor month in the real estate business. Weather conditions and the exodus of brokers and investors alike from the city on vacation trips have a depressing effect on the market. A lack of activity during this period is not viewed with alarm by the brokers, who take advantage of the lull in trading to plan their fall campaigns and get ready for the activity which usually sets in about the middle of September.

Wednesday Banner Day.

The business of the past week has been most gratifying to the brokers. Wednesday was the banner day, with forty competed sales to its credit. Monday ranked second, with twenty-seven trades effected. The closing of twenty-five deals on Saturday's half-holiday gave that day third place in the week's activity. Tuesday and Thursday were tied, each having seen twenty-two sales recorded. Friday, ordinarily one of the busiest days of the week, made the poorest showing, being credited with only fifteen sales.

The outlying suburbs retained the lead of the market, but not by the wide margin of last week. There were seventy-two parcels of real estate sold in the outlying suburbs and fifty-seven lots transferred in the near-urban district. The northwest was in third place, with forty-two lots conveyed. There were seventeen lots sold in the northeast, fifteen in the southeast, and three in the southwest.

Charles H. Wiltsie, of Rochester, N. Y., an extensive purchaser at the annual sales for delinquent taxes, placed on record during the week 105 tax deeds from the District Commissioners. The properties involved were in various sections of the city and represented purchases in which owners had failed to take advantage of the two years' redemption privilege allowed by the law after property is bought in at a tax sale.

The largest financial transaction of the week was a bond issue for $300,000 made by the Potomac and Chesapeake Steamboat Company, repayable in 1944. The company conveyed all its property to the Continental Trust Company to secure the bonds.

Another notable financial deal of the week was the recording of a trust for $100,000 on the property owned by John T. Chesley and Willoughby S. Chesley on New York avenue near Fourteenth street. The money was advanced by Lewis E. Smoot and is repayable in five years, with interest at 5 per cent.

Senator Williams a Buyer.

Among the inteesting sales of the week was the purchase of three houses on Lamont street near Sherman avenue by Senator John Sharp Williams, of Mississippi. The property was bought from David J. Dunigan. Asher C. Hinds, representative from Maine, sold a lot at Cliffbourne street and Biltmore place to Charles H. and Clarissa H. Deetz. The price is not stated in either transaction.

Among the residences bought this week were 1706 Twenty-first street, by Mabel E. Crissey; 1448 N street northwest and 1094 S street northwest, by George Y. Worthington, and 2431 Ontario road, by Carl A. and Gladys A. Hellmann. Katharine and Helen L. Sumner paid $7,050 for the premises at 1519 Twenty-fifth street northwest. The seller was Frederick De Puyster Foster, as trustee of an estate.

The two large loans noted above aided materially in swelling the figures of the loan market for the week to $686,510.50. This sum was borrowed on the security of 155 lots at an average rate of 5.7 per cent.

Straight loans had their own way in the market, showing an aggregate of $567,635. The building associations advanced to members $59,500. The sum of all the notes given for deferred purchase money was $59,375.50.

Northwest property led as a basis for loan security, being pledged for a total of $481,825. County property was encumbered to the extent of $97,335.50. The record of loans in the other city sections was: Northeast, $71,800; southeast, $32,805, and southwest, $1,945.

HANDSOME HOUSE IS SOLD

Prof. James H. Gore, for a number of years connected with George Washington University, recently purchased the residence at 2208 Massachusetts avenue that belonged to Annie A. Halstead. Prof. Gore, who is now spending the summer at Nantucket, will return late in September and is expected to immediately occupy his new property. The Gore home is one of the attractive and commodious homes of Massachusetts avenue, being constructed of light brick. The house, a three-story structure, has fifteen large rooms and is in condition for immediate occupancy by its new owner.

AUTOMOBILE SQUEAK HAS MANY SOURCES

Squeaks, rattles and drumming sounds coming from an automobile, especially a new one, cause the owner much annoyance, and at times makes him believe something is at times wrong with the mechanism. Women especially hear these noises and repeat continually that something is going to happen.

One of the most bothersome noises comes from a loose mud pan, and when going over a slightly rough road the pounding of the pan against the frame sometimes frightens one. These may need tightening every 1,000 miles. Fender squeaks, for which the springs are sometimes blamed, may be removed by squirting a little kerosene between the frame and fender.

Often the speedometer flexible cable is allowed too much slack, and when turning a corner or driving over a rough spot the cable will slap against some under part of the car. The cable should be fastened so that the bends are long and sweeping, and not abrupt so as to interfere with registrations.

Many cars with cowl fuel tanks emit an irritating sound which becomes louder as the tank is drained of fuel. The owner will wonder why he hears a noise after having traveled 100 miles and none when he started on the run. Keep the tank full is the remedy. Spring squeaks, of course, follow many owners, and the only safe remedy is to lubricate the spring leaves and the shackle bolts. Grease cups are provided at the shackles, and these should be given a turn each day.

Door squeaks are caused by pulling the top straps too tightly. This causes the doors to bind, and when going over a bump there is a disagreeable squeak heard. A loose horn will cause a rattle as will a loose part of the horn. Loose wheel spokes or rims, not sufficiently tightened, will give squeaking or creaking sounds sometimes difficult to locate.

Often the brake rods or other rods running underneath the car will slap against each other or against some other metal part. Rod rattling is heard when a car takes high car tracks at a fairly good rate. It is a simple matter to locate most of these sounds by having one person drive and another sitting on one of the forward fenders.

HOW TO DRIVE CAR HOME ON A BLOWOUT

"An automobile can always be driven home on a blow-out casing if an extra tube is carried, and on a punctured casing, even if no extra tube is in the car, if the driver knows the trick," remarked a Washington motorist.

"Suppose the shoe has been blown out and there is an extra tube aboard, but no blow-out patch or shoe is in the kit. Burlap can be secured without much trouble. Inflate the tube partially, wrap the burlap (cut in strings) around it fairly tight, and mount the tube and casing in the usual way. Burlap is tough and hard to cut and it usually will get you home.

"But if you happen to be caught without an extra tube and you get a puncture or blow-out, you don't have to go home on a flat casing and rim-cut it. Take the casing off and pack it full of rags, newspapers, hay, straw, bran, oats—anything you can get that will answer the purpose. The idea, of course, is to get something into the casing that will substitute for air and hold the casing in fairly good shape until you can get to a repair shop or a supply station."

It pays to know things like this, because they not only save a motorist money but a lot of trouble on the road.

FOR RENT

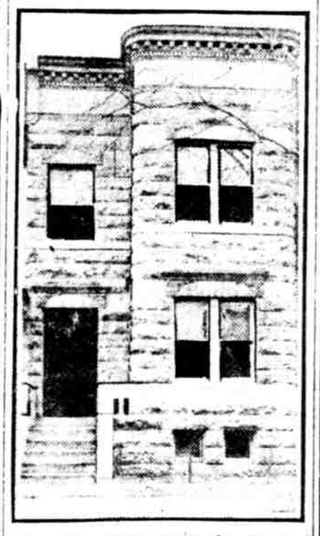
To select colored tenants in this handsome stone front building.

Hot Water Heat, Porches and Back Yard

Two (2) Apartments

6 Rooms, Fine Bathroom

Reduced to $20



Location 126 10th St. S. E.

Stone & Fairfax

1342 New York Ave.

EDUCATIONAL

Information regarding any of the below schools may be had at the EDUCATIONAL INFORMATION BUREAU OF THE WASHINGTON TIMES.

W. F. DALES, Ph. D., 1763 T St. N. W. COACHING: Languages and Mathematics.

CASUALTY HOSPITAL WILL INAUGURATE A TRAINING SCHOOL FOR NURSES SEPTEMBER 14, 1914. THOSE DESIRING TO ENTER THIS SCHOOL SHOULD MATRICULATE WITH THE SUPERINTENDENT BEFORE SEPTEMBER 1, 1914.

Washington Business AND CIVIL SERVICE SCHOOL. 1217 N. Y. ave. M. 4904. W. C. Poteet, Pres.

HOW

Can you get the most comfort, the most satisfaction and the most service out of an Automobile at the least Expense.

By Buying a Gearless Automobile

WHY

Because a gearless car has less parts to get out of order.

Because with a gearless car you can climb hills; plow through sand and mud, impossible with a gear driven machine.

Because a GEARLESS doesn't g-r-r-r, whang, bang when it changes speeds.

Because when you **go** with a gearless car you get back.

What Automobiles Are Gearless

Cartercar METZ

MAKE US PROVE IT.

Lady Demonstrator Furnished.

LIVE DEALERS WANTED IN VIRGINIA.

CARTERCAR SALES CO., Inc.

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AUTOMOBILES

Motorcycles and Accessories.

GASOLENE CARS.

Apperson — Emerson & Orme, 1407 H St. N. W.

Cadillac — 1133 Conn. Ave. Cook & Stoddard Co.

Studebaker — Commercial Auto & Supply Co., 813 14th St.

ELECTRIC CARS.

Baker — Cook & Stoddard Co. 1133 Conn. Ave.

Detroit-Electric — Emerson and Orme 1407 H St.

ACCESSORIES.

National Electric Supply Co., 1333-1335 N. Y. Ave.

Responsible Drivers

Our drivers are picked men old in the service, careful, honest and reliable. This means **safety** to you.

Terminal Taxicab Co.

Telephone North 1212.

$60,000 CALLED FOR IN BUILDING PERMITS

Unusual Number of Small Private Garages Planned—Few New Structures.

Expenditures of approximately $60,000 are involved in the permits for construction issued during the past week. The major portion of this sum, however, will be devoted to repairs and minor improvements, as but few new buildings are provided for.

The largest outlay will be for six modest dwellings, which William Murphy proposes to build at 1011-13-15-17 Maryland avenue and 513-15 Eleventh street northeast. These will be two-story brick structures, with frontage of from nineteen to twenty-four feet and depths ranging from twenty-seven to forty-one.

The item of next consequence includes eight two-story combination store and residence properties to be erected by W. C. and A. N. Miller, contractors, at 1000-1004 Third street and 301 Ninth street southeast. The cost of this work is estimated at $10,000.

Will Build Residence.

George H. Buckingham has prepared plans for a large residence to be erected at 3500 Lowell street northwest by J. C. Marsh, at a cost something in excess of $8,000.

The other dwellings provided for are a two-story brick residence, seventeen by forty-seven feet, which Harry A. Kite will erect at 369 Twelfth street northeast for $2,500, and a two-story home that Henry L. Breuninger plans to build at 2522 Wisconsin avenue. The cost of the latter building is estimated at $3,000.

A one-story building for a store will be built at 2800 Connecticut avenue by R. E. Clements. The cost will be $4,000.

Many Private Garages.

Several improvements calling for comparatively large outlays have been stipulated for, and an unusual number of private garages, small steel shed structures, are included in the permits.

Theodore Michael will expend $1,500 in laying new floors and providing a tin roof for his flour and grain warehouse, 25 New York avenue northeast, that was recently damaged by fire.

Mrs. Catherine Geddis secured permission to add a second story to a store property at 1337 B street northeast, the cost of which will be $1,200.

A contract has been let by Mrs. Thomas H. Carter for the construction of a sleeping porch at the rear of her residence, 1528 Sixteenth street northwest, which, with several minor interior improvements will call for an outlay of $1,600.

428 PERMITS FOR BUILDING IN JULY

Expenditure of $1,192,883 Involved, According to Report of Inspector Hacker.

Four hundred and twenty-eight building permits involving an expenditure of $1,192,883 were issued during the month of July, according to the monthly report of Morris Hacker, Building Inspector of the District.

The permits include 62 brick dwellings, $251,391; 168 brick repairs, $173,705; apartment houses, $309,500; 1 store and office building, $40,000; 2 office buildings, $238,000; 5 stores and dwellings, $17,500; 25 frame dwellings, $54,850, and 45 frame repairs, $11,912.

The following summary shows the distribution of improvements in various sections of the District and their cost:

BUILDINGS.	
Northeast	$12,961
Southeast	6,500
Northwest	110,593
Southwest	326,300
County	531,411
	987,765

REPAIRS, ETC.	
Northeast	$8,425
Southeast	32,718
Northwest	136,925
Southwest	3,933
County	23,117
	205,118

Two Ways of Finding Small Leaks in Tires

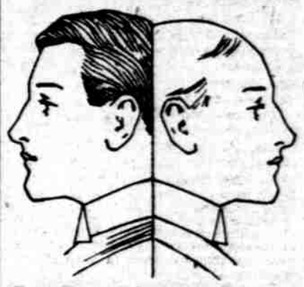
Sometimes when the motorist is out on the road a tire will gradually become deflated and on removing the tube no leak whatever will be perceptible on examination. If the road is a dusty one, the small leak may be detected by successively holding portions of the partially inflated tube near the ground until that portion is reached which disturbs the dust, due to the escape of air. Another way is to hold the tube to the face, an escape of air being located by its gently blowing against the cheek.

Erects Cleveland Park Home at Cost of $8,000

George H. Buckingham is now erecting at Thirty-fifth and Lowell streets, Cleveland Park, a large two-story residence, the cost of which will be between $8,000 and $10,000. Mr. Buckingham, who is an architect in the Treasury Department, prepared the plans himself, and James C. Marsh, a contractor, has begun the excavation for the foundations.

The house will stand on a lot 60 by 156 feet, and will be constructed of hollow tile. It will have ten rooms and two baths. It is expected that it will be ready for occupancy by early fall.

Shall It Be Hair or No Hair



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Shampoos and light dressings of Cuticura Ointment clear the scalp of dandruff, allay itching and irritation, and promote hair-growing conditions in most cases of premature loss of hair.

Samples Free by Mail

Cuticura Soap and Ointment sold throughout the world. Liberal sample of each mailed free, with 32-p. book. Address "Cuticura," Dept. 24H, Boston.

Pocket-Book Directory Containing Full Description of

Washington Apartments

Address	No. of Rooms	Rent	Agent	Description
THE BALFOUR 16th and U Sts. N. W.	2 rooms & bath, 6 rooms & bath, 6 rooms & bath, (furnished).	$30.00, $65.00, $150.00.	Apply on premises.	All large outside rooms, fireproof building, all-night janitor and elevator service. Herdic and trolley car service.
THE PLAZA Pa. Ave. and Washington Circle.	2, 3, 4, and 5 rooms and bath.	$25.00 to $50.00.	George Henderson, 1413 F st. N. W.	Large, bright rooms, spacious closets; all-night elevator service. Telephone exchange.
THE CHEVY CHASE Chevy Chase Circle.	5 rooms and bath.	$50.00 to $52.50.	Thomas J. Fisher & Co., Inc., 728 15th St. N. W.	Desirable apartments in Washington's most beautiful suburb. All outside rooms. Excellent service.
THE DUPONT 1717 20th St. N. W.	6 rooms and bath and servants' room.	$65.00.	The F. H. Smith Company, 1408 New York Ave.	Very desirable location, overlooking Connecticut ave. All large rooms, porches, elevator.
1440 Rhode Island Ave.	3 rooms front, 6 rooms with concrete sleeping porch.	$30.00, $60.00, $55.00.	N. L. Sansbury Co., Inc., 721 13th St. N. W. Main 5304-5.	Fire and noise-proof; built one year; within easy walking distance. Excellent service. All outside rooms.
THE ONONDAGO 149 R St. N. E.	3 rooms and bath.	$34.00.	George Truesdell, 1627 Lincoln road.	Large bright rooms, convenient to cars. First-class condition.
THE ASHLEY 18th and V Sts. N. W.	5 rooms reception hall, porches and bath.	$47.50.	Shannon & Luchs, Renting Service, 713 14th st. N. W.	First-class building, excellent location. All outside rooms; porches; good condition; telephone and elevator.
THE LACLEDE 1223 Vermont Ave. N. W.	3 rooms and bath to six rooms and bath.	$25.00 to $70.00.	The F. H. Smith Company, 1408 New York ave.	Convenient downtown location. All outside rooms. Elevator, telephone, etc.
ST. LAWRENCE 1807 California St.	2, 3, 4, and 5 rooms and tiled bath.	$21.50 $25.00 $32.50 $42.50.	John W. Childress, 1413 H st. N. W. Main 275.	Our model building. Parquetry floors, electricity, gas, screens, awnings and porches. In the best residential section of Washington Heights.
IDEAL APARTMENT 1909 Pennsylvania Ave. N. W.	5 rooms, reception hall and bath.	$40.50.	Ideal Apartment Co., 1909 Penna. Ave. N. W. Phone M. 7177.	Large well lighted rooms; hot and cold water, electric lights, steam heat, janitor service; near Department of Commerce
THE MAURY 19th and G Streets N. W.	2 rooms & bath. 4 rooms, rec. hall & bath. 5-6 rooms, rec. hall & bath.	$25.00 to $40.00	Thomas J. Fisher, & Co., Inc., 738 15th st. N. W.	Convenient to business section; excellent condition; good janitor and electric elevator service.
1418 W Street N. W. THE NANTUCKET	4 to 6 rooms and bath.	$27.50 to $40.00.	SLYE & WATSON, Inc., 1014 14th st.	Centrally located. Telephone service. All outside rooms.
THE SEWARD 4th St. & Pa. Ave. S. E.	4 and 5 rooms and bath.	$32.50 $35.00	John F. Donohoe & Sons, Inc., 214 Penna. Ave. S. E.	Outside rooms; up-to-date apartments; convenient to car lines; good janitor service.
THE ALZARADO 70 Rhode Island Ave. N. W.	4 rooms rec. hall and bath.	$30.00	Thos. H. Melton, Owner, Eleventh and H sts.	Every room front; heat and hot water; electric lights; telephone and telegraph service from building; janitor. Apartments open for inspection.
915 20th St. N. W.	4 rooms and bath.	$28.00.	Frank T. Rawlings Co., Inc., 1425 New York ave.	First floor front; all outside rooms; janitor service; electric lighting and gas.
THE GLENDOWER 21 6th Street N. E.	4 and 5 rooms and bath.	$25.00 to $30.00.	J. C. Weedon & Co., 224 East Capitol st.	Convenient to cars, skilled janitor service. All conveniences.
THE SEMINOLE 1444 W St. N. W.	3 1-r'm & bath 2 3-r'm & bath 1 5-r'm & bath		Washington Loan & Trust Co.	Phone North 1006, near corner 15th and W, for particulars.
THE COLCORD 310 East Capitol Street.	5 rooms and bath.	$30.50 and $32.50	John F. Donohoe & Sons, Inc., 214 Penna. Ave. S. E.	Large, airy rooms in excellent condition; good janitor service; convenient to both car lines.
THE PRINCETON 1430 V St. N. W.	4 rooms bath & porch. 5 rooms and bath.	$27.50. $31.50.	J. Jerome Lightfoot, 1404 H st. N. W.	Fine condition; outside rooms; second floor front. By lease or month.
THE ELWOOD S. E. Cor. 11th and Lamont Sts. N. W.	5 rooms and bath.	$27.50 and $30.00.	Ellerson & Wemple, 1410 G st. N. W.	All large outside rooms, good condition. Will make reasonable repairs. Heat and janitor service included.
THE ROCHELLE 1603 U St. N. W.	1, 2, 3 rooms reception hall and bath.	$18.50, $25.50 $32.50	A. C. Houghton & Co., 635 F st. N. W. Phone M. 7536-7.	Convenient to car lines, market, etc. All steel fireproof construction; electric lights; telephone in every apt.
MELTON 4th St. and New York Ave. N. W.	4 rooms and bath, 6 rooms and bath front.	$22.50, $33.50.	Samuel W. Cockrell, 802 F st. N. W.	Electric elevator. Telephone in each apartment.
EASTHAM 1447 E. Capitol St.	5 rooms and bath.	$18.00 and upwards.	Phillips Company, 330 John Marshall place.	Well heated, hot-water; on car line; first-class condition, ready for occupancy.