

**HEADLIGHTS DOOMED
EXPERTS DECLARE**

Dazzling "Reflectors" Are Found to Be Dangerous and Unnecessary.

The dazzling, blinding, and dangerous headlight is doomed for a short life if the extremely powerful searchlights on automobiles are not only dangerous, but unnecessary.

Laws enacted by many of the legislatures and cities seek to remedy this evil. In Massachusetts, for instance, this popular sentiment has crystallized into a regulation by the State highway commission prohibiting the use of automobile headlights which throw out dazzling rays more than three and one-half feet above the ground on a level road 50 feet or more ahead of the automobile.

This regulation is causing no little confusion, disquiet and irritation among drivers of motor cars in the Bay State, especially among those who hail more than \$3,000 and \$4,000 for their car, for they are told by the manufacturers of a motor car should have foresight enough to anticipate what even a Massachusetts highway commission may choose to do upon the patient long-suffering and withal, law-abiding motoring fraternity.

Commenting on this sharp headlight controversy, Mitchell dealers in those sections of the country where such ordinances are rigidly enforced, state that there is one man who is being lionized above all others in the constellation of engineering stars, for he fully anticipated just such a headlight situation over a year ago when he busied himself with the proverbial midnight oil and many a night till at length his wonderful, inventive genius evolved his now famous patented adjustable headlights. That man is John W. Farr, chief engineer of the Mitchell-Lewis Motor Company.

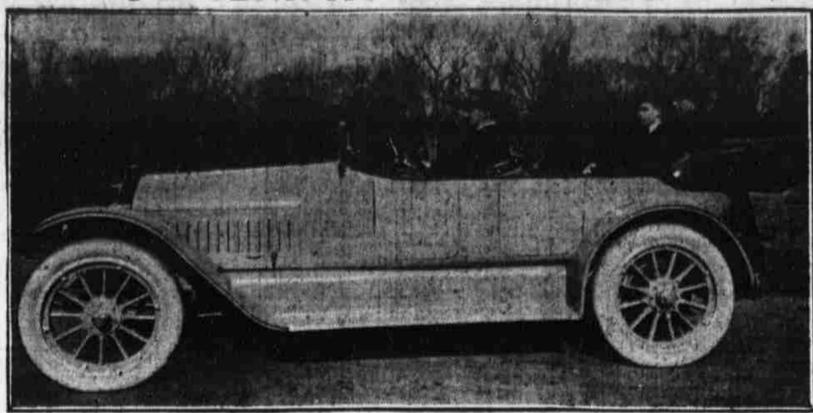
**Buried Under Building,
Motor Is Not Damaged**

A tank-car explosion at Ardmore, Okla., which exacted a toll of fifty lives and destroyed two blocks of business buildings, was featured by many peculiar incidents, but none so surprising as the survival of the explosion by a White truck that was buried under a big building.

When workmen cleared away the debris of the Pennington Grocery Company's building, they came upon the company's truck lying under the biggest heap of wreckage. With a huge iron I-beam, which evidently had fallen from a great height, lying squarely across the truck.

Instead of being completely wrecked, as might be expected of a less stanch construction, the truck was pulled out of the wreckage with some difficulty and then started without repairs of any kind. In fact, in the confusion following the effort of the company to reconstruct and resume business, the truck was kept in service without work of any kind being done upon it.

POPULAR MODEL "TWELVE"



At the wheel of the National "Twelve," whose flexibility, power and distinctive lines have won for it many devotees.

**Defense Plans Must
Include Good Roads**

Radiator Finds No Scheme of Preparedness for War Complete Without Provision for Development and Improvement of Highways.

In the agitation for Preparedness it is a deplorable fact that good roads have received so little consideration. Instead of being made part of the propaganda for preparedness the Shackelford good roads bill has temporarily been shelved and apparently is to stay shelved until the present business is disposed of.

Can any scheme of preparedness for war be complete without some adequate provision for the development and improvement of the highway systems upon which in the event of invasion the operations of our army must be carried on? We doubt it.

About now it seems to be in order for newspapers and magazines to run articles or editorial comment on Signs of Spring. For those which have not already done so, we beg to remind them that Getting Out His Car and Overhauling It is no longer considered a Sign. This ancient wheeze died with the advent of the All-Seasons car.

And we question if Putting Away His Winter Top has sufficient punch to ever come into stock usage.

Bill Ullman is in our midst again. Bill is on the carpet this time, however. In the current number of the American Motorist he devotes half a column to ridiculing the theory that gasoline poured through a copper funnel and charcoal strainer is a dangerous combination.

Unless the funnel is grounded

against the tank, there is unquestionably danger of an explosion. And to the motor car owner we advise strict adherence to this plan in filling his tank.

Explosions from neglect of this care in handling gasoline are happening all over the country. No less an expert than Dr. C. W. Waidner, of the Bureau of Standards, is authority for the statement that danger is ever present to the man who pours gasoline into a metal tank through copper funnel and charcoal strainer.

Whatever Bill says to the effect that if he had the "imagination these scare-fathers have" he'd "make H. C. Anderson push over his monument and crawl out of his grave," we for one believe that an ounce of prevention is worth 200 pounds of undertaker. And until Dr. Waidner releases a full report on his investigations we advise Pourers to play it safe.

We quote from the recent proclamation of Governor Stuart of Virginia, in which he set aside January 28 of each year as Good Roads Day.

On that date, take it from the proclamation, "special programs may be carried out; students may be encouraged to consult with each other as to the fundamental facts concerning the building and maintenance of the public highways and the advantages derivable therefrom."

In the meantime heavy toll is collected from motorists on most of Virginia's—few—good roads and in the main the development due to private subscription. The "students" certainly have a legacy.

MONTE W. SOHN.

**WOULD HAVE U. S.
CONTROL GASOLENE**

Congressman Randall Proposes Nation Operate All Oil Fields and Prevent Monopoly.

A sweeping proposal for the reduction of gasoline prices is contained in a resolution introduced in the House by Congressman Randall of California.

He asks the Secretary of the Interior to give his opinion on the purchase by condemnation proceedings of the entire oil-producing area of the country and says that those resources should be protected from monopolistic control.

He asked Secretary Lane to report on the advisability of having the Bureau of Mines establish oil-pumping plants and of making gasoline by the Rittman process. Data as to all oil lands in the United States is desired, he suggested.

He claims that the Standard Oil Company was offered the opportunity to test out the Rittman process, but declined it because the Government insisted on a clause in the contract prohibiting the monopolistic use of the process.

**Rush to Get Saxons
Before Price Goes Up**

Following the announcement by the Saxon Motor Car Company that the price of the Saxon would be advanced \$30, the Record Auto Company notified prospects that they would waive the advance for several days and allow their customers to purchase Saxon cars at the old rate of \$785 during the remainder of this week.

On Monday, however, the price will be \$815. The sales rooms of the company have been crowded with prospective owners and cars were sold to A. M. Cooper, C. N. Thompson, A. E. Dietrich, Nathan Samuel, Jacob Hollinger, G. D. Mitchell, E. H. Grove, Eugene Young, and M. Simon.

**Takes 63 Minutes
In Traveling One Mile**

"Pathfinder the Great, King of Twelves," had a send-off in Washington last week. This was a christening at the steps of the Capitol, Vice President Marshall and Senator Kern offering the solemn rites.

After the performance the two dignitaries were driven to the White House. As the car left the steps of the Capitol, the crowd cheered. Here the strange thing happened. Instead of swinging off at a speed-limit pace after the car was thrown in high gear, the driver throttled down to a pace so that a man could literally walk around the car backwards.

It was a unique sight, the car barely moving along and its self-appointed escorts who followed saw it was not the purpose of the driver to go any faster. From the Capitol to the White House it took sixty-three minutes to drive. While this is probably a record, still the driver might have driven slower if he had wanted to, for by actual tests the Pathfinder can be throttled to one-half mile per hour speedometer register.



The Proof

DON'T accept claims or opinions. Every man selling an automobile will tell you his car can be run at low cost.

He'll tell you this because he knows and you know that gasoline, oil and tires are costing more and more all the time. He knows and you should know that the operating cost of any automobile during five years' time is worth your careful consideration.

We don't give you any guesswork. We tell you what we know. We state the facts and figures—proved and verified figures. Here they are:

Maxwell World's Non-Stop Record Facts	
Miles without a motor stop.....	22,023
Average miles per day (44 days).....	500.6
Miles per gallon of gasoline.....	21.88
Miles per gallon of oil.....	400
Average miles per tire.....	9,871

Most Maxwell owners get even better results than these but we are just giving the actual figures set when the Maxwell stock touring car broke the World's Motor Non-Stop Record.

When you get your Maxwell you can be sure it will give you economical service—probably far more economical than these figures indicate. But to be sure that you can get your Maxwell, **ORDER NOW.**

If you prefer, make a small deposit and pay the balance as you use the car.

Touring Car, \$655
Roadster, \$635
Prices F. O. B. Detroit



H. B. LEARY, Jr.
1321 14th Street N. W.
North 4434
DISTRIBUTORS FOR



**Design Simplicity
Is Being Followed**

Conditions bearing on the rise of motor cars today are so important in their influence on what the popular type of automobiles of the future will be, that a distinct tendency among users and manufacturers is being felt toward simplicity in design and construction as the solution of the problem. Operating cost, including depreciation, is forcing attention in this direction.

In speaking of the developments already made with respect to economy, David S. Hendrick, local Franklin dealer, said recently: "In 1906 a Franklin stock car ran eighty-seven miles on two gallons of gasoline in the first official economy contest conducted by the Automobile Club of America in New York city. The result was looked upon as a mistake, or, it was said, the gasoline had been incorrectly measured."

"The next day the demonstration was repeated under the supervision of club officials and the car made ninety-five miles on two gallons of gasoline. "That car was of the simplest design and construction."

"It had a power plant with four cylinders across the frame and a long chain drive back to the rear axle. It was the simplicity of the car, the elimination of friction, that had most to do with the record."

"Naturally simplicity, because it saves in parts, saves in total weight, and, therefore, indirectly makes the car more economical by requiring less power to move it."

"Simplicity in design enters into many parts of a motor car. Six years ago when the question of double ignition was very prominent, the Franklin Company believed that it was the simplest method—using good single ignition so designed and constructed that it would be reliable."

**LUNCHEON GIVEN TO
OLDSMOBILE AGENTS**

Engineers Explain to Dealers Factory-to-Owner Service of Company.

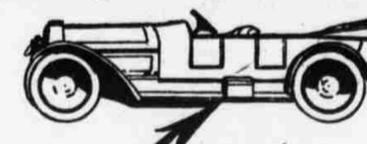
Following the opening of the new salesrooms of the Pollock Car Corporation, at 1016-18 Connecticut avenue, an extension which gives the concern about three times as much space, a luncheon was given by M. T. Pollock to sub-dealers handling Oldsmobile Cars in Maryland and Virginia.

The luncheon was given at Rauscher's on Tuesday afternoon. After the festivities, Oldsmobile factory engineers gave a highly interesting series of talks on various topics, which began with the work of purchasing departments and touched on all points in the Oldsmobile's career until it reaches the owner.

The speakers were: W. H. Mooney, sales engineer, Dayton Engineering Laboratories Company, "Sparks and Stars;" H. W. Farr, sales engineer, Johnson Carburetor Company, Detroit, "Gas and Air;" J. G. Uth, traveling engineer, Perfection Spring Company, Cleveland, "Springs and Shocks;" Herbert Long-ender, advertising counsel, Olds Motor Works, Lansing Mich., "Sales and Ad.;" J. V. Hall, executive committee, Olds Motor Works, "Sales and Sellers;" N. W. Barton, Olds Motor Works, "The Oldsmobile Make-up."

EVEREADY

Non-Sulphating Storage Batteries



**No Uncertainty
Positive
Never
Failing**

Banish Forever

—the bugbear of battery troubles—faulty ignition and attendant bars to the complete enjoyment of your car.

EVEREADY NON-SULPHATING STORAGE BATTERIES are the remedy.

Made to Fit All Cars

In performance EVEREADY Batteries back up the strongest claims we can make for them, and thousands of motorists testify to their uniform efficiency.

See us about EVEREADY equipment for YOUR auto if you want LASTING battery service and satisfaction.

National Electrical Supply Company
1328-1330 New York Ave. N. W.

Rightfully Winning the Confidence of the American Public

NINE REASONS WHY? SAXON ONE REASON HOW!

??	A few of the facts for the phenomenal growth of the Saxon's popularity.	??
!!	Continental six cylinder high speed motor equipped with a Rayfield hot-water jacketed carbureter producing maximum efficiency of gasoline.	!!
!!	TIMKEN differential with spiral gears and transmission running on Timken roller bearings incased in an accessible differential housing on rear axle.	!!
!!	GEAR SHIFTING is practically unknown both in town and country running. Makes 1 1/2 to 55 miles on high gear. Develops twenty miles on the gallon of gasoline; 150 miles on a quart of oil.	!!
!!	FOREIGN DESIGN yacht lined body with gasoline tank under cowl with simple gravity feed system, equipped with gasoline gauge in view of driver. Positive feed and tank protected from rear end collisions. Body well upholstered and of liberal dimensions both in width and depth for five grown people.	!!
!!	142 INCH WHEEL BASE car will make a complete circle in twenty-four feet.	!!
!!	HONEYCOMB FERRIS RADIATOR incased in black enamel frame protecting the radiator and finish to the enamel.	!!
!!	WARNER steering assembly of the worm type which insures easy operation and protection.	!!
!!	WAGNER two unit starting and lighting system equipped with Ward-Leonard electrical fittings which are thief and fool proof.	!!
!!	BY SCIENTIFIC construction and management the Saxon Motor Company will manufacture 35,000 cars for 1916 that cannot be duplicated and sold for within 25% of the popular prices of the Saxon Six cylinder. \$785.00—This Price Holds Good Until Monday, March 20, At Which Time the List Price Will Be \$815.00.	!!
	Four Cylinder Runabout, \$395.00	
	TIME IS MONEY, but it will be well invested to call Main 23, and compare the Saxon Series Six with cars selling from 25 to 40% higher in price, and with the purchase of a Saxon car you are guaranteed to give real service 24 hours a day 365 days a year.	
	SERVICE NOT A SIDE LINE in our business, but the very fact of our existence.	
	A NAME WITH A MEANING RECORD AUTO COMPANY 631-39 Mass. Ave. N. W. Call Main 23 for Saxon and Ford Service	
	A few counties still open for live dealers in Maryland and Virginia. An opportunity you cannot afford to miss if you can get it. Here's your opportunity, grasp it.	



THE ULTIMATE CAR
(Knight Type Motor)

FOR POST-GRADUATE MOTORISTS

The new Stearns-Knight Four is the triumphant fruit of nineteen years of success. It is built in limited quantities—to satisfy men who know other cars and who are tired of experimenting.

This is the post-graduate car—for post-graduate drivers. No single feature is lacking that makes for perfection. And the new Stearns-Knight motor is the finest ever produced anywhere in the world.

Now Ready for Demonstration and Delivery.

Made by The F. B. Stearns Company, Cleveland, Ohio.

Potomac Motor Car Company

1226 Conn. Ave. North 2000

