

141 MORE JOIN A. A. A. CLUB HERE

One hundred and forty-one new members have joined the A. A. A. District of Columbia Club in the last thirty days, making a total of approximately 1,000 new members for the year. Most of these persons have joined in appreciation of what this organization has done to promote road building and because of the invaluable service it has rendered local and visiting motorists. New members are:

Fred W. Englert, Harry J. Miller, R. F. Motley, F. N. Patterson, Isadore Freund, W. E. Tipton, Rudolph M. Klucken, William A. Cahoon, Charles Raymond Allen, Joseph H. Monez, H. H. Bryn, C. G. Schumacher, Irving W. Dewey, W. C. Carter, T. Fletcher-Dennis, Mrs. Neily Hekimian, W. O. Kellogg, Meyer Davis, George W. Morey, F. A. Hood, Col. C. H. Hilton, J. H. Brodie, W. R. Gough, Courtney M. Fletcher, A. M. McLachlin, William G. Wirth, George E. Woods, J. A. D. Garber.

Henry M. Lidderdale, Merle C. Leonard, A. C. Biedermann, Martin T. Maloney, Mrs. E. S. Walling, J. A. Pierpoint, Grace W. Smallwood, Ralph W. Lee, Frank S. Hinrichs, Edward T. Pickard, Dr. John A. Stutenburgh, George S. Rice, C. E. Matthews, Grinnell Jones, Charles M. Dunn, Mrs. Flora Baldwin Osborne, Editor C. Jones, E. C. Henn, J. H. Ralston, E. Houston McCeney, William A. Taylor, John A. Warner, Victor Weiskopf, Carlisle R. Fry.

H. De Witter, Robert T. Shelton, Edgar F. Deyscher, William H. Barnhart, Coust G. Rosen, Olof H. Lamm, Richard E. Titlow, Edward C. Lancaster, William T. Davis, Virginia Orr Sillman, C. C. Calhoun, H. B. Spencer, James E. Dalgleish, Dr. Joseph B. Bogan, H. D. Sonnenman, Roland B. Day, Lieut. Col. Robert H. Montgomery, Stephen H. Talles, Wilbur A. Copeland, George H. Price, P. E. Judd, L. A. Stanley, Hubert Newson, William G. Galliber, Mortimer R. Lane, Leonard J. McCarthy, Emily W. Moran, Dr. Charles E. Purgeson, Max Fischer, George A. Bradley.

C. W. Norton, Mason N. Richardson, William Browne Hise, E. L. Hutchinson, John J. Miller, Vernon M. Green, Douglas Kellogg, Walter H. Maguire, E. H. Waldecker, Mrs. Preston Peters, Dr. Charles A. Pfender, Mrs. F. G. Woodruff, John I. Nolan, Dr. Clara U. Little, Robert McCurran, Dr. D. Olin Leech, Col. George L. Hicks, Herman E. Burgess, William F. Marche, J. A. Schippest, John W. Alvord, Bates Warren, E. F. Anderson, Mason R. Pratt, A. A. King, Julius G. Lay, W. L. Hillier, Freeman M. Seales, D. E. Harris, E. E. Honsberger.

John R. Cautley, Lieut. Col. Marston Taylor Bogert, M. Mayer, H. P. Huse, John B. Henderson, Norman D. Park, Dr. Hugh E. Callahan, Hon. Finis J. Garrett, S. E. Cochran, Herbert Harris, H. L. Hutchins, Morton Q. Macdonald, Dr. Robert W. Brown, G. W. Bonnette, H. K. Decatur, George W. Fareso, W. E. Merriam, E. J. Rosenfeld, T. C. DeFries, Albert Wulbk, W. F. Goss, C. D. Brink, Walter Welby, Lieut. William E. Hooper, U. S. H. F. G. C. Hamner, W. J. Finley, W. Eches Fendall, F. L. Crilly.

Barney Oldfield Says:



By BARNEY OLDFIELD. (Copyright, 1918, by King Features Syndicate, Inc.)

In a sort of way every owner of a motor vehicle is on his honor at the present time not to waste any of the products that make it possible to operate a self-propelled vehicle. Adapted to the enormous quantity of gasoline needed for the ordinary use of motor vehicles in this country, there is the need for gasoline, oil, rubber, etc., to keep the vast fleets of military motor vehicles running in this country and in Europe. We have all of us got to contribute our share toward supplying the 350,000,000 gallons of gasoline and other products in proportion, that will be needed by the military forces in France. Therefore, gasoline saving is today not only a wise personal precaution, but a patriotic duty for each one of us.

There is no doubt that the greatest waste of gasoline today occurs right at the carburetor. To begin with, the average car owner runs with a mixture containing only eight parts of air to one of gasoline. It is obvious that he is using nearly twice as much of the fuel as there is any need for, and is, therefore, getting poorer results than if he were being as economical as possible. Modern carburetors have a wide range adjustment, and it is a very simple matter to set the instrument with maximum air intake and reduce the gasoline content of the mixture until the engine begins to cough when the fuel may be increased just enough to obtain smooth and satisfactory running.

After the carburetor has been properly adjusted it is a good plan to go over the whole fuel system and see that it is in good working order. Dirt must be cleaned out of the pipes, foreign matter should be removed from the strainers, and the tank should be cleaned out, if necessary. Likewise, there should be a check on the valves in the pipes of the system. You will be surprised how a small leak will run up the consumption of gasoline. This is especially true in summer, when the heat thins the gasoline.

Now, while waste and losses in the actual system are perhaps the most important items in the useless burning up of motor fuel, still poorer losses of any kind anywhere in the mechanism connect

SEES SHORTAGE OF WAR WORK LUMBER

Quantity production of both airplanes and merchant ships is menaced by the theoretical rulings of the priorities committee of the War Industries Board with respect to lumber, Robert Allen, secretary-manager of the West Coast Lumbermen's Association, told Senator Chamberlain, chairman of the Senate Military Affairs Committee, today.

Allen's charges also have been laid before Bernard M. Baruch, chairman of the War Industries Board; Director General of Railroads McCawley; Acting Secretary of War Crowder; Charles E. Hughes, the President's special aircraft investigator, and the heads of the various allied military missions in the United States.

So serious is the situation in which the lumber industry has been placed a "Senate investigation is justified," Allen told Senator Chamberlain. The complaint of the lumber men grows out of the ruling of the priorities committee that lumber for the construction of cantonments, etc., must come from the neighborhood of the building operation, regardless of its cost.

Presenting Evidence. Evidence presented by Allen to Senator Chamberlain shows that only 20 per cent of all spruce and fir cut on the Pacific coast meets the rigid specifications for aircraft and shipbuilding materials. The remaining 80 per cent of low grade or "side-cut" lumber cannot be moved, he said, because of the ruling of the priorities committee.

Allen insisted that there are cars aplenty in the Northwest to transport this low grade lumber. He referred to Col. Bruce P. Disque, U. S. A., in charge of aircraft engine production; H. B. Vanduser, chairman of the fir production board, and John A. Roth, representing the car service section of the organization in question, to verify all his statements.

Unless lumber men are permitted to move their low grade lumber many will be forced into bankruptcy and the production of aircraft and ships production will suffer great setbacks through losses of material, Allen said.

Marguerite Clark, Mrs. of the motion picture drama, "Mrs. H. P. Williams in private life—is living in Washington.

After returning from a week's honeymoon in New York, following her marriage to Lieut. H. P. Williams, Engineer Corps, on August 15 at Greenwich, Conn., the famous screen idol, who has lived in all parts of the United States, selected a Washington home, 1807 Wyoming avenue northwest, to begin her married life.

Mrs. Williams is now out of the city on a visit to New York. Her new home is next door to that of Mrs. Franklin K. Lane, wife of the Secretary of the Interior, and across the street from the home of Mrs. Joseph Daniels.

The entrance of the world-famed actress into the social life of Washington has caused a stir in social circles, where she will be welcome. Lieutenant Williams is stationed here in the Engineering Corps.

"VICTORY BOYS" IN DRIVE. All boys twenty years and under are asked by John H. Mott, director general of the combined drive for agencies drive for \$170,500,000, to assist in obtaining pledges.

"Earn to give" is the boys' slogan and thousands of boys all over the country are expected to co-operate with the committee on the campaign.

Let the Wedding Bells Ring Out

By JEAN KNOTT



WITH THE AMERICAN ARMY ON THE LORRAINE FRONT, Sept. 20.—(6 p. m.)—Marguerite Faber, a pretty twenty-four-year-old French girl, who, for four years, had been "mayor" of the village of Hannonville, southeast of Verdun, was sent to the rear with other civilian refugees today.

Marguerite was conducting the village school when the Germans took Hannonville in 1914. She conducted it so efficiently the town major sent the mayor away into Germany as a hostage and the girl was put in charge of the civil government.

"They never troubled me, nor my school, except once on the Kaiser's birthday," said Marguerite. "The town major wanted me to parade the school children in honor of the Kaiser. I told him I would be glad to parade them in the Kaiser's funeral procession, but nowhere else. He became very angry and threatened to stop me from teaching French. Then he suddenly burst into laughter and said he guessed the joke was on the Kaiser and went away."

During the first twenty-four hours of American occupation of Hannonville the girl refused all proposals of marriage from Yankees.

MANY THEFTS REPORTED. A duplicate key thief who robbed two patrons of the National Hotel is being sought today by detectives. C. F. Jackson, one of the lodgers, last night found his room had been entered and that a quarter of eight o'clock train had passed had been stolen. A coat, valued at \$50, was stolen from the room of Sol Baun.

SUIT IS DISMISSED. Justice Stafford has dismissed the suit of George T. Harrell against Sylvester E. Bowen for the surrender of premises 1206 Decatur street northwest. In his agreement to buy the property, Harrell inserted a proviso that Bowen should give up possession of the house by September 10. Bowen remained as tenant and paid rent at the rate of \$50.50 a month, and claimed that the acceptance by Harrell of rent placed him in the position of landlord and that as such he was liable to the Salsburg resolution.

CHARGED WITH ROBBERY. Arrested at Union Station after he had purchased a ticket for Memphis, Tenn., Charles A. Turnag, thirty-three years old, of Atlanta, Ga., is held at the First Precinct police station on the charge of stealing \$200 from the safe of the store of the United Cigar Company at Ninth and E streets northwest.

FOOD HIGHER HERE THAN IN MARYLAND. D. OF A. URGE MORE PAY FOR FIREMEN

The high cost of living, bugaboo of the average family in this and other countries today, is governed, by the geographical location of the average family to a large extent, according to the Postoffice Department records made public today.

For instance, Mr. Family Man can purchase eggs for the breakfast of his average family exactly 20 cents cheaper in Brooklyn, Md., than in Washington. Parcels post rates from Brooklyn to Washington would add two and one-sixty-fourth cents to each dozen of eggs parcel-posted here. The price quoted for eggs, No. 1 quality, brown, in Brooklyn is 40 cents a dozen, but it is 65 cents in Washington. No. 1 quality, white, are 70 cents a dozen in Washington and only 40 cents a dozen in Brooklyn.

Butter is sold in Brooklyn for 50 cents a pound and in Washington for 65 cents a pound—prime quality. In Brooklyn sweet potatoes of the first quality are \$1.75 a bushel; in Washington, \$2.50. At no point in Maryland outside of Baltimore, are white potatoes listed nearly as high as they are in Washington.

In Emmitsburg, Md., a chicken of the variety known as "broiler" can be purchased for 30 cents a pound against 47 cents a pound in this city. Maps, directions, and price lists entitled "How to Reach Points in Maryland," printed especially for housewives, is being urged. There is opposition on the ground that prices will at once advance at those points immediately the map is distributed. Natives of the "points" are demurring.

16-DAY CAMPAIGN FOR HOUSE IS PLAN. The Congressional campaign this year will be the shortest in American history despite the fact that on its outcome depends control of the House of Representatives for the remainder of the present Congress into the first days of the "reconstruction period."

Chairman Fees, of the Republican Congressional Committee, today said that there will be no active campaigning on the Republican side until the end of the fourth Liberty loan drive, October 19.

SOLDIERS FED CANDY. That the American soldier has a sweet tooth is demonstrated by War Department figures today showing he consumes 650,000 pounds of chocolates, 125,000 pounds of lemon drops, and 440,000 pounds of stick candy monthly.

ASK ME?

Questions Answered by Barney Oldfield

Q.—My car is running too hot. I have to fill radiator every thirty miles or so. Only get an average of ten miles. Analogs of gas with my i-passenger Studebaker six. Sometimes it will back up and start unless I pull out the choke. It pulls better when the choke is out a bit. Do you think the carburetor needs adjusting and is the mixture too lean?

A.—I would say that your carburetor needs adjusting. You are evidently getting too lean a mixture.

Q.—Please tell me something about the device for using kerosene. I have a 1917 Maxwell and my cylinders seem to throw oil through the spark plugs. What causes this? I am enclosing a stamped envelope, will you please send me your talk on this saving.

A.—I have mailed to you a copy of my tire talk. There are many kerosene devices on the market. Write to the Detroit Kerosene Carburetor Co., Detroit, and the Holly Carburetor Co., Detroit. Oil pumping is caused by leaky piston rings, worn cylinders, or pistons worn. Do not use too high an oil level.

AUTO HELPING U. S. TO CONSERVE TIME

"It is the new habit of thinking in millions that has brought home to Americans the necessity of time."

It is a universal thought—thanks to the war—and its infinite whole-someness has been proved in the wonderful results already obtained in food and fuel conservation.

"You may save but fifteen minutes a day by the use of your automobile in preference to other means of conveyance, but if you are only one of 5,000,000.

"We can use more lorries and more horses, and we can use more passenger cars. Statistics show that from 70 to 90 per cent of our passenger cars are employed in business pursuits, all or part of the time.

R. R. TICKET SALES HIGH. On the two days preceding Labor Day, 1918, a larger number of railroad tickets were sold in Washington than ever before. In order to provide for the expected heavy business, extra ticket windows and clerks were arranged for at the Union Station.

STORM HITS NORFOLK. NORFOLK, Va., Sept. 21.—A severe northeastern storm, accompanied by a driving rain, partially paralyzed shipping last night.

The Park View GARAGE

600 Newton St. N. W.
(One Square East of Ga. Ave.)
—STORAGE SPACE—

WE have a limited amount of storage space in our modern, fireproof, no-post garage for rent. See manager for rates.

AUTO REPAIRING

OUR corps of mechanics are specialists in repairing all makes of cars. A trial will convince you. Hudson and Dodge cars a specialty—terms.

\$1.00 Per Hour

Phone Col. 4467 R. J. Nash, Prop.

The Cheapest Car to Buy Is a New Car

That sounds funny, but if you'll think it over, you'll get our meaning and you'll see we're right. The government has warned all passenger car builders to get on a 100 per cent war basis. Very likely there will be no new cars built after January 1st. So if you do not buy your Saxon "Six" now you'll simply have to go without or else get a second-hand car. But what about the prices after such an order? Your guess is as good as ours? And it's our guess that all motor cars will command a premium.

Second-hand cars will bring new car prices or better. And there will be no new cars. Our best advice is to buy now and get the use of the car and the benefit of its jump in value after the first of the year. Even suppose you did buy now and then were drafted or put into war-
useful work. You still would have a car worth more and commanding more than you paid for it. And you would have had its use. Everything points to the wisdom of buying your Saxon "Six" right away. Come in today.

30-Minute Delivery—All Models

Service Announcement

That Saxon owners may at all times be able to obtain prompt service we have arranged with J. L. Shortridge, 5th and K Sts. N. W., to honor our service coupons. This is in addition to our service department at 1430 Church St., which we will continue to operate.

Henderson Motor Car Co.

932 14th St. N. W.
F. S. CARMODY, President
Telephone Frank 5611