

AUTOMOTIVE
SECTION

SUCCESS NATIONAL AUTO SHOW ASSURED

AUTOMOTIVE
SECTIONFRUIT SELLERS TIE
UP COAST ROADS

LOS ANGELES, Cal., Aug. 22.—Eastern auto tourists feasting along the roadside on California fruits, threaten to cause a revision of the traffic laws in the vicinity of Los Angeles.

A curious situation has developed as a result of what are called "highway markets." These are fruit and vegetable stands scattered throughout the suburbs on the edges of orchards and truck gardens.

The trouble comes from auto par-

tires stopping on heavily traveled highways to purchase the tempting displays fresh from the fields. Congestion and delay result, especially where the little markets are opposite each other, as is frequently the case. There is no law to enforce a motorist to shorten his stay or move off the road.

In the case of repairs on a car, or other necessities for stopping, the law decrees that the four wheels of the car must be off the road. In buying fruit and vegetables, however, the car may stop as long as the owner desires, in the roadway. The tourists are delighted with the present arrangement, while the natives, although not wanting to displease their guests, are appealing to the Chamber of Commerce, and the Automobile Club of Southern California for some sort of relief.

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We will not move a used car back from our present salesroom.

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On Easy Payments GOOD
CARS

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Washington Motor Exchange

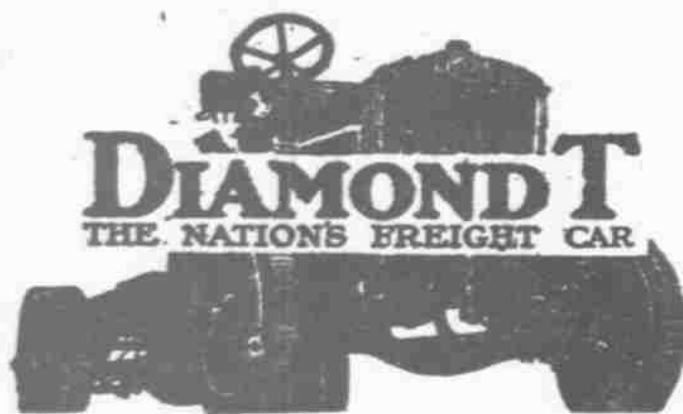
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Sizes 1, 1½, 2, 3½, 4 and 5 tons—
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GOVERNORS and HUBDOMETERS.
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up all equipped with RADIATOR GUARDS
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Pittsburgh, Pa.2124 Race Street,
Philadelphia, Pa.823 Granby Street
Norfolk, Va.FARMER'S BIGGEST
MOTOR TRUCK USER

The biggest users of motor trucks in the world are the American farmers, with 75,789 motor trucks in operation.

Manufacturers come second with 75,928, and retailers third with 74,486.

These figures are taken from reliable statistics for the year 1917. Estimates for 1918 show a tremendous increase in the number of motor trucks in use; but the farmer still in the lead.

It is estimated that during 1918 approximately 350,000,000 tons of farm products were hauled to market in motor trucks by the farmers and gardeners of the United States.

Cheaper Than Horses.

The actual operating figures averaged for the United States show that motor truck transportation is twice as cheap as horse-drawn transportation.

The motor truck handles life's necessities.

Legislation which hits motor trucks hits at the very source of the life supply of the people," says R. E. Fulton, vice president of the International Motor Company. "To unwise legislation against the motor truck is to take food away from those who need it and to increase its cost."

"The motor truck is the people's friend and servant, and legislation aimed to injure and handicap motor truck transportation is a blow against the best interests of the people—both producers and consumers."

Saves Perishable Stocks.

"Much of this 350,000,000 tons of food products hauled from the farm to the city by motor trucks was of a perishable nature, and hundreds of thousands of tons of it would have been lost but for the rapid transportation possible with the motor truck."

"Legislation aimed to hit motor truck transportation is the result of a narrow-minded attitude of some who hold mistaken notions that the motor truck hurts certain interests. The motor truck serves the needs of the people. It is for the people, both producers and consumers, to see that the motor truck is given a square deal and not discriminated against."

"Discrimination against motor trucks is discrimination against the source of livelihood of the people."

LOCK YOUR CAR.
LOCK YOUR SPARE TIRE.

The Times
Auto Emergency Service
Is At Your Disposal

If you are in need of a haul home, gasoline, or help of any kind
Call Main 5-2-6-0
(Put this memo in your note book)

Additional Show Space
Assures National Winter
Exhibits Great Success

For the first time in its history, the automobile industry will enjoy, this winter, ample housing facilities for the annual national shows. This condition has been brought about by the addition to the list of buildings heretofore occupied, two of the largest structures of their kind in the world. It will therefore be possible to hold, for the first time, passenger and commercial departments of the shows the same week, both at New York and Chicago. Grand Central Palace will be available for the passenger car section of the New York show.

Several important facts indicate that the coming exhibitions will be the greatest in the history of the industry. The holding of the two departments at the same time will insure a greater attendance of dealers and prospective buyers. The manufacturers will have a greater variety of improvements to exhibit than for many years. There will be important

additions to the family of exhibitors. By reason of the added space the exhibits will be more comprehensive than formerly.

The unprecedented demand for cars, aside from all other considerations, indicates a record attendance. And finally the management is already assured of the presence of foreign buyers.

The details of arrangements are as follows:

January 3-10—Twentieth annual national exhibition of passenger cars and accessories at Grand Central Palace, New York.

January 3-10—National exhibition of commercial cars and accessories at Eighth Coast Artillery Armory, Kingsbridge Road, New York.

January 24-31—Twentieth annual national exhibition of passenger cars and accessories at the Coliseum and First Regiment Armory, Chicago.

January 24-31—National exhibition of commercial cars and accessories, at International Amphitheatre, Chicago.

THE
WOMAN
IN THE
CAR

FADS AND FANCIES
FOR THE
FEMININE
MOTORIST



There are so many lovely and serviceable coats to be seen, suitable for these cool evenings, it is quite hard to choose. The cape-coat is prevalent, and the loose dolman, in many soft shades—blouse, twilight blue, taupe and brown, offset by brightly colored linings of flowered silk or satin. One coat particularly adaptable to motor-ing is of taupe velour, leather trimmed, with roll collar and cuffs. A fur coat or cape will be very welcome in the fresh air of late evenings. A dress can be so comfortably slipped on without rumpling the gown underneath. If a coat is not desired, a long two-skin box of dyed red fox, or a cape, will be found serviceable.

And hats! Any small hat, easily veiled, is the thing for your automobile. The regulation motor cap which used to be a favorite has been discarded for the dressier, modish toque, which is still a correct part of the costume out of the machine. A distinctive one seen recently, of brown liere braid, follows the lines of a jockey cap, with a brim turned up close around the back, and a small visor; narrow brown grosgrain ribbon binds the base of a close taffeta crown, and meets in a tiny bow over the visor. Very smart with a fine veil. Another close-fitting model combines French crepe in the popular henna shade with liere braid of dark blue; an interwoven panel of the crepe and braid decorates one side in a new touch, and two small braid balls swing on crepe straps from the center of the crown. The harem veil used with this toque gives a distinctly Oriental effect.

The glove for the wheel is unquestionably the slip-on gauntlet, strapped at the wrist, gray or mauve, according to your costume. Washable leather, in tan, gray or white, has many possibilities.

For the little foot trail you will be glad you wore low-heeled Oxford, or Shrewsbury grain; they defy the scratches of stones as well as of the clutch, are modish in cut, and most sensible. To carry out the sportmanlike effect, and also to be perfectly free to walk, you will leave your motor coat on the rail and don a soft angora or knitted silk shawl scarf of leaf brown, rose or gray, caught in at the waist with a narrow leather belt. This new article has many advantages over the sweater of last spring.

The influence of the woman of the family must be reckoned with in the motor world today. She usually has a deciding voice in the selection not only of the automobile itself, but as her knowledge of motor matters increases, also has a pronounced influence in the selection of the tires.

Getting home from a motor trip without tire trouble means a good deal of satisfaction to the man who drives, but means fully as much to the lady in the back seat who, though only a passenger and not called on for aid when tire changes are made, likes to finish a run without experiencing the futile exasperation caused by a bad tire.

This is a something in the feminine make-up which brings feeling of keen humiliation to the lady passenger who sits in a car and watches other machines roll smoothly by while her driver toils away at a tire change. The commiserating stares of the motorists who go by don't add anything to her happiness.

Accidents will happen even in the best tire families. Says the United States Tire Company opines popularity of its tires with feminine motorists. But to the woman who drives, dependable tires are a special boon because the occasions when she must change a tire are few and far between.

AUTO SUBURBAN TRAVEL
CALLED MORE POPULAR

"Using a Dort car for daily transportation between suburb and city is becoming more and more popular," says H. S. Daniels, of the Dort Motor Car Company.

"Increased costs of other transportation and the inadequate train and electric railway facilities in many large cities have placed the motor car in direct competition for this sort of travel. The convenience of the automobile is well recognized, and now it is able to compete on a money basis for short hauls."

"Many Dort owners are using their cars for suburban travel and using them every day. People would much rather live in the outskirts, and how to get down town quickly is all that prevents many from living away from the business district. The motor car solves this problem."

LOCK YOUR CAR.
LOCK YOUR SPARE TIRE.

list of used cars offers the way to a vacation that is really worth while. The price of our cars is low enough to enable you to secure the most out of the money spent for a summer trip. Decide now to inspect our stock.

LARGEST USED CAR DEALERS.

1918-19 FRANKLIN Touring Cars and Sedans; all models; mechanically perfect; splendid equipment; at interesting prices.

1918 LOCOMOBILE Roadster; custom built body; very classy; equipped with cord tires and extras. A bargain.

1918-19 BUCK Touring Cars, Roadsters, Coupes and Sedans, 4- and 6-cyl. models; largest variety in the city.

1918-19 DODGE Touring Cars and Roadsters, also Sedans with wire wheels; large selection; as low as \$500.

1918-19 DEXER Touring; run 2600 miles; mechanically A-1; splendidly equipped. A bargain.

1918-19 EIDLE 4-pass. Touring, very classy; wire wheel equipment; splendid mechanical condition.

1918-19 MARION Touring Cars and Club Roadsters; cord tires, wire wheels; large selection; as low as \$500.

1918-19 OAKLAND SIXES Touring Cars and Roadsters; splendid shape, excellent equipment; very low price.

GORSON'S AUTOMOBILE EXCHANGE
238-240 NORTH BROAD ST., PHILADELPHIA, PA.
Agents Wanted. Closed Sundays. Send For Free Catalog.

U.S. AUTOS OUTSTRIP
RAILROAD MILEAGE

"It is almost a certainty," states S. M. How, general sales manager of the Haynes Automobile Company, Kokomo, Ind., "that the average American citizen, were he asked, would declare that the seating capacity and mileage of the combined automobiles of the country are far less than that of all the passenger trains of the nation. A few authentic figures, however, will serve to prove this to be an illusion, and to show that the nation's automobiles, in point of mileage and carrying capacity, greatly exceed the railroads."

The figures show that there are 6,000,000 automobiles in use in the United States today. This indicates that an average mileage of 3,000, which is low, the total mileage equals 18,000,000,000 miles per annum, which, multiplied by an average of three passengers, means that the total passenger mileage is 54,000,000,000.

"The passenger mileage of automobiles exceeds that of the railroads by over 20,000,000,000 miles, because the latest available figures show that the official railroad passenger mileage was 32,884,247,668. Automobiles, on a basis of 300 days of use and an average of only two passengers, carried 3,600,000,000 persons, compared with the railroads' total of 976,303,692."

"The seating capacity of the 6,000,000 automobiles in use in the United States is estimated at not less than 30,000,000 people. The total seating capacity of railroad cars, of which there are 55,705, is about 3,800,000 people. To carry the people now carried by automobiles would require 60,000 new passenger coaches and 14,972 new locomotives at a combined cost of \$1,184,000,000, to say nothing of passenger tracks, depots, and employees at an expense impossible to calculate."

"These stupendous figures are almost beyond human conception, but they give some idea of the vast ramifications of the automobile industry and the tremendous extent to which the automobile has entered our lives."

give the motor gas before he could operate.

A good listener is the best entertainer—(especially when he's with a guy who prefers to talk about his own car).

The fellow who mounted the "Rim o' the world" Route, and unfortunately

nately ran over the edge, discovered that it was also a demountable rim.

Ray D. Ater—In your opinion, who was America's greatest creator of fiction? Repair Bill—Well, the guy who named the "one-man" top was no slouch.



The crowning achievement of nineteen years' successful automobile engineering. A veritable novelty at its best—bold, radical and sweeping, yet not freakish in design. It is mechanically correct. Full comparison by extraordinary first and lasting impression is challenged with any car, regardless of price.

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The Surety Will
Wash, Oil and Grease
Your Car Any Time
Day or Night
And They Will Do It, Too

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and Motor Co.

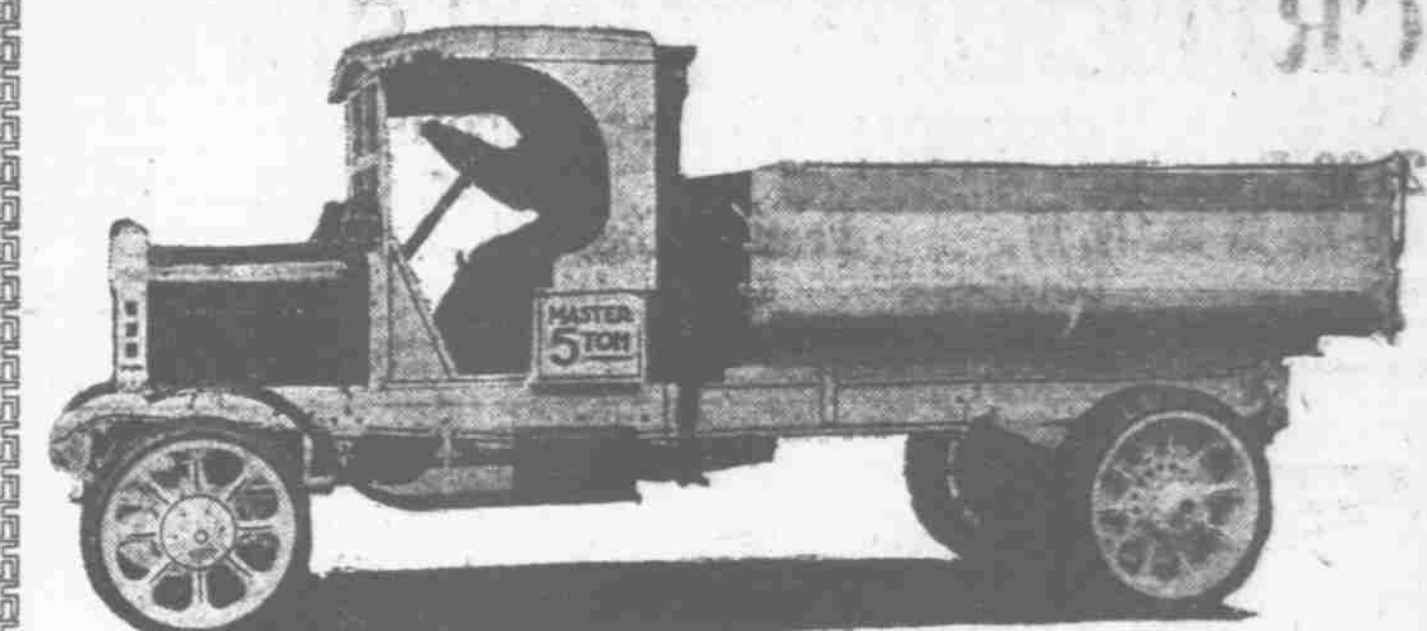
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SPARKS

From the Liberty Bell

A bonehead who is interested in his job is a whole lot better than a smart slacker.

It is said that old Doc Auto had to

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STONER

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Strength and Endurance

One of the very finest heavy-duty MOTOR TRUCKS manufactured. Every unit and detail which enters its construction is the best that money can buy. Buda, Timken, Brown-Lipe, Ross, Parish & Bingham, Detroit Steel Products, and other leaders have contributed their best ideas to its design. Its enormous 10-inch frame—the strongest ever put under a truck of this size—gives an idea of the steel-bridge construction, balanced over-size and huge factors of safety throughout.

This, then, is the MASTER TRUCK—everything of the best; everything stronger than need be; every detail a developed success, adapted and designed into a perfect whole by engineers famous in the Truck industry since its beginning. And, far more conclusive than anything we can say, is the record of MASTER TRUCK owners—all of them—for there never has been one who will not say it is literally "the Master of them all."

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