MATTERS of INTEREST to the AUTO WORLD

GOSSIP AND DOINGS OF AUTO TRADE

Items of Interest Gathered During Tour Among Garages.

The second National Roads Convention at Washington, which came to a close Friday, means a great deal to Maryland. This state has been officially placed in the route of the proposed national highway that will come down from Philadelphia, through Baltimore to Washington. The speakers at the convention all favored the national government to build and maintain the roads of the United States. A large delegation had an interview with President Wilson pertaining to good roads, and it is believed that the Chief Executive will support the plan.

One of the speakers stated that a small revenue placed on tobacco would mean that all of the roads of the national highway could be built at a cost of $18,000 per mile. An amount something like $400,000,000 would be required to do this work. The national highway would include two excellent roads across the country east and west, and leaders running north and south, linking with the main roads.

A delegation of about 25 were present to represent Maryland. Among them were Chairman Weller and Major Shirley, of the Good Roads Commission, and Secretary H. M. Luzius, of the Automobile Club of Maryland. Dr. H. M. Rowe, president of the club, was unable to attend, owing to the illness of Mrs. Rowe.

W. F. Kneip, manager of the Franklin Motor Company, left the city last night to visit the Franklin Manufacturing Company at Syracuse, N. Y. He will return Tuesday.

The Automobile Club of Maryland has sent out bulletins requesting automobile owners to limit to the utmost the emission of smoke from motors of cars at all times. Complaint has been made to the Board of Police Commissioners to take action if immediate and continual attention is not given to this request.

A meeting of the Auto Club will take place at the clubrooms Tuesday night, and Secretary H. M. Luzius, of the organization, desires a full attendance.

C. P. Henderson, president of the Henderson Motor Company, of Indianapolis, was a visitor to the Henderson Motor Sales Company, temporary location at 700 American Building, Friday. The outlook for the Henderson cars, according to President Henderson, is very good. Six to ten cars are being shipped daily, and the factory is being cramped for space. The new Henderson six-cylinder car will be ready July 1.

Manager Weidemeyer, of the Henderson Motor Sales Company, states that the new home of the Henderson cars here is now ready for the roof, and will be completed by about April 1.

The Schall-Crouch Auto Company reports the following sales: J. H. Gove, 36 Paige touring; Dr. W. Etheridge, Paige touring; J. M. Berry, Jr., Paige touring; Charles Mahan, 36 touring; Lieut. Thomas Duncan, Paige touring; H. J. Kaufman, Paige touring; Leroy Oldham, Paige touring, and P. Smith, Brunswick touring. They also made deliveries to Fritz Baum, George Koppelman, R. W. Howeth and R. D. Upham. A shipment of three carloads of Paige 36 models is now en route for this city.

Sales manager Robert Brunhouse, of the Schall-Crouch auto Company, who has had a great deal of experience in autos as a factory man, is pushing the Lozier cars, and reports business very good for this time of the year. He expects a large number of sales from now on of the Lozier cars.

The Motor Company, North and Maryland avenues, reports the sales of three Reo touring cars to Harry DeVries, of Sykesville, Md.

The first auto chapel to be built in America has been completed by the American Locomotive Company. The chapel, which is built on a two-ton Alco chassis, was sold by the New York office to the Extension Society of the United States of America for missionary work in the Catholic Church.

A meeting of the branch managers of the Locomobile Company of America will be held at Bridgeport, Ct., Monday. T. W. Wilson, Jr., of the local branch, will attend.

The Auto Outing Company reports business decidely brisk. They delivered eight Buick cars the past week. A shipment of five carloads of cars is in transit from Flint, Mich., for the local firm.

Baltimore is leading the Locomobile Company's branches for the percentage of increase of retail business to date, covering the same period over last year. The season began in January.

The Cole Sales Company reports the sale of a five-passenger Sampson touring car to G. C. Chenoweth, of this city, and the delivery of a Stoddard-Dayton 28-horsepower commercial wagon to C. Edward Tucker, of Forest Hill, Md. The firm has taken the agency for Schickel motorcycles made in five and seven horsepower models.

The Ford Auto Company reports the following deliveries: Cambridge Auto Company, three touring cars; Walter P. Record, Cockeysville, six touring cars; Charles E. Mead, touring; A. K. Daly, touring; Miss Alice W. Miller, touring; Consolidated Gas and Electric Company, two runabouts; John Wischhusen, touring; C. R. Deeley, touring; Herry and Babylon, Westminster, touring, and John Dause, touring.

So far this year the Ford Auto Company reports that they have sold 183 cars in February. This is the greatest amount of business that they have done since they took the Ford agency five years ago.

The Colonial Motor Company reports the following sales: Dr. B. Holly Smith, 1007 Madison avenue, 20-horsepower Studebaker roadster; Mr. Campbell, Earl Court, 20-horsepower roadster; C. V. Starkloff, city, 35-horsepower touring, and A. L. Hart, 24 Commerce street, 25-horsepower touring car.

The Motor Car Company reports the following sales: Dr. G. W. Murgatroyd, Greenmount avenue, 30-horsepower Overland runabout; Thomas H. Gaither, 825 Cathedral street, 30-horsepower Overland touring; W. K. Rogers, Forest Hill, 30-horsepower touring, and O. Truman Pearrie, 300 East Pleasant street, Overland touring car.

J. C. Maxwell, of this city, has been added to the sales force of the Motor Car Company.

Cole Autos Easy For Women Drivers

There is no connection whatsoever between the militant suffragette movement and the determination of women in general to enlarge their horizons. Regardless of our individual opinions with respect to women and affairs at large, even the most narrow-minded must admit that the past decade has accomplished more than any period in history towards bringing woman into her own.

Two years ago, when the matter of motor cars came up, men generally designated the electric as the woman's car and the gasoline motor car as the man's particular vehicle. Things have changed.

With the advent of the electric starter the gasoline car has become capable of being started from the driver's seat, without the slightest exertion, and there has been a thoroughly refined stampede of the gentler sex toward the gasoline propelled car.

As a lady in Evanston very tersely put it the other day: "The electric is very good for the woman who is perfectly satisfied to travel slower than her husband, but for the woman who insists on passing at par the gasoline driven motor car is highly preferable."

With the electric starter easily within reach, the gasoline motor car becomes just as obedient and safe as any electric ever built. A gasoline-driven vehicle is quite as good as a town car, and one need not have heart failure whenever the city limit is crossed.

In addition to becoming equipped with the Delco Electric Starter, the Cole, which has been designated as "the choice of American womanhood," has a feature, which is exclusive and highly desirable from the woman's standpoint—the electric starting buttons, the little control which turns the electric lamp lights on and off, the speedometer, the grade indicator, the air-pressure gauge and the sight oil feed are all on a very neat, ebony finished panel on the cowl of the dash.

A. Trust Poehlmann is the president of the Cole Sales Co., who are the local agents for the Cole car.

Maximum Easy Driving of Car

"To the man who operates his own car, easy driving is a very important factor. Maximum easy driving can be obtained only through correct design all through the car," says W. F. Kneip, Franklin dealer here.

"The properties in a car which result in easy driving are obtained not only through the type of construction used in the steering gear, but through the type of design used throughout. Light weight is a most important factor in the easy driving of the car.

"It is, however, through the steering device that easy driving is first felt. Take for instance the type of steering device whis is not irreversible. It means that it is not necessary to pull hard at the wheel to get the car back into a straight course after it has been turned around a corner or to dodge some obstruction in the road. With the irreversible type of steering gear, the driver has to exert the same amount of effort to get the wheels back into a straight course as he does to turn them out. He is therefore constantly working at the steering wheel to keep the car in the road.

"With the non-irreversible type the wheels tend to keep themselves in the proper course when the car is moving. That is, after they have been turned to round a corner or to dodge obstructions in the road, or when the car is being driven in ruts, the wheels, without any unusual effort on the part of the driver, keep the car in the course.

"Light weight has a big effect on the easy driving of the car. The light weight car offers less resistance to the efforts of the driver as applied through the steering system. The various forces caused by the momentum of the heavy car traveling at anything like a good speed make it a real effort to keep the car in the road.

Marmon Cars Are Proving Popular

The Marmon car is enjoying a great deal of popularity all over the country. Walter Scott, 1127 West North avenue, is the local agent. There are a great many of these cars now in service in this city and state, and all of them are running extremely well. The manufacturers claim that their product is the easiest riding car in the world, and Manager Scott is ready at any time to demonstrate this feature of the car. The Marmon cars are decidedly easy on tires, and a majority of the Marmons are immensely pleased with the mileage they get out of their tires.

Marmon cars are built in two chasses, the 32 and the six-cylinder 48 horsepower types. Both are large, roomy cars, and present an attractive type of motor vehicle. They satisfy the natural desire for distinction in equipment, while meeting the demand for constant reliable service at minimum expense for tires and upkeep. With reasonable care the cars operate smoothly and quietly for many years.

No Unnecessary Smoke.

"Antismoke ordinances are now the vogue in hundreds of town and cities in this country. How one of these ordinances works for the discomfiture and loss of motorists who do not own our unique smokeless oiling system may be seen any day at the intersection of two busy thoroughfares in almost any large city," said R. E. Olds, president of the Reo Motor Car Company, to Manager Croxton, of Motor Company, here.

"In New York city it is a common occurrence to see a member of the traffic squad stop his motorcycle in front of a smoking motor car with a signal to stop. The driver may be going slowly, wholly within the law, excepting the one thing which the average city dweller abhors next to a plague; namely, a smoking automobile. I state these facts as a plain condition which confronts the motorist everywhere, and in nowise do I offer them as a criticism or defense of some of the antismoke ordinances now being rigidly enforced in so many cities.

"The point is that motorists are now expected to qualify with smokeless cars or else be heavily fined or go to jail. Our patrons everywhere are congratulating us for our foresight in designing and building all Reo cars successfully to meet the present-day antismoke ordinances. We foresaw the result of the smoke nuisance years ago and were among the very first who designed and built the smokeless automobile oiling system. With it our patron is saved the worry and discomfiture of being 'pinched' for smoking, when possibly most driven for time, besides he saves from 25 to 50 per cent. of his oil bill, saying nothing of the many engine troubles caused by short circuits arising from faulty oiling of the cylinders. We challenge comparison of our oiling system with that of the best foreign or domestic car built."

TIMELY MOTOR GOSSIP FROM OTHER LANDS

Exports of Automobiles From France Lead Other Foreign Cars.

Exports of automobiles from France continue to lead those of all other nations. During the year 1912, for which statistics have been published by the Department of Commerce, $42,400,000 worth of cars were exported from France, while the imports of cars amounted to about 2,000 complete machines, valued at about $3,000,000. According to other figures contained in the same statistics, about 17,000 cars were sold in France itself during the past year, making the total number of cars in use in that country at the end of last year 89,185. Besides these there were 28,641 motorcycles and 2,990,000 bicycles. The pro rata distribution in France is equal to one motorcycle for every 1,382 inhabitants, one automobile for every 500 inhabitants and one bicycle for every 13 inhabitants. In Paris alone there are 21,500 automobiles in use.

Brazil is to have improved highways. The Empreza Autovairia Paulista has been granted permission by the government to construct a road between Sao Paulo and Santos, Brazil. Reports state that this company has floated a loan for this purpose, netting $650,000.

Automobiles are beginning to be seen in China in increasing numbers, and, inspired, no doubt, by the presence of several machines and also advertisements by American firms, the Japan Times, of Tokio, has started a column of "Auto Gossip."

Egypt is to have a network of roads extending across the deserts and connecting places hitherto reached only by caravan. Lord Kitchener has planned the system, and already one of the roads—that between Alexandria and Cairo—is approaching completion. The system comprises both main and auxiliary roads. The main roads are to be built by the government, while the smaller ones will be laid by the provincial councils. Most of the roads will have to be built complete, while others will follow earlier highways. Motoring over some of these desert roads is said to possess a particular charm that is furnished in no other country, particularly on moonlight nights. Hence Egypt will probably become a favorite ground for the motorist when the roads are built.

Winding roads, high hedges and sharp turns offer considerable danger to automobilists, due to the impossibility in some places of seeing ahead. The English recognize this, and in some instances are installing mirrors at the dangerous turns and crossings with good results. One of the first mirrors to be used was placed at a crossing in Folkstone in June, 1910. It is 24 inches square and cost $7.50. It is stated that since its installation there have been no collisions at that place, whereas before they had been frequent. Another mirror that has been successful is that at Malmesbury. The mirror is 96 by 60 inches in size. At both places the effect of the mirror is not only to show the condition of the road ahead, but also serves in some mysterious manner to persuade the chauffeurs to drive more slowly. The Royal Automobile Club and other motoring organizations are planning a campaign to secure more mirrors. Strange to say, none of those already in place have been injured by amateur marksmen—one case where the breaking-the-mirror superstition is not without value.

Three passenger automobiles and two motor trucks, all of American make, have been imported into Northeast Sonora, Mexico, within the past two months, despite the interruption in business caused by the revolution.

Street improvements in Caracas, the capital of Venezuela, and the improvement of many of the country roads radiating from the capital have opened a promising field for automobiles.

The roads of France, on the whole, do not compare in excellence with those of England. But it is acknowledged that the condition of the roads of France has been growing worse during the last 10 years. Some charge it to steel-studded automobile tires, while others hint that the government is lax in its duty of keeping the roads up to the mark.

In the case of the breakage of an important part of an automobile, involving personal injury, the manufacturer is responsible, and not the person from whom the car was hired, according to a decision by the French Court of Appeals sitting in Paris. The decision arose out of a claim made by an American for $100,000 damages for injuries received in a car rented from the Societe Routiere.

A newspaper in London, England, is conducting a test of petrol as a fuel.

Motorcyclists To Propose Campaign

President Boyd and members of the Maryland Motorcycle Club have been receiving congratulations for the big attendance at the Automobile Club of Maryland when Leo Sauer began his transcontinental lecture campaign on behalf of the Federation of American Motorcyclists. Every member of the club worked hard for this meeting, and the big success simply illustrates the fact that if all the motorcyclists in this state would work together for every cause there would be lots of influence exerted in every big action, which would doubly redound to their credit. Commissioner William Wood, of the F. A. M., has this idea in mind and has issued a call for all F. A. M. members to meet at the clubroom of the Maryland Motorcycle Club next Wednesday at 8 P. M., when plans will be adopted for the working-out of a F. A. M. state organization.

This will be on the plan of the work, carried out by the old L. A. W., which every wheelman will remember. Commissioners and secretaries will be appointed in all the principal towns and cities who will each month report progress and troubles to State Commissioner Wood.

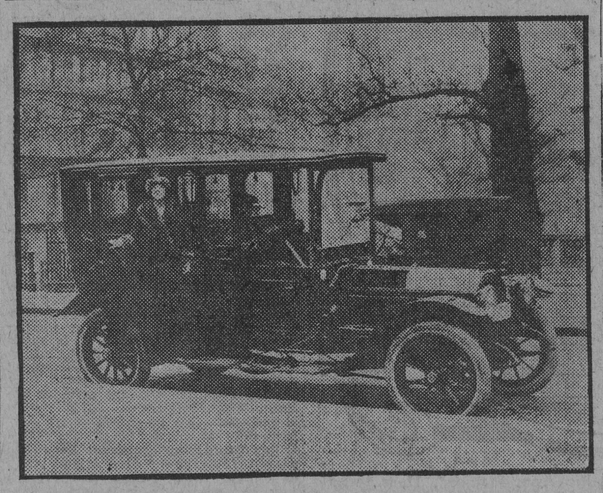
It is also the desire to have a big state convention and race meet just previous to the F. A. M. national assembly, when delegates will be appointed and a general good time for all the members. The first run of the season is scheduled for today, meeting at the park gate at 9:30, the destination to be Ramshorn, just beyond Hyattsville, on the new National pike to Washington.

Owing to the big influx of new members, many of them being new motorcyclists, a slow gait will be maintained, and all riders are invited.

No Trouble by Freeze.

The recent cold spell has not left any serious results so far as cracked cylinders and radiators on Franklin cars are concerned. The "antifreeze" solution which they use has proven to be very satisfactory.

MISS HOFFMAN'S PEERLESS CAR



Miss Gertrude Hoffman, the famous actress, who has just concluded a week's engagement in this city, finds her chief recreation in this up-to date limousine. She called during the week to pay her respects to the Zell Motor Company, local agents for the Peerless, her favorite automobile.

OWNERS WHO HAVE TAKEN OUT LICENSES

State Is Reaping Fund for Improvement to the Highways.

Automobile owners who have taken out licenses from the office of the Commissioner of Motor Vehicles are as follows:

6560—Charles Plawin, 1513 McHenry St., Buick.
6561—J. N. Johns, Warwick, Md., Studebaker.
6562—H. H. Meredith, Ridgely, Md., Ford.
6563—I. N. King, Barstow, Md., Ford.
6564—E. E. Wilcox, Hamilton, Md. Ford.
6565—W. W. Cissel, Highland, Md., Ford.
6566—Carl Lohmeyer, 2741 N. Calvert St., Cole.
6567—John Schafer, Rosedale, Md., Ford.
6568—F. E. Waters, 905 Union Trust Bldg., Peerless.
6569—C. L. Cissel, 20 Centre St., Cumberland, Md., Ford.
6570—V. H. Swindell, Prince Frederick, Md., Ford.
6571—J. A. Krumrine, North East, Md., Willys.
6572—H. E. Price, Centerville, Md., E-M-F.
6573—S. S. Keyser, Stafford Hotel, Packard.
6574—R. A. Rausch, Lenox, Md., Ford.
6575—H. B. McDowell, College Park, Md., E-M-F.
6576—William Reddie, Easton, Md., Ford.
6577—E. G. Cover, Easton, Md., Reo.
6578—W. T. Scarborough, Forest Hill, Md., Stoddard.
6579—W. B. Page, Garrison, Md., Oakland.
6580—F. G. Dotterweich, Hughesville, Md., Krit.
6581—H. C. Chappelear, Hughesville, Md., Krit.
6582—A. W. Gieske, Catonsville, Md., York.
6583—J. C. Brewer, 1325 Biddle St., Dragon.
6584—Blaine Giessman, Oakland, Md., Ford.
6585—H. F. Longbrake, Brunswick, Md., Ford.
6586—H. P. Harris, 1 Edgewood Road, Kelsey.
6587—M. S. Strouse, Lombard and Paca Sts., White.
6588—P. B. Wilson, Jr., Wilkens Ave., Oakland.
6589—Melville Gemmell, 2027 Fulton Ave., Willys.
6590—D. W. Williamson, Homewood Apts., Pullman.
6591—R. E. Lee, Sykesville, Md., Detroiter.
6592—E. W. White, 4302 Granada Ave., Pullman.
6593—R. L. Rumpt, Halethorpe, Md., E-M-F.
6594—George Peterson, 2119 N. Charles St., Ford.
6595—C. H. Bannier, 665 W. Lexington St., Pullman.

New York Man in Charge of Branch

The policy of the International Motor Company, manufacturers of the Mack-Saurer and Heuitt trucks, in placing managers in charge of their branches who are men of wide experience in the motor truck business, has been carried out by the placing of W. A. Davis in charge of Baltimore and Washington as sales manager, with general supervision over the Southern States.

Mr. Davis was for a number of years connected with the firm of Wyckoff, Church & Partridge, Inc., New York, who were recognized as the largest distributors of high-class automobiles in New York. When this firm took over the American rights to manufacture the Commer truck Mr. Davis was placed as assistant in charge of the sales force, and managed the sales department south of New York and east of the Mississippi. He secured his early training in transportation engineering from the English experts, with whom he was associated, and has grown up with the motor truck business during its rapid growth of the last five years.

During 1912 Mr. Davis spent six months in the big plant of the Buffalo Electric Company, acquiring a full working knowledge of this important branch of motor trucking, qualifying to be in a position to handle transportation problems from all angles of competition.

The International Motor Company are handling a large volume of business from this branch, and from all reports this will be the most successful year experienced by the Baltimore branch.

To Establish Race Circuit

Tentative arrangements have been made by the Western Automobile Association to establish a Western race circuit, comprising the cities of Milwaukee, Elgin, Galveston, Tacoma, St. Louis and Los Angeles. A separate organization is to be subscribed from which to draw the prize money for the winning drivers.

HIGHWAY TO BE FINISHED DURING YEAR

Quebec-Miami International Road to Pass Through Maryland.

The completion of the Quebec-Miami International highway, from the Great Lakes to the southern part of Florida, is expected by the close of the summer of 1913. Already that section of the road from Rouses Point, on the Canadian border, to Washington is ready to travel save for a few miles in Maryland, and this bid of road will be completed during the coming spring.

From Washington south there will be a new road through Virginia and the highway will pass over historic ground, crossing no less than 27 battlefields of the Civil and Revolutionary Wars. The road is being built by county bonds and by popular subscriptions, the Chamber of Commerce of Richmond having raised $75,000.

In a recent letter to Mr. Norman M. Parrott, of Baltimore, the secretary of the Quebec-Miami International Highway Association, Mr. Preston Belvin, of Richmond, writes:

"Here is some good news for you—$150,000 was voted last week in bonds for the Richmond-to-Washington highway from Spottsylvania Courthouse south to the Hanover line. This is the last link in the chain. The money is now all in sight and we have been absolutely working in the highway since last summer between Richmond and Washington and it will be completed during the fall. It is only a question of time to do the work. That portion of the highway, 125 miles between Richmond and North Carolina, will be finished by June 1, and possibly earlier.

To Construct Highway

J. D. Christenson, of St. Louis, Mo., is named as the principal stockholder in the Texas Motorway Company, which has been organized construct an automobile highway between Dallas and Del Rio, Tex., a distance of approximately 500 miles. The company has a nominal capital stock of $10,000, divided into 100 shares of $100 each.

Motorcycle Boom Is Shown By Shipments

Howard A. French & Co. received during the past week the largest shipment of motorcycles ever made to any one dealer in this state, and probably in the South. A solid carload of Indian motorcycles were in this shipment, and so great was the demand for them that 28 were actually delivered and sold the day of their arrival, which is another record-breaker for the business of this well-known house.

George Gephart is now heralded as the road speed king, and is credited with burning the pike over 70 miles per hour, and many of the boys are of the opinion that Gephart will get his if he is not more careful in opening up his powerful Indian.

There are nearly 100 new Indians on the road in this state, which shows the big increase of business, as this is nearly half of the total number put out all last year. Howard A. French reports that another carload of Indians is due to arrive here on the 15th, as the first carload has already been disposed of, and there are still many on the waiting list.

Bert Cook was robbed of some big honors on inauguration day. He had his big Indian carefully groomed, and was prepared to open his throttle all the way from Washington to Baltimore, but the delay in starting the new president into office broke up his plans.

It was his intentions to beat the express trains to Baltimore, and he would have done it, too, as he had previously secured a right of way from the police department in Washington. It was the intention to secure a picture of President Wilson at the time he took the oath, and then make a beat for Baltimore. This probably was the first time that the motorcycle would have come into use, to actually beat the time of an express train for a short run.

Demountable Fastenings.

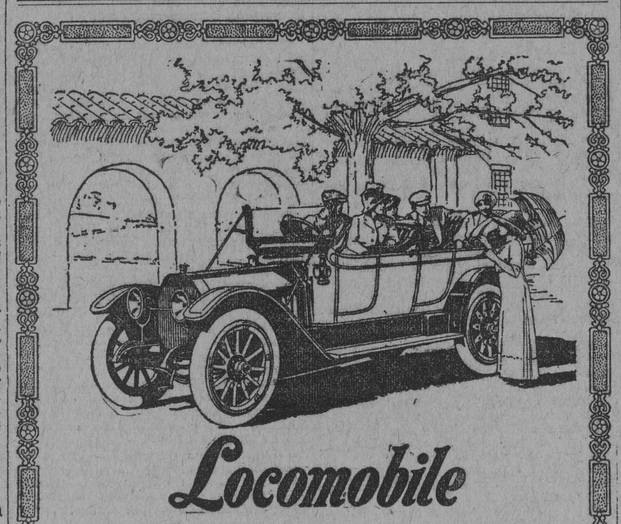
No one feature of tire progression in connection with the development of the commercial vehicle has exerted a greater broadening influence on truck operation than the invention of solid tires, with practical, demountable fastenings.

Every move which increases the operating radius of the truck is a step toward establishing the absolute universality of this type of vehicle as a dominating factor in handling the world's goods. Within the past year it has been conclusively proven that the truck, properly handled, can go anywhere. And the solid demountable tire has in a large measure made this possible.

"Up to a comparatively short time ago," says J. D. Anderson, general sales manager of the United States Tire Company, "it was necessary to keep the truck within easy range of a base of tire supplies. This was due to the fact that under earlier methods of applying and fastening a solid tire to the wheel special machinery and the services of expert workmen were required. The wheel had to be removed before a replacement could be made, and if the truck was in operation in a remote section, the vehicle was laid up while the wheel was being shipped to the nearest tire station and back again. This was a waste of valuable time and had the effect of demoralizing a delivery system and seriously impairing the earning capacity of the truck.

Many Using Plugit.

Plugit, the invention which, when placed in pneumatic tubes in automobiles, keeps the tires from leaking, is attracting much attention among owners. A number of car owners are placing Plugit in the tubes of their tires and find that all punctures are eradicated. Gauer, Blaylock & Co., Inc., 2 West Preston street, are the manufacturers.



Locomobile

More experience, more enthusiasm, more real hard work, and more actual outlay enter into the construction of the Locomobile than any other car built.

Compare the Locomobile with other high grade cars and you will find it easier riding, better constructed, more completely equipped and more carefully designed.

Electric Motor Starter Hardly anyone thinks of buying a high grade six without an electric motor starter. Experts say the Locomobile starter is the best built and the best installed. One pedal starts motor; locking device prevents meddling. Combined with the most expensive electric lighting system, gives the Locomobile the best electrical equipment.

Ten Inch Upholstery Well known as the "Best Built Car in America" the Locomobile has for two years been developed to afford the greatest comfort and luxury to women.

Locomobile upholstery, used on no other high grade car, was brought out for women and developed with their co-operation. Women tested it under every condition of driving and made suggestions that were adopted, until the very limit of comfort was reached.

Electric Motor Starter, Tires at the Rear, Ten Inch Upholstery, Four Speed Transmission, Multiple Disc Clutch, Seven Bearing Crank Shaft, Full Floating Rear Axle, Chrome Nickel Steel Frame and Springs are found in combination only on the Locomobile.

The Locomobile Company of America
General Offices and Works, Bridgeport, Conn.
107 W. Mt. Royal Ave., Baltimore.

BRANCHES:
New York, Chicago, Boston, Philadelphia, Washington, St. Louis, Baltimore, Atlanta, San Francisco, Los Angeles, Oakland, Minneapolis, Pittsburgh

No-Rim-Cut Tires 10% Oversize

Start 1913 Right

At the start of this new season, join the hundreds of thousands who have learned how to stop tire waste.

End rim-cutting now—adopt oversize tires. Then watch mileage records—watch your tire upkeep. See if men are right or wrong about No-Rim-Cut tires.

Get Actual Proof

Every tire maker says, "My tires are best." You expect it.

But here is the tire which, in actual use, has come to outsell all others.

Here is a tire with sensational sale, which has doubled and doubled until it has led to a panic in Tiredom.

Find out why these legions, who keep track of tire mileage, have come to No-Rim-Cut tires.

What You'll Find

You will find, for one thing, that these tires end rim-cutting. And no other satisfactory way to end it has ever been discovered.

Statistics show that rim-cutting ruins 23 per cent of all old-type tires.

You will find that our 10 per cent oversize, under average conditions, adds 25 per cent to the tire mileage.

You will find that our experts, after 14 years, have learned what formulas and fabrics, what methods and processes give the maximum endurance.

You will find that these things, on the average, cut tire bills pretty near in two.

Now the King

The No-Rim-Cut tire is now the king of Tiredom.

It won its way there, from the bottom place, by lowest cost per mile.

It is there by the vote of hundreds of thousands who have bought and used two million Goodyear tires.

Don't say to yourself that these men are mistaken. Every evidence is, they are not.

They seek what you seek—less trouble, less expense. This season, try the way they found to bring these tire bills down.

GOODYEAR AKRON, OHIO
No-Rim-Cut Tires
With or Without Non-Skid Treads

Write for the Goodyear Tire Book—14th-year edition. It tells all known ways to economize on tires.

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio
This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

Baltimore Branch, Cathedral & Preston Sts.
PHONE MT. VERNON 4250-1.
(1044)

MARMON
"The Easiest Riding Car In The World"

THE MARMON satisfies the natural desire for enviable distinction in equipage, while meeting the demand for constant and reliable service at the minimum expense for tires and upkeep. With reasonable care it operates smoothly and quietly for many years.

Ask for detailed information on the Marmon "32" and Marmon "48"

Walter Scott
North Ave. and McCulloh St.
DISTRIBUTOR
Phone Madison 4197.

FRANKLIN

Every purchaser of an automobile is interested in securing the best value for the money.

The problem is how to determine what that is. The biggest help in that direction we know anything about is the Franklin book of "Automobile Facts."

The book is an eye-opener in more ways than one. It is not a catalogue. It is a book of essential facts, many of which you may have heretofore overlooked.

Telephone, write or call for a copy.

FRANKLIN MOTOR CAR COMPANY
1919 N. CHARLES ST.

Exclusively a Tire Shop

Carrying all makes of guaranteed and unguaranteed tires and tubes at lowest prices, attributing this to being out of the high-rent district.
One purchase makes you a regular patron.
FRANK BROS.,
1537-39 Maryland Ave. Mt. Ver. 2909.
TIRES

1891—First Car.
1897—Three-Point Support.
1904—Unit Power Plant.
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