

Reed: Selk.

KNOW YOUR OWN STATE

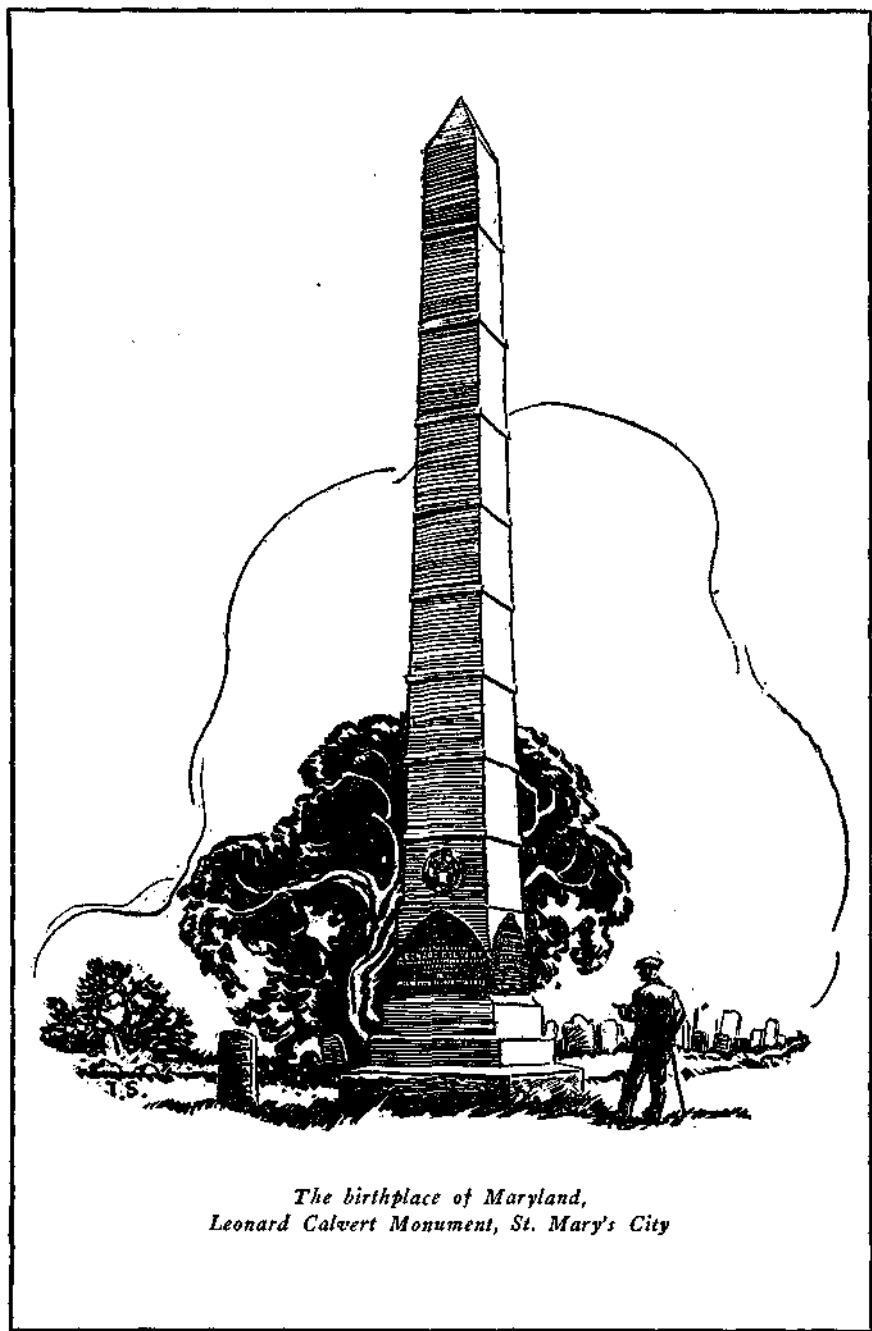


MARYLAND



THE PLEASURE MAP OF TIDEWATER MARYLAND





*The birthplace of Maryland,
Leonard Calvert Monument, St. Mary's City*

Copyright, 1925,
by
Standard Oil Company
(New Jersey)

KNOW YOUR OWN STATE

THERE'S a thrill in the throb of a brand new car. There's sport in a spurt of speed. Some folks get their fun from a long day's run and some from a roadside feed.

But it seems to us that the people who get the most pleasure from their car—pleasure that lasts and grows as the years go by—are those who use it to gain for themselves and their families knowledge and enjoyment of all the interesting places and things their State has to offer them.

This booklet does not aim to be a complete history, geography or guide to your State. Half the fun of "Knowing Your Own State" lies in digging things up for yourself, in reading quaint old histories, in poring over maps, in exploring the byways. If the following pages get you started towards a more complete knowledge of your own State, they will have accomplished their purpose.

STANDARD OIL COMPANY
(*New Jersey*)

ONE of the most interesting books on botany was written by a journalist who studied his own back yard. The greatest European authority on the Chinese language was a professor who never went to China. Our countrysides are dotted with mute inglorious motorists who may never have had the time or the means to visit foreign lands but whose lives are nevertheless enriched by a vast fund of knowledge—historical, geographical, scientific. They “Know their own State.”

It is proverbial that the neighbor's field always looks greener, a distant State more romantic, a foreign country more picturesque, but it is equally true that the very place we live in looks just that way to a stranger. People come long distances to gaze at our historic buildings, to admire our picturesque scenery, to study our geology and botany, to explore our caverns, to relax and recuperate in our health resorts. But very often, we, who live here, know little or nothing of the interesting things and places which are only a few hours from our homes.

An Ideal Hobby The motorist who is not satisfied with merely piling up mileage will find “Know your own State” a delightful pastime. It is a game that the whole family can play. It is a relaxation for the grown-ups and an education for the young. It is inexpensive and therefore makes an ideal hobby. It is an aid to good citizenship; to know your own State is to like it better.

Teach While You Motor Teach your children to know their own State. The subject is interesting. The method is painless. No fear of their playing hooky from such classes. The motor is an ideal aid to the teaching of history, geography, both physical and commercial, geology, botany and nature study in general. The lucky child whose parents teach while they motor will be a brighter pupil in school, a happier child at home.

For Your Cousins and Your Aunts When your wife's cousin from Beaver Dam (Wis.) comes East you will want to show her the sights. Your tours will be voted a success if you take her to see the things that interest her most. Tell her the principal facts about each place. Give her lots to talk about when she gets back home. It will be easier to plan successful trips, suited to the tastes of each visitor, if you explore your State now, during your leisure moments. Then when your guests come you will be all set.

For You Yourself Last and not least, when it comes down to yourself, there is a very real pleasure in store for you when you "Know your own State." The man who knows the high spots of his State's history, a few simple facts about local geology, the names of a dozen roadside flowers, how to distinguish our common trees and shrubs, the best way to get to the State's landmarks, is by way of becoming a recognized authority in his community. It is surprising how little knowledge of this kind suffices to make a local reputation.

Here's something else. Sooner or later you will find some place that seems to exert a peculiar fascination over you. A place you like to go back to again and again. A place to build a home, maybe. Your particular spot may be just round the corner of some old country road which hundreds of main line motorists pass daily without noticing. Don't stick to the main roads in your trips. There are hundreds of miles of interesting side roads, well kept and free from traffic, waiting for you to explore. Who knows what you may find? For one thing you will find comfort, for they are certainly more restful to travel on.

The Best Time of the Year Don't limit your touring to July and August. There are wonderful motor days every month in the year. Besides, a closed car makes all weather good weather. All-year-round drivers are a healthy bunch. Freedom from colds and sickness, freedom from blues and worries, is their reward for the little extra work it takes to keep the car going all the year 'round.

Everybody gets enough fresh air and sunshine in the summer months, but you need them even more in the fall and winter. Keep the car in commission so you can take advantage of every opportunity. The outing habit is a healthy one for body and mind. It will help you to feel fitter and work better.

Things to Take Along Maybe you will merely wish to take along a camera and some lunch. Maybe light cooking equipment for a meal outdoors. Maybe tents and

blankets for the more adventurous. If you have not done anything of this sort before get some friend to advise you. There is also plenty of literature now-a-days on motor camping, even magazines devoted to it. There is no need to spend a great deal of money on equipment. The 5 and 10 cent stores yield a surprising number of useful articles for campers. Sturdy equipment from army and navy stores can complete your outfit. If you want lighter or more refined equipment get a catalogue from some first-class outfitter.

If you are a golfer, by all means take your clubs along. You may not be planning to play now, but you will want to when you see the sporty courses at some of the resort hotels. Many private clubs, too, welcome visitors by arrangement with the local hotel. Maybe what your game needs is a change of scene.

Your bookseller can get you pocket books with pictures and descriptions of local birds, flowers, butterflies and trees. Easy to carry and easy to use. They supply the answers to the kiddies' thousand and one questions. Finally, don't forget to take this "Standard" Tour Book along. You will need the maps and the information it contains.

Plan Your Tour It is not enough to look up the map before starting. You ought to know beforehand all about the historic and scenic landmarks you will pass. With the motor purring quietly and steadily it is so easy to slip past some historic place before you know it. So read up about the trip and study the maps the night before. The hours of daylight are

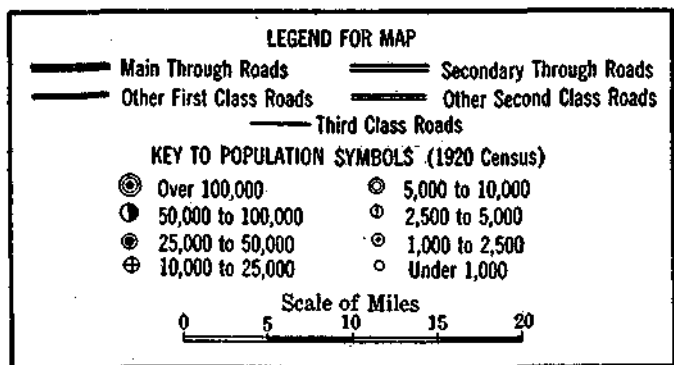
usually all too short and nobody wants to waste time hunting for the destination after you are on the way. The people you meet, even natives, are proverbially poor at telling you how to get anywhere. The map is a better and safer guide and the place to study it is at home. Besides, planning a trip is almost as much fun as taking one.

Is the Car Groomed? Be sure the car is in good shape. An hour spent now in going over it may make all the difference in the world to the pleasure of your trip. If you don't care to do it yourself have the garage or service station man do it. Better fill up the tank. It's bad business running out of gas in strange territory. Have you plenty of clean fresh oil? Might be better to drain, flush and fill your crankcase now—it should be done every 500 miles anyway. Has the battery been tested? Are your lights O.K.? Is the spare tire inflated? How about giving the grease cups a turn? Have you chains with you?

We don't like even to think of trouble, but are your tools, pump, and jack on board? If you plan to go on the byways in spring or fall it might be a good idea to stuff a couple of burlap sacks under the rear seat. They come in mighty handy to give your back wheels a grip if you get stuck in a soft spot.

People who do much driving off the beaten track when the frost is coming out of the ground or after heavy rains even take a length of flexible wire rope with them. Then they can make the engine pull the car out of any mud hole by tying one end of the

rope to a tree or other solid anchor and the other end to a spoke of a rear wheel. Arrange the rope so that when the rear axle rotates the cap of the hub will act as a capstan and wind up the rope. Here's hoping you'll never have to do it, though. And now all aboard for our first tour.



Legend and scale for sectional maps in this booklet

YOUR STATE

The Birthplace of Maryland

There could hardly be a more appropriate starting place for a study of the State than St. Mary's City down in Southern Maryland. For this was the birthplace of Maryland. Here Leonard Calvert, a brother of the first Lord Baltimore, settled in 1634. Late in 1633 he sailed from England with some 200 colonists on two stout ships, the "Ark" and the "Dove," and entered Chesapeake Bay in the following Spring. The colonists took possession of the new land under a charter granted to George Calvert in 1632 by Charles the First.

Chesapeake Bay and several of the tributary rivers had already been explored by that gallant soldier, statesman, and author, Captain John Smith. In 1608 he sailed from Jamestown, Va. and went up as far as the falls in the Susquehanna which were named Smith's Falls. Smith's Island on the eastern shore of the Chesapeake is also named for him.

Calvert and his pioneers had little trouble in making friends with the Indians. A pact was made with them under a mulberry tree at St. Mary's City on the spot where the Leonard Calvert Monument now stands. Of the original inhabitants of Maryland—the Susquehannocks—we know comparatively little. George Alsop in his quaint "Character of the Province of Maryland" published in London in 1656 has perhaps the most authentic account of the "Customs, Manners, Absurdities and Religion" of the Maryland Indians. Alsop's book is easily available, having been reprinted by the Maryland Historical Society.

But the colonists had plenty of other troubles. They found Kent Island, farther up Chesapeake Bay, already occupied by the followers of one William Claiborne, who came from Virginia in 1631. The early history of the colony is one long squabble between these two factions.*

* See "History of Maryland from 1633 to 1660," by J. L. Bozman

The First Capital St. Mary's City was the first capital of the State and continued so until 1694, when the seat of government was moved to Annapolis. English made brick, from the first Government building of the colony, can still be seen in St. Mary's, where it has been used in the construction of Trinity Church.

The motorist, browsing around St. Mary's City, will find many interesting old houses. Note particularly the wide chimneys, sometimes extending nearly the width of the houses. Cross Manor, south of St. Mary's, is the oldest house in Maryland, having been built in 1644.

St. Mary's City can be reached by ferry from McGuires, Va., or by State highway from Washington.

In either case you pass through Leonardtown named after the first governor of the colony. Leonardtown forms an ideal center from which to explore this section abounding in historic homes and in large estates. Motorists who wish to make a study of colonial architecture and local history on the spot should first arm themselves with Swepson Earle's beautifully illustrated book, "The Chesapeake Bay Country." This covers in detail all the historic homes in the tidewater section of Maryland and of Virginia.

Where Maryland Makes Heroes Going north from Leonardtown we reach the Anchor Line—highway 66 —from Washington to Annapolis. Annapolis, known the world over for its spic and span midshipmen, dates from 1649 when it was founded by Puritan exiles from Virginia. The town was originally called Providence but was finally named in honor of Princess Anne of England when it became the capital of the State in 1694. It was a flourishing, fashionable and busy city until Baltimore became a port of entry in 1780 and rapidly outgrew it.

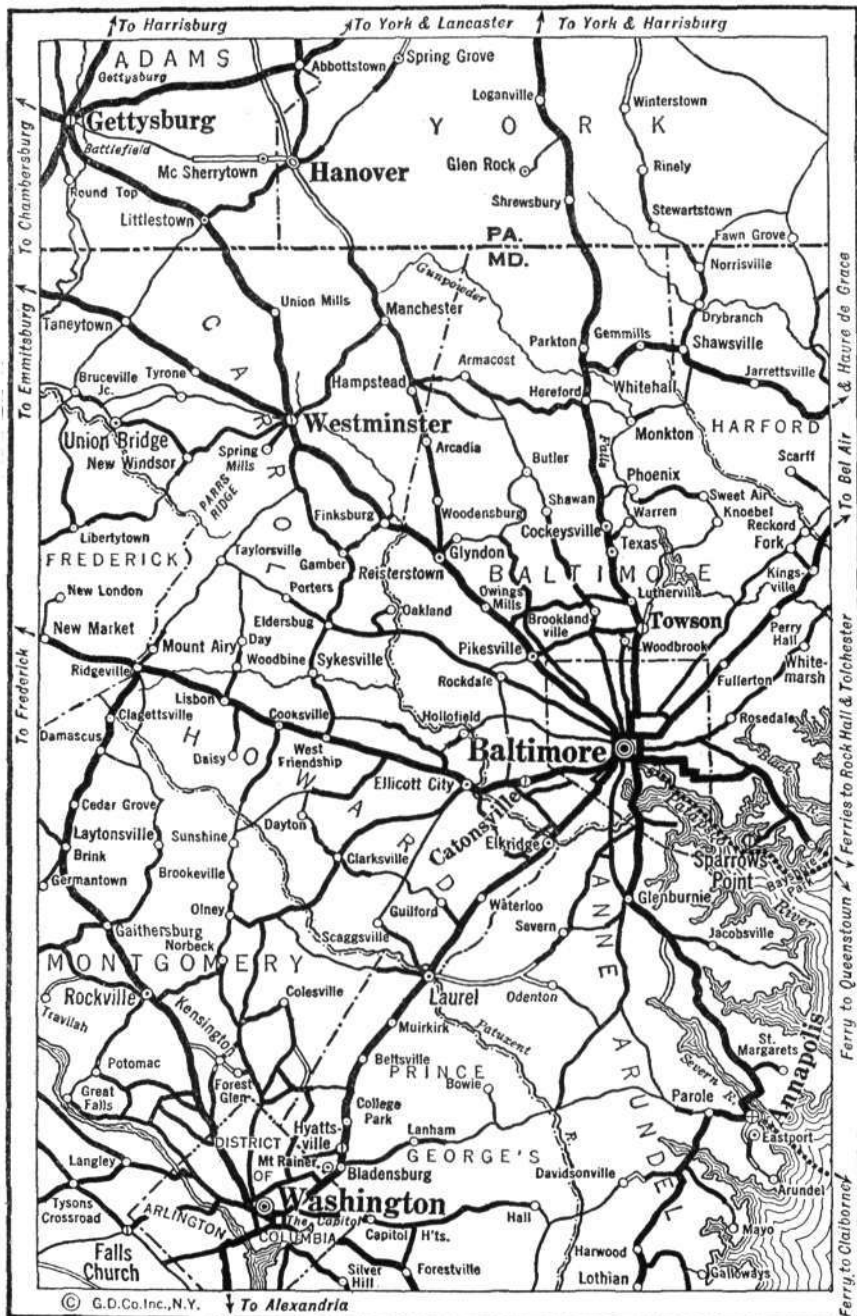
Annapolis has many fine old houses, among others, 83 Prince George Street, built about 1780 as a mansion for the Governor. A later executive mansion is now known as McDowell Hall, part of St. John's College. The present mansion is a stately building dating from shortly after the Civil War. By the way, do you know where George Washington surrendered his commission as Commander-in-Chief of the American Armies?

The Home of the Carvels Readers of Winston Churchill's famous novel, "Richard Carvel," will enjoy recalling the incidents of that romance, as they stroll through the quaint old streets of Annapolis. You will enjoy Annapolis more if you have read the book—and the book more if you have seen Annapolis.

Get 'em Goat! The fame of Maryland has been carried to the far corners of the earth by its sons and adopted sons from Annapolis. Some day in your travels you will probably meet some distinguished



Governor's Mansion, Annapolis



© G.D.Co.Inc., N.Y. ↓ To Alexandria

To Harrisburg ↑ To York & Lancaster ↑ To York & Harrisburg
 To Chambersburg ↑ To Emmitsburg ↑ To Frederick ↑ To Bel Air ↑ & Hazro de Grace
 Ferry to Rock Hall & Tolchester
 Ferry to Queenstown
 Ferry to Annapolis
 Ferry to Claiborne

foreigner who will take it for granted that, being from Maryland, you know the Academy at Annapolis. It's embarrassing to have to admit that you don't even know the famous places in your own State. No Marylander with a car has any excuse for not knowing this show place of the United States Navy.

Did you know that the "America"—first of a long line of American prizewinners—is among the Academy's treasures? While the ladies of the party are absorbed in watching the middies, slip over to the dock where this famous old yacht is moored. When did the "America" win the cup? It's a famous date in American sporting annals.

Visitors to the Naval Academy should also make a point of seeing the burial place of John Paul Jones in the crypt of the Academy Chapel. The body of this famous Rev-



The chapel at the Naval Academy where the body of Admiral John Paul Jones now rests

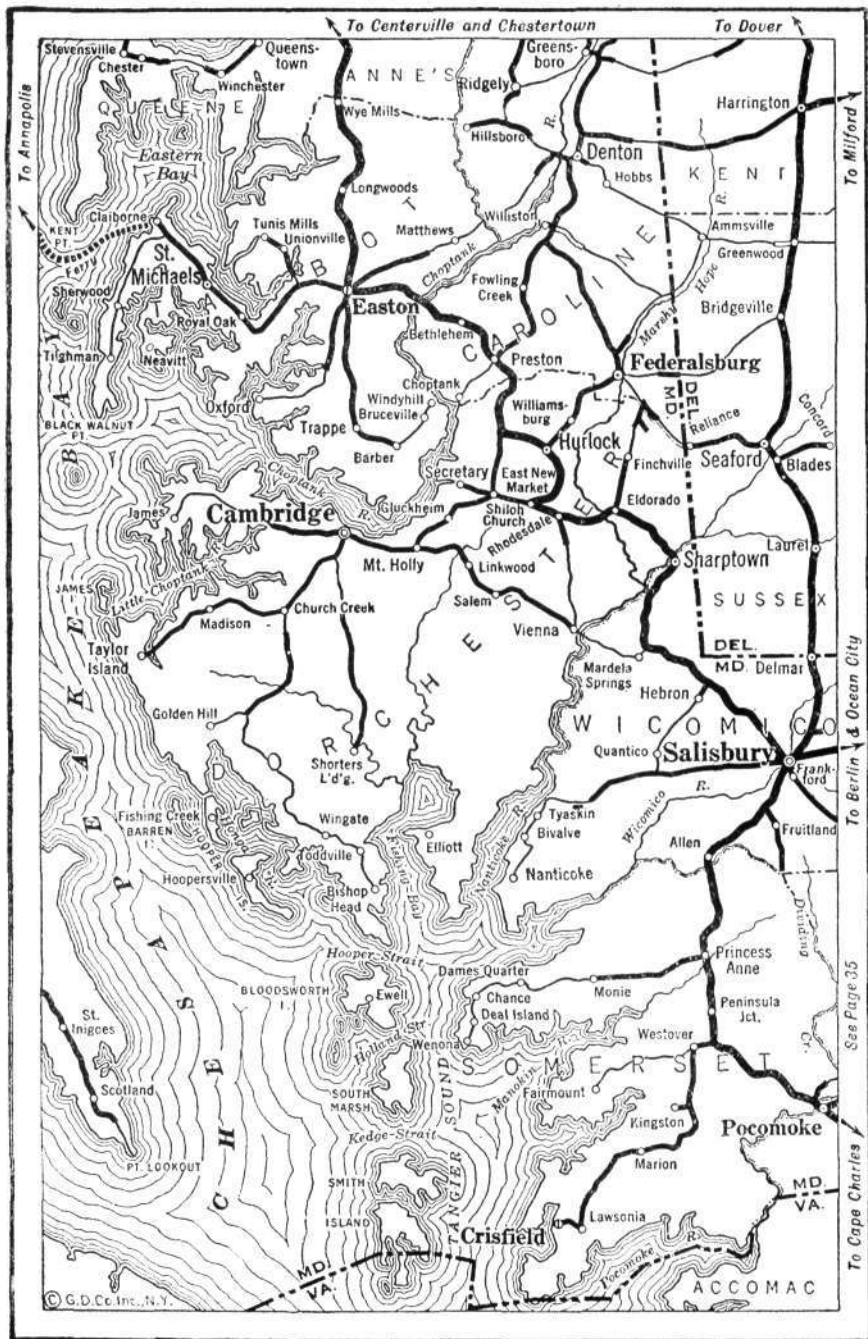


*The Friends Meeting House at Easton, said to be
the oldest frame building in the United States.
Built in 1684*

olutionary naval hero lay buried in Paris for over a hundred years and was not brought to this country till 1905. Everyone who can spare the time will be well repaid by reading the thrilling story of how this son of a Scotch gardener became a favorite in the courts of Europe, how he bearded the English lion by landing in an English harbor and taking the garrison by surprise, of his daring exploits by land and sea, of the laborious search for his body and its triumphal return to the land of his adoption.

Besides the United States Naval Academy, founded in 1845, Annapolis boasts a much older seat of learning—St. John's College—opened in 1789. On the campus is a remarkable tulip poplar tree called the Liberty Tree. Its age is estimated as six hundred years.

Historic Western From Annapolis the inquiring motor-
Shore ist can ferry across to the Eastern Shore where he will find rich pickings among the historic homes of Talbot County. We sail past Kent Island, the original landing place of Clai-



To Annapolis
To Milford
To Berlin & Ocean City
See Page 35

To Cope Charles
To Berlin & Ocean City



Hope House, near Easton, famous for its gardens

borne in 1631. The little town where we leave the ferry is named after this highly belligerent pioneer.

From here a good road leads through Easton to the ocean. Wye House near Easton is one of the finest examples of colonial architecture in the country. Hope House, nearby, is noted for its beautiful gardens and trees. Easton also contains what is believed to be the oldest frame building still standing in the United States. Records indicate that the Friends Meeting House was built in 1684 making it 241 years old.

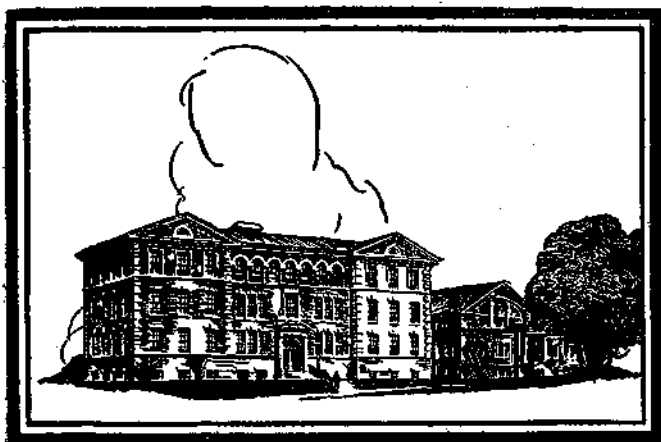
Oxford, nearby, is the birthplace of Tench Tilghman, one of General Washington's most trusted aides. It was also the home of Robert Morris, father of the financier of the Revolution. Between Easton and Oxford can be seen the ruins of Old White Marsh Church, a very early Colonial place of worship. J. H. K. Shannahan, Jr., in his "Tales of Old Maryland," tells a real ghost story about the churchyard here that is well worth looking up.

Incidentally, this booklet gives much local history about the old plantations along the Eastern Shore.

Another charming section of the Eastern Shore centers around Chestertown. On our way there from Easton we pass the Wye Oak at Wye Mills. This magnificent tree is 375 years old, has a spread of 140 feet, and is the largest white oak in America. Its stately grandeur calls on the hurrying motorist to pause and forget for a few moments the nerve racking hustle of the times.

Maryland has at least two other record beating trees. Near Berlin on the Eastern Shore is the biggest English elm east of the Mississippi. Another huge oak, believed to be 500 years old, stands on the state highway between Conowingo and Rising Sun.

Chestertown is the home of Washington College which dates back to 1782. George Washington contributed to its endowment, was on the board of Governors and Visitors and here he received the degree of Doctor of Laws in 1789.



Washington College, Chestertown, where George Washington received the degree of Doctor of Laws in 1789



Original Marker of the Mason and Dixon Line

We can continue on our trip around the head of Chesapeake Bay by way of Elkton and Havre de Grace or we may ferry across from Rock Hall to Bay Shore and so to Baltimore. Another ferry, which has the advantage of taking us right into the heart of Baltimore, runs from Tolchester, a few miles north of Rock Hall.

The land route to Baltimore takes us close to Delaware which at one time bid fair to be a part of the State of Maryland. The status of Delaware and the exact boundary between Maryland and Pennsylvania were the subject of much litigation in the early days. In 1685 the land that is now Delaware was declared by the English courts to be outside the Maryland Charter as this territory had been colonized previous to 1632.

Where and What Is the Mason and Dixon Line The northern boundary of Maryland was not definitely marked until 1763-67 when two surveyors, Charles Mason and Jeremiah Dixon, were sent out from England to survey and mark the line. It

is interesting to note that these two gentlemen were astronomers and mathematicians and as a preliminary to their work they built and equipped the first astronomical observatory in the United States.

The Mason and Dixon Line was marked with milestones brought from England, every fifth stone bearing on one side the coat of arms of Lord Baltimore and on the other that of Penn. One of these carved milestones can be seen to this day in the museum of the Maryland Historical Society in Baltimore.

The use of the name "Mason and Dixon Line" to designate the boundary between the free and the slave states dates from long before the Civil War. It was first used in political speeches in 1819 and includes not only the original line but also the Ohio River to its mouth, the eastern, northern and western boundaries of Missouri and parallel $36^{\circ} 30'$ from there westward.

Elkton, in the extreme northeastern corner of the State has many old houses to interest the tourist. Among others are the Tobias Rudolph House built in 1768, Partridge Hall which dates prior to 1750 and Holly Hall, 1802.

At the mouth of the Susquehanna is Havre de Grace, familiar to every racing man. Here stands the monument to John O'Neil who served the guns single handed when the British attacked the town in 1813. North of Havre de Grace near Rowlandsville is the quaint old house "Success" where Betsy Ross was a frequent visitor and where she may have done some of the sewing on her historic flag.

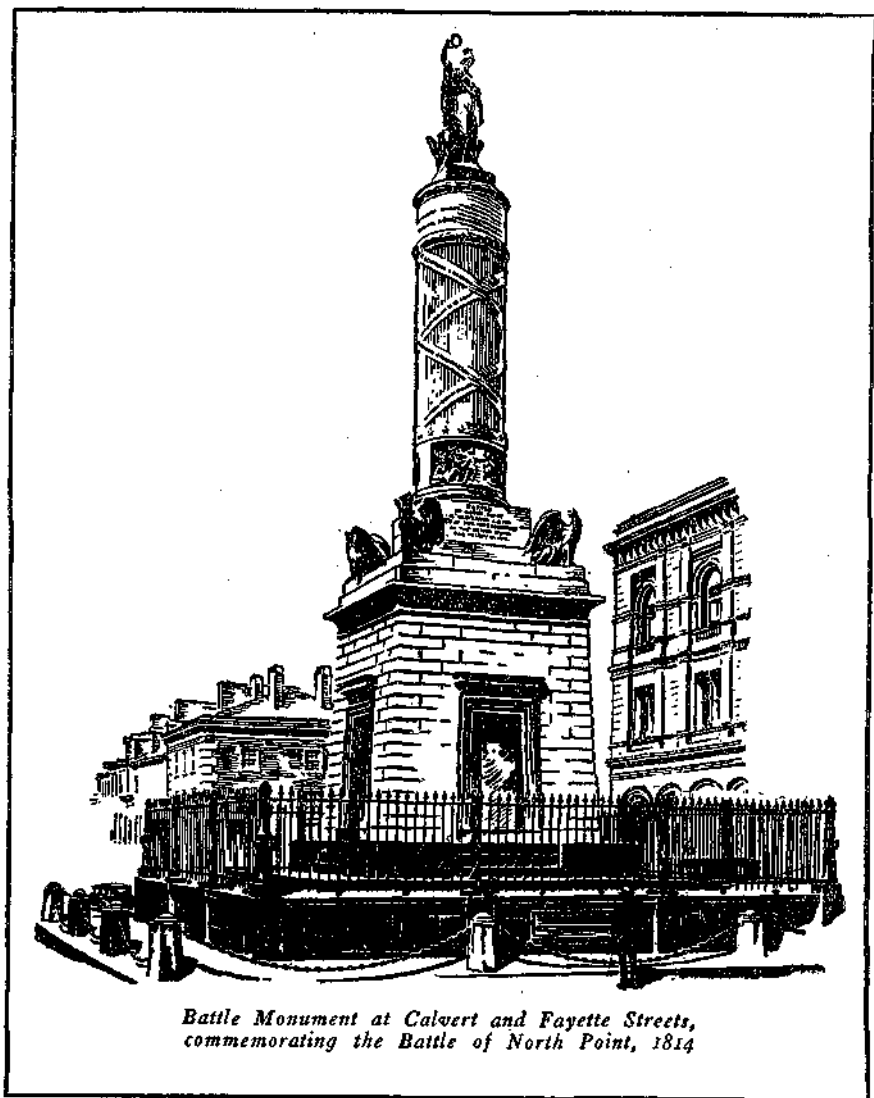
Don't be alarmed if you hear violent explosions in this neighborhood. The army has its proving grounds at Aberdeen just south of Havre de Grace and here all forms of artillery are tested out. Maryland formerly also had the navy proving grounds at Indian Head on the Potomac but these were recently moved to Dahlgren, Va.

While passing through Harford County stop at Bel Air on the way to Baltimore. This is the birthplace of Edwin Booth the most famous American actor of his day and a man of whom Maryland can well be proud.

As all good citizens know, Baltimore takes its name from the title of the first proprietor of the Maryland Colony. But it may not be so generally known that he in turn took his title from the little town of Baltimore in the County of Longford in Ireland. Also that Maryland was not his only colonial venture. In 1621 he planted a colony in Newfoundland, naming it Avalon and visiting it in 1627. This colony was not a success so Lord Baltimore came south to Virginia, but was refused permission to settle there. He died before his charter to Maryland was issued, but his brother and his son carried out his plans for the colony.

The Monumental City In Baltimore Maryland possesses at once a port of international importance, a city noted for its monuments and parks, a famous seat of scientific research and learning and an industrial center which ranks seventh among the cities of the United States. Space does not permit of showing its many imposing public buildings and monuments. The tourist can well afford to spend several days in exploring the city, its art galleries, museums, libraries and parks.

A few of the places that are well worth visiting are the famous Walters Art Gallery at the corner of Charles and Center Streets, the Peabody Institute at Charles and Monument Streets, the Baltimore Court House at St. Paul and Fayette Streets, Druid Hill Park, one of the most beautiful parks in America, and Carroll Park. In this last stands Mount Clare Mansion the oldest house in Baltimore, built by "Charles Carroll, Barrister" in 1754. Admission is free on Tuesdays, Fridays and Saturdays. Very old houses are rare in Baltimore owing to the disastrous fire which destroyed 150 acres within the city in 1904.



*Battle Monument at Calvert and Fayette Streets,
commemorating the Battle of North Point, 1814*

At the corner of Monument Street and Park Avenue the Museum of the Maryland Historical Society contains a very fine library of colonial literature, besides many fine old paintings and historic relics. While the library is a private one, the Society is glad to be of assistance to students of Maryland's history. It has helped many of our citizens to trace their genealogy.

Baltimore is often called "The Monumental City," a name which dates from 1815, in which year two monuments were erected there, one of them the first in the country in honor of George Washington. The other was the Battle Monument commemorating the Battle of North Point fought the year before. In the graveyard of Westminster Presbyterian Church will be found the tomb of Edgar Allan Poe, who died in Baltimore in 1849.

A striking monument to an industry which has passed away is the Shot Tower built in 1828. This massive tower, rising to a height of 234 feet offers a fine view over the city. Shot towers are getting to be very scarce in this country. This one will be well looked after for it was recently bought by public subscription and presented to the city to be preserved as a landmark.

The latest addition to Baltimore's architecture is the fine Memorial Building in honor of the soldiers and sailors of Maryland who died in the World War. This magnificent building and the fine open spaces around it have made a big improvement in the appearance of this part of the city.

The ladies in your party will be particularly interested in strolling through the unique Lexington Market. This old-fashioned market covers several city blocks. It is the rendezvous of good cooks who come with their market baskets to select personally the finest of Maryland's products in fruits, flesh, fish and fowl. Outside of New Orleans you will see nothing like it in the country.

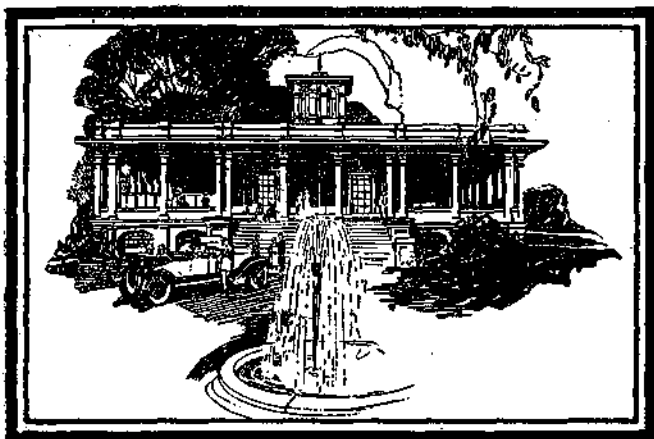
The visitor to Baltimore will find many other monuments of great beauty and interest, notably the Francis Scott

Key Monument erected at Fort McHenry, the bombardment of which inspired the writing of "The Star Spangled Banner."

Speaking of Macs, the motorist is bound to notice the number of Scotch place names in Maryland whether they begin with Mac or not. The reason for this is that many Scotch prisoners were shipped to the Colony after the Scotch rebellions of 1715 and 1745. These hardy highlanders became solid citizens and much of the prosperity of the State is due to their thrift and industry. Another nationality who contributed greatly to the growth of Maryland were the Germans who settled in Frederick County and Western Maryland as early as 1710.

*The Patapsco
Reserve*

Every motorist who camps as he goes, and every good Marylander whether he motors or not, should know about the good work which the Maryland State Department of Forestry is doing within a few miles of Baltimore. For several miles above Relay the State owns and is reforesting land along the banks of the Patapsco. This State land



Mansion House, Druid Hill Park, Baltimore



and much adjoining land which the Forestry Department patrols is available for camp sites. The Patapsco, always a charming river for canoeing, is more attractive than ever, now that landing and camping places are open to the public. For full information phone or write the State Forester, 1411 Fidelity Bldg., Baltimore, or the local Warden at Ilchester. (Tel. Catonsville 98-R.)

How Maryland Helps Farmers Every Maryland farmer should know about the valuable work that is being done by the University of Maryland in its Agricultural Experiment Stations at College Park and other points throughout the State. Are you sure that you are getting the best results from your soil? Are you using the best rotation of crops for your particular soil? Does your poultry pay its way? Can you get rid of woolly aphis without damaging your apple trees? Do you know the value of sweet clover as a fertilizer?

These are merely samples of the many farm problems that are being studied for your benefit at College Park. It will pay you over and over to take a day off sometime and run down to the Experiment Station. Meet the men who are doing the work. That is even better than just reading about the experiments. Talk over your problems with them. You will be welcome. It is for you that the work is being done.

If you are not a farmer, but are thinking of becoming one, write to College Park for a copy of Bulletin 18 which gives detailed information on Maryland, its climate, soils, crops, and markets. Maryland offers wonderful possibilities for truck farming, for every part is within easy reach of large urban populations.

A Pilgrimage to the National Capital No tour of Maryland would be complete without a visit to the section which was a part of the State prior to 1790, and which is now the District of Columbia. Whatever the motorist's business,

hobbies or interests may be, he is sure to find plenty in Washington to make his stay there both profitable and enjoyable. What with historic buildings and museums for the student, Government departments for the business man, fashions on F Street for the ladies, Washington has something to offer all its visitors.

If it is some years since you were in Washington you should certainly pay it another visit this year. You will be interested in the many new buildings and monuments that have sprung up since the war. That's the way with Washington; three wars have made it. You will find new hotels, new Government offices, new memorials. Where one administration shot ducks, the next builds monuments. The name "City of Magnificent Distances" once a taunt, is now a true expression of the city's grandeur.

You will, of course, wish to see the White House, the Treasury Building, the printing of stamps and bills, the Congressional Library, the Corcoran Art Gallery, the Smithsonian Institute, the Senate, the Hall of Representatives. Incidentally, why is the White House painted white? The best way to see and to learn the history of all the places of interest is to take a sightseeing bus. They are comfortable, thorough and economical. You will find it more convenient than doing the city in your own car, for driving in Washington is no cinch.

Be sure to look in at the Pan-American Building. The inner court, done in the Spanish style, with luxurious tropical palms, is one of the most charming spots in the Capital. Another beautiful building is the new National Academy of Science. Here in a splendid architectural setting you can see some of the latest scientific discoveries. Do you know a simple proof of the earth's rotation? The giant pendulum in the center of this building proves it right in front of your eyes. Do you know how earthquakes thousands of miles away are detected? Attendants will explain how the seismograph does it.

Just around the corner is the new Lincoln Memorial. Even without the copy of the wonderful St. Gaudens' statue inside, or the Gettysburg Speech carved in bronze, this imposing pile expresses the greatness, simplicity, strength and justice of our great war president.

An interesting place which visitors are apt to miss is the Octagon House at the corner of 18th Street and New York Avenue. This quaint and charming residence, built in 1800, is now the national home of the American Institute of Architects. Besides its architectural interest it is historic, for it was the temporary White House after the War of 1812.

*Attention,
Farmers!*

If you are a farmer there may be some question about soils or plant life or farm economics on which you would like advice from the government experts. You had best go to the main building of the Department of Agriculture on the Mall at 13th Street. There you can find out where your question can be answered, for the



*Francis Scott Key Monument in Mount Olivet
Cemetery, Frederick*

Department is scattered over the city in some forty buildings. The Department is particularly anxious to meet farmer visitors and to help them with their problems.

Are you familiar with the wonderful experimental work that has been done on the effect of the length of daylight on the flowering and seeding of plants? Do you know the practical value of this investigation? The Federal Plant Work Station at Arlington, just across the Potomac, can tell you about this and many other plant life wonders. Another place where farm visitors will be welcome is the Federal Animal Experiment Station at Beltsville on the way to Baltimore.

By the way, do you know that you can buy copies of all our Government publications at cost from the Superintendent of Documents, Government Printing Office? A mine of useful and authentic information.

Every visitor to Washington goes over the river to Arlington where the National Cemetery is situated. On your way to the highway bridge you pass the Motor Camp where Washington welcomes the tourist who prefers to sleep under canvas. Even if you have been to Arlington before and are familiar with the older monuments you should go over to see the magnificent Memorial Amphitheatre and the tomb of the Unknown Soldier. A little farther on you will find the former home of Robert E. Lee with its beautiful view of the Capital. The way back to Washington takes you through Fort Myer and over the Key Bridge through Georgetown.

If you wish information about trips in the District or outside, "Ask Mr. Foster." You will find his offices at 503 14th Street, N. W. Besides giving you suggestions for interesting trips he can tell you about road conditions, hotel accommodations and garages. Personal inquiries will gladly be answered, but don't write, for Mr. Foster is a busy man and cannot promise to answer by mail.



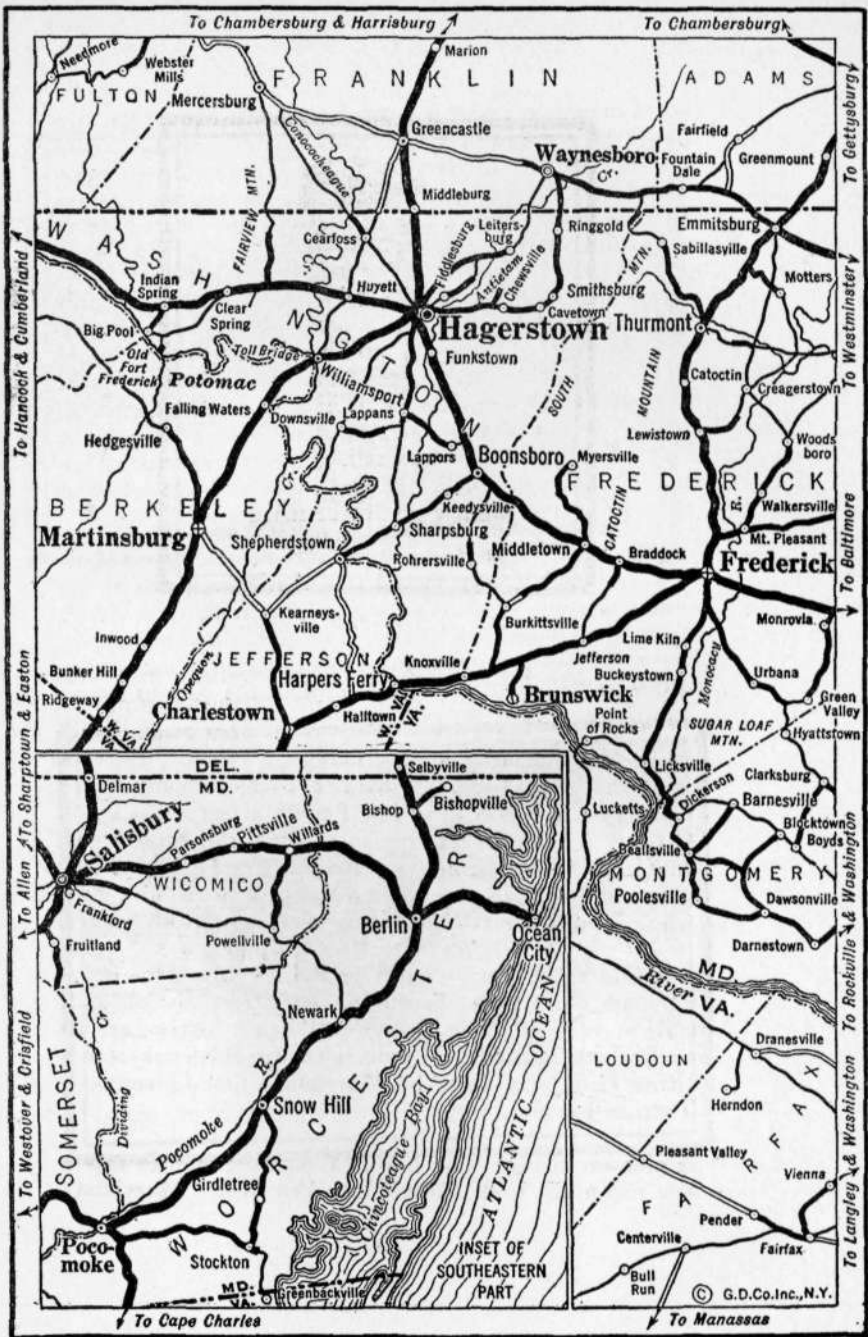
Entrance to Battlefield of Antietam

*Historic
Frederick*

From Washington an excellent road—the National Old Trails Highway—leads to Frederick. This is a pilgrimage which every Marylander should certainly undertake. Here he will find the site of Barbara Frietchie's home, made famous by Whittier, at West Patrick street and Carroll Creek. A tablet marks the spot where the house stood. In Mount Olivet Cemetery is the Barbara Frietchie Monument and here also are the remains of Francis Scott Key, whose monument at Fort Henry we have already visited.

The Old Stone Tavern on West Patrick Street, the Revolutionary barracks on South Market Street, the old mill built in 1786 at West Church and Bentz Streets, are all well worth visiting. A mile north of Frederick stands "Rose Hill," the home of Maryland's first Governor—Thomas Johnson.

A pleasant change from historical sightseeing is to take a side trip north from Frederick to Pen Mar. Maryland's

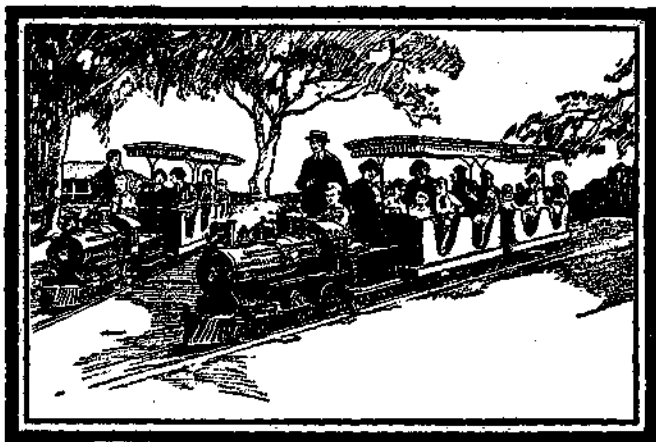


© G.D.Co.Inc., N.Y.

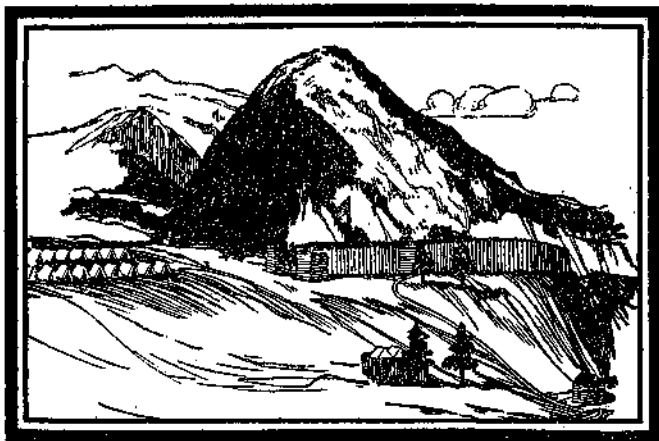
noted mountain resort is located on South Mountain, two thousand feet above sea level and practically on the Pennsylvania border. Grown-ups and children both will enjoy this place—the children especially, for the miniature steam railroad in the Park is one of the very few of its kind in the United States.

A Bit of Maryland Outside the State—Another trip which should certainly be taken from Frederick is to Gettysburg. While this historic battlefield lies outside the State, there are spots in it which will ever bring a thrill to the hearts of Marylanders. Many beautiful monuments mark where the Maryland men fought and fell. The movements of her famous regiments during the battle can easily be followed from the very complete system of markers.

Coming back home by way of Hagerstown every student of Maryland's history should visit Antietam, scene of the most important Civil War engagement within the State. As at Gettysburg, the battlefield is now a national cemetery with many beautiful monuments commemorating the men who fell there. Markers explain the various stages



A unique railroad at Pen Mar



Old Fort Cumberland as it looked in 1755

of the action. Official guides, many of them veterans or sons of veterans, can be hired in the adjoining village.

Close by is Boonsboro, where General McClellan captured the South Mountain passes two days before Antietam. At Gapland you will find an interesting memorial. So far as is known it is the only war memorial ever erected in honor of press correspondents.

An Ideal Camp Site At Indian Springs, on the Main road from Hagerstown to Cumberland, the motorist and especially the motor camper, should turn south approximately two miles to a spot of unique historic and scenic interest. Here, overlooking the Potomac, are the ruins of Fort Frederick. This stronghold, built in 1756 when the Indians were still a source of danger to the early colonists, saw service in the Revolutionary War and in the Civil War. Now it is again the property of the State and is under the protection of the Department of Forestry, which has laid out part of the land between the fort and the river as public camp sites. Truly an ideal spot.

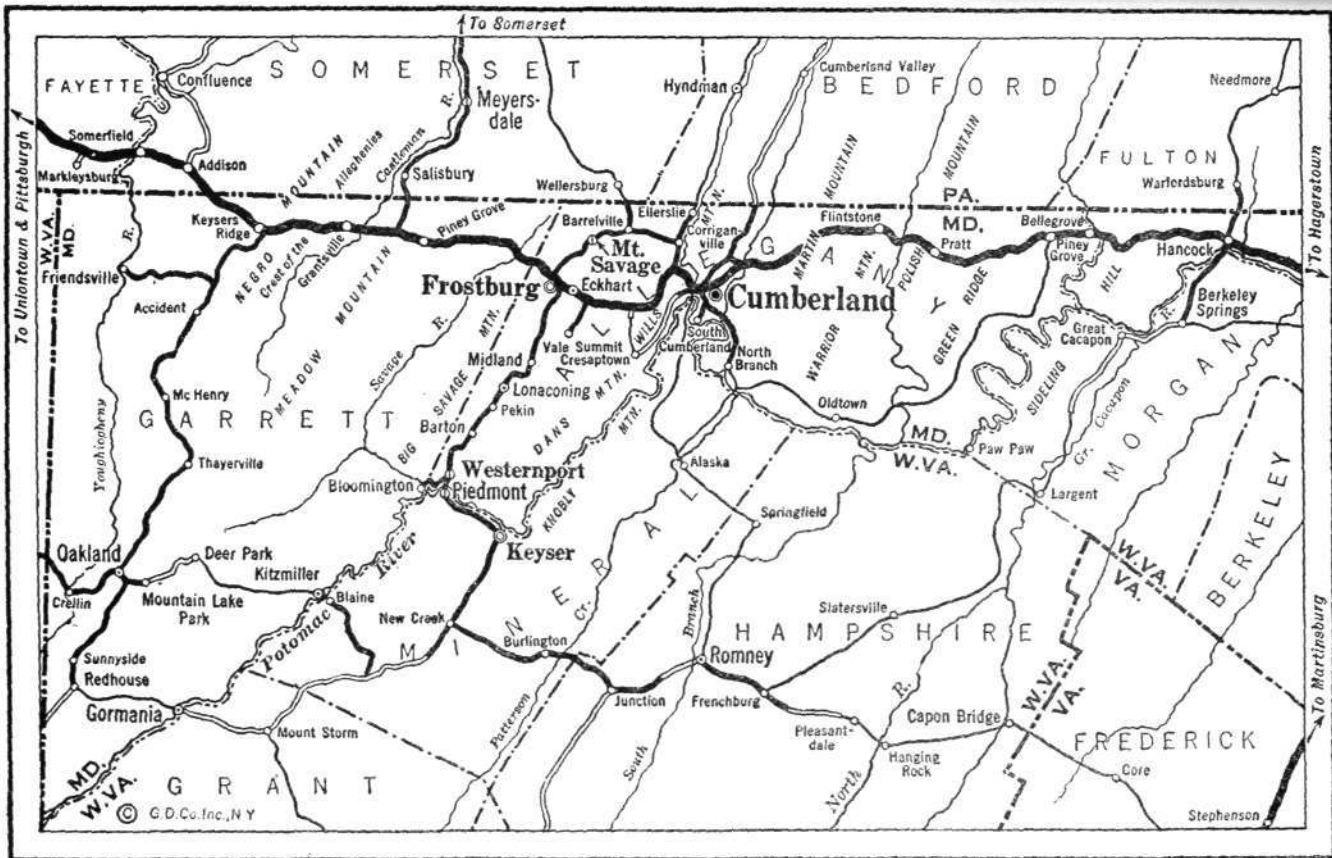
Returning to the main road we proceed through one of the most picturesque sections of the State following the Old Cumberland Trail, once a pioneer highway to the West. Here the Potomac, the road, the railway and the Chesapeake and Ohio Canal crowd each other as they wind picturesquely among the mountains. Passing through the imposing "Narrows" we reach Cumberland, where a prosperous city has grown up around the site of Fort Cumberland, built in 1754. It was from this fort that General Braddock began his ill-fated expedition. On a number of occasions it served as headquarters for General Washington.

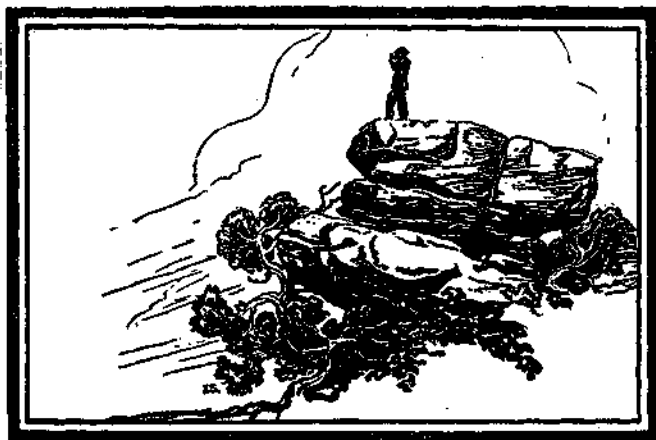
Soon after leaving Cumberland we enter Garrett County, known throughout the State for its delightful summer climate and restful woodlands. The tourist, whether he prefers the comfort of hotels or the freedom of camp life, will find Garrett County an ideal vacation spot. Oakland, a convenient center for the motorist, can be easily reached over good roads. It is close to Deer Park and to Mountain Lake Park with their commodious summer hotels.

The camper, however, will do well to make tracks for Swallow Falls on the Youghiogheny River, near which are located four State forests totalling an area of 3,000 acres. Many interesting changes are taking place here with the building of a series of dams along Youghiogheny. Immense quantities of power will be made available by this new hydro-electric development. Incidentally the State will have a large artificial lake which should be good news to fishermen and duck hunters. The State road running north from Thayerville will cross the new lake at one of its narrowest points.

Camping permits are required but they can be obtained free from the resident warden or his deputy at Swallow Falls.

A limited number of tents with board floors, cots and mattresses can be rented at reasonable rates from the





Eagle Rock, near Deer Park, the highest peak of the Alleghanies in Maryland

warden. Do not miss this opportunity to enjoy your own State in all its natural beauty.

Save the Forests! Tourists, automobile and otherwise, will do well to be familiar with the fire laws of the states they visit. The annual loss of timber and the damage to property, game and watersheds due to the carelessness of hunters and tourists, is appalling. Every bit of it is preventable. Do your share towards saving our forests and our game by knowing the law and respecting it. Write to the State Department of Conservation or ask the local foresters for a copy of the fire laws.

Resident state-wide game licenses cost \$5.10. Resident county licenses, \$1.10. Non-resident state-wide licenses, \$10.50. Remember that even if you are the guest of a land owner shooting over his own property you must carry a license and wear a tag. For full information on open seasons, bag limits, trapping and fishing laws write Game

Division, Conservation Department of Maryland, 514
Munsey Building, Baltimore.

The places mentioned in this book all make suitable objectives for week-end or one-day trips. That is the ideal way to see and learn to know your own State. A little every week-end, a new route, a new landmark to visit, a new place to read up about. Pleasant, healthful, and instructive trips just as often as you can work them in.

Tours to Southern States When it comes to planning a longer trip, a two or three weeks' vacation, say, write "Tour Department," Standard Oil Company of New Jersey, 26 Broadway, N. Y., for similar tour booklets on any one of the following states: New Jersey, Virginia, West Virginia, North Carolina and South Carolina.

Any of these booklets will gladly be sent, free of charge, to motorists planning trips through these states. The booklets are uniform in style to this one on your State. They cover many places of historic or scenic interest that you may miss unless you know about them before you start on your trip.

Through Routes Motorists from other States passing through from North to South or vice versa should certainly plan to include the following places of interest on their trip: Elkton, Havre de Grace, Baltimore, Annapolis and Washington, if coming or going towards Philadelphia. Through tourists from below Norfolk, Va., might take the boat from Norfolk to Cape Charles and come up the Eastern Shore through Pocomoke, Salisbury, Easton, Chestertown and Elkton. Travelers passing through Western Pennsylvania would probably cut across from Gettysburg, through Frederick and out by Harper's Ferry (W. Va.).

If you are not in too great a hurry, don't mind occasionally waiting for a ferry, and can appreciate the charm of

roads that are not of concrete, you will not stick to the routes we have outlined. Instead, you will turn off at Lothian, some fifteen miles south of Annapolis, and go pleasantly wandering down through Calvert County. At Solomons you can ferry across the Patuxent River and get into St. Mary's County, the birthplace of Maryland. From Leonardtown you can explore Charles County and the eastern bank of the Potomac or ferry across to McGuires, Va.

Through travelers from East to West and vice versa are sure to follow in whole or part the National Old Trails Road which runs clear through the State from Baltimore to Cumberland and Western Maryland. East and West traffic is hampered by the presence of Chesapeake Bay, but there are ferries several times daily between the following points: Annapolis and Claiborne, Sparrows Point and Rock Hall, Baltimore and Tolchester.

All the Places We Have Not Mentioned We have now completed our rather leisurely jaunt around the State. You may have felt that some of the incidents we have mentioned were common knowledge to every schoolboy. Our excuse is that many Maryland motorists are newcomers among us. They may never have had a chance to study our State history, or they may be busy men and women who have long since forgotten their school histories.

On the other hand, there are many interesting places that we have not mentioned. Lack of space made it impossible to describe them all. If we did not mention your favorite spot let us know. Write and tell us about it in your own words. A picture postcard illustration will help. Maybe we can include your contribution in a second edition.



“STANDARD” SERVICE

Complete from A to Z

Up-to-date Road Maps When it comes to getting the maximum of pleasure from your trip you can't do better than let "Standard" help you. Besides suggesting places for you to visit, it shows how to get there, by providing up-to-date and thoroughly accurate maps compiled especially for this book.

Then there are "Standard" road-markers to give you directions and distances and "Standard" signs to warn you of dangerous hills or crossings.

Best of all, there is "Standard" Gasoline to get you promptly to your destination and "Standard" Polarine Motor Oils and Greases to smooth the way.

The pleasure of your trip will be increased if you have complete freedom from motor troubles. The best oil costs so little more than the cheapest that it is poor economy to save a penny or two per quart.

The Chart Is Your Prescription "Standard" Polarine is a high quality motor oil that comes in the correct consistency for your engine. Look over the list on the following pages and note the correct oil for your particular car. Many cars take a different bodied oil in summer from what they need in winter. Different models of the same make sometimes take different thicknesses of oil. There is a special Polarine Motor Oil for Ford cars only.

Don't go by what you used to use three years ago or what your neighbor uses on a different make of car. Consult the chart, then you are sure to be right. When touring it is well to stick to one oil. A steady diet is just as important for your engine as it is for you when traveling. This presents no difficulty nowadays for you will find "Standard" Polarine Motor Oils on tap in every part of your State.

As the miles go by give a thought once in a while to your engine. The running of even the best engine is improved by keeping the proper level of good, clean, oily oil all the time. Even the best oil deteriorates with time, road dust and unburnt fuel. There is only one safe rule. Change your crankcase oil every five hundred miles in summer and even oftener in winter. It is rather a messy job, but nowadays with service stations equipped to do the job quickly for you, there is no excuse for faulty lubrication.

A "Standard" Lubricant for Every Need There are several other members of the "Standard" family that are invaluable aids to happy touring. "Standard" Flushing Oil, for instance, flushes out your crankcase thoroughly before you put in the new oil. If you drain the crankcase yourself, you can use one shot of the Flushing Oil several times over. If you have your draining done at a Service Station, be sure to ask for "Standard" Flushing Oil. It insures a thorough job and full lubrication from the new oil.

Then there is "Standard" Penetrating Oil, a fine oil which will work itself into the minutest space between springs and other closely fitting metal parts.

"Standard" Gear Oil is the thing for most transmissions and differentials, but here again it is best to consult the chart at the end of this book, as some makes of cars require "Standard" Polarine Lubricant B or BB.

The main thing is to use the right oil in the right place and use plenty of it. Then your trip will be all smooth sailing.



LUBRICATION CHART

THESE recommendations are made by the Automotive Engineers of the Standard Oil Co. (N. J.) on the assumption that the mechanical condition of the engines specified is consistent with reasonable care exercised in their operation and upkeep.

DO NOT DEVIATE from the correct consistency of oil as recommended without competent advice that such is necessary due to abnormal mechanical or operating conditions.

PASSENGER CARS	1925 Models					1924 Models					1923 Models				
	Motor		Cap. Qts.	Transmission	Differential	Motor		Cap. Qts.	Transmission	Differential	Motor		Cap. Qts.	Transmission	Differential
	Summer	Winter				Summer	Winter				Summer	Winter			
Allen.....						H	M		G	G					
Ambassador.....	H	M		G	G	H	M		G	G	H	M	8	G	G
American Six.....	H	M		G	G	H	M	7	G	G	H	M	8	G	G
Anderson 41.....	M	M		G	G	H	M	6	G	G	H	M	6	G	G
Anderson 50.....	H	M		G	G	H	M	6	G	G	H	M	6	G	G
Apperson-Six.....	H	M	6	G	G	H	M	8	G	G					
Apperson-Eight.....	H	M	8	G	G	H	M	8	G	G	H	H	8	G	G
Auburn 6-43.....	M	M		G	G	H	M	6	G	G	H	M	5	G	G
Auburn 6-63.....	M	M		G	G	M	M	6	G	G					
Auburn-Eight.....	M	M	8	G	G										
Austin.....	M	M		G	G										
Barley Six.....						H	M	6	G	G	H	M	5	G	G
Bay State.....						H	M	6	G	G	M	M	6	G	G
Brewster.....						H	M	6	G	G	H	M	6	G	G
Buick-Four.....						H	M	4	G	G	H	M	4	G	G
Buick Standard Six.....	H	M	5	G	G										
Buick Master Six.....	H	M	6	G	G	H	M	6	G	G	H	M		G	G
Cadillac.....	H	M	7	G	G	H	M	7	G	G	H	H	7	G	G
Case (All models).....	H	M	6	G	G	H	M	6	G	G	H	M	6	G	G
Chalmers.....						H	H	7	G	G	H	H	7	G	G
Chandler.....	H	M		G	G	H	M		G	G	H	M	8	G	G
Chevrolet.....	H	M	4	G	G	H	M	4	G	G	H	M	4	G	G
Chrysler-Six.....	M	M	6	G	G	M	M	6	G	G					
Cleveland.....	H	M		G	G	H	M	6	G	G	H	M	6	G	G
Cole Eight.....	H	H	6	G	G	H	H	6	G	G	H	H	6	G	G
Columbia.....						H	M	6	G	G	H	M	6	G	G
Comet.....											H	M	7	G	G
Crawford.....						H	M	7	G	G	H	M	7	G	G
Cunningham.....	H	M	8	G	G	H	H	10	G	G	H	H	10	G	G
Dagnar.....	H	M		G	G	H	M	7	G	G	H	M	7	G	G
Daniels Eight.....											H	H	8	G	G
Davis 90.....	M	M	6	G	G	H	M	6	G	G					
Davis (All other models).....	H	M	6	G	G						H	M	6	G	G
Dodge.....	M	M	5	G	G	M	M	5	G	G	M	M	5	G	G
Dorrie.....						H	H	8	G	G	H	H	12	G	G
Dort-Six.....						H	M	4	G	G	H	M	4	G	G
Duesenberg-Eight.....	H	H	6	G	G	H	H	6	G	G	H	H	6	G	G
Du Pont C.....	H	M	11	G	G	H	M	7	G	G					

"M" means Standard Polarine Motor Oil Medium; "H" means Standard Polarine Motor Oil Heavy; "X" means Standard Polarine Motor Oil Extra Heavy; "F" means Standard Polarine Motor Oil for Ford Cars; "G" means Standard Polarine Gear Oil; "BB" means Standard Polarine Lubricant "BB"; "B" means Standard Polarine Lubricant "B."

FOR ALL SEASONS: For chains use Standard Polarine Gear Oil; for hydraulic hoists use Standard Polarine Motor Oil Medium; for electric cars use Standard Polarine Motor Oil Heavy; for springs use Standard Penetrating Oil.

*Use Standard Polarine Motor Oil Extra Heavy during winter. **Oil from motor lubricates transmission.

PASSENGER CARS	1925 Models					1924 Models					1923 Models				
	Motor			Transmission	Differential	Motor			Transmission	Differential	Motor			Transmission	Differential
	Summer	Winter	Cap. Qts.			Summer	Winter	Cap. Qts.			Summer	Winter	Cap. Qts.		
Du Pont (All other models)						H	H	G	G		H	H	G	G	
Durant-Four	M	M		G	G	M	M	5	G	G	M	M	5	G	G
Durant-Six						H	H		G	G	H	H	6	G	G
Earl						H	M		G	G	H	M	6	G	G
Elcar-Four	H	H	5	G	G	H	H	5	G	G	H	M	6	G	G
Elcar-Six	H	M		G	G	H	M	6	G	G	H	M	8	G	G
Elcar-Eight	M	M	8	G	G										
Essex-Four											H	M	5	G	G
Essex-Six	H	M	5	G	G	H	M	4	G	G					
Fiat	H	M		G	G						H	H		G	G
Flint 40	M	M	6	G	G										
Flint E-55	H	M	6	G	G	H	M	7	G	G	H	M		G	G
Ford	F	F	4	**	B	F	F	4	**	B	F	F	4	**	B
Fox						H	H		G	G	H	H	6	G	G
Franklin	H	M	5	G	G	H	M	5	G	G	H	M	5	G	G
Gardner-Four	H	M	5	G	G	H	M	5	G	G	H	H	6	G	G
Gardner-Eight	H	M	8	G	G										
Gray	M	M	5	G	G	M	M	5	G	G	M	M	4	G	G
Hatfield						H	M	8	G	G	H	M	5	G	G
Haynes-Six	H	M		G	G	H	M	7	G	G	H	M	7	G	G
H. C. S.	H	H		G	G	H	H	10	G	G	H	H	6	G	G
Herts	M	M		G	G										
Hudson Super-Six	H	M	8	G	G	H	M	7	G	G	H	M	7	G	G
Hupmobile-Four	H	M	6	G	G*	H	M	4	G	G*	H	M	4	G	G*
Hupmobile-Eight	M	M	8	G	G*										
Jewett	H	M	8	G	G	H	M	6	G	G	H	M	6	G	G
Jordan-Six	H	M	7	G	G	H	M	7	G	G	H	M	7	G	G
Jordan-Eight	M	M	8	G	G										
King-Eight						H	H	8	G	G	H	H	8	G	G
Kissel-Six	H	M	8	G	G	H	M	6	G	G	H	M	6	G	G
Kissel-Eight	M	M		G	G										
Kline						H	M	6	G	G	H	M	5	G	G
Lafayette	H	M		G	G	H	M	7	G	G	H	H	7	G	G
Lexington	H	M	6	G	G	H	M	6	G	G	H	M	6	G	G
Lincoln	H	H	10	G	G	H	H	10	G	G	H	H	10	G	G
Locomotive	H	M	7	G	G	H	M	8	G	G	M	M	7	G	G
Locomotive Junior	M	M		G	G										
Marmon	H	M	10	B	G	H	M	10	B	G	H	H	14	B	G
Maxwell	H	M	4	G	G	H	M	4	G	G	H	M	4	G	G
McFarlan Six SV	M	M	10	G	G										

"M" means Standard Polarine Motor Oil Medium; "H" means Standard Polarine Motor Oil Heavy; "X" means Standard Polarine Motor Oil Extra Heavy; "F" means Standard Polarine Motor Oil for Ford Cars; "G" means Standard Polarine Gear Oil; "BB" means Standard Polarine Lubricant "BB"; "B" means Standard Polarine Lubricant "B."

FOR ALL SEASONS: For chains use Standard Polarine Gear Oil; for hydraulic hoists use Standard Polarine Motor Oil Medium; for electric cars use Standard Polarine Motor Oil Heavy; for springs use Standard Penetrating Oil.

*Use Standard Polarine Motor Oil Extra Heavy during winter. **Oil from motor lubricates transmission.

PASSENGER CARS	1925 Models					1924 Models					1923 Models				
	Motor			Transmission	Differential	Motor			Transmission	Differential	Motor			Transmission	Differential
	Summer	Winter	Cap. Qts.			Summer	Winter	Cap. Qts.			Summer	Winter	Cap. Qts.		
McFarlan Six TV	H	H	10	G	G	H	H	6	G	G	H	H	6	G	G
Mercur	H	H		G	G	H	H		G	G	H	H	6	G	G
Moon-London 6-58	H	M		G	G	H	M	6	G	G	H	M	7	G	G
Moon (All other models)	M	M		G	G	M	M		G	G	M	M	7	G	G
Nash Special-Six	H	M	6	G	G										
Nash Advanced-Six	H	M	8	G	G										
Nash (All other models)						H	M	6	G	G	H	M	6	G	G
National						H	M	10	G	G	H	H		G	G
Oakland	M	M	4	G	G	M	M	4	G	G	H	M	4	G	G
Oldsmobile	M	M	6	G	G*	H	M	5	G	G*	H	H	6	G	G*
Overland-Four	M	M	6	**	G	M	M	6	**	G	M	M	6	**	G
Overland-Six	H	M		G	G										
Packard-Six	M	M	9	G	G	M	M	9	G	G	M	M	9	G	G
Packard-Eight	M	M	6	G	G	M	M	7	G	G					
Packard Twin-Six											H	M	11	G	G
Paige	H	M	8	G	G	H	H	8	G	G	H	M	6	G	G
Peerless Twin-Four						H	H	10	G	G*	H	H	10	G	G*
Peerless-Six	M	M	10	G	G*	M	M	10	G	G*					
Pierce-Arrow 33	H	M	11	G	G	H	M	11	G	G	H	M	11	G	G
Pierce-Arrow 50	H	M	9	G	G										
Premier						H	H	6	G	G	H	H	6	G	G
R & V Knight						H	M	9	G	G	X	M		G	G
Reo	H	M	7	G	G	H	H	7	G	G	H	H	8	G	G
Rickenbacker	M	M		G	G	M	M	7	G	G	M	M	6	G	G
Roamer (Cont.-Eng.)	H	M		G	G	H	M		G	G	H	M	6	G	G
Roamer (All other models)	H	H		G	G	H	H		G	G	H	H	8	G	G
Rollin	H	M	5	G	G	H	M	6	G	G					
Rolls-Royce	H	H		G	G	H	H	6	G	G	H	H	6	G	G
Star	M	M	4	G	G	M	M	5	G	G	M	M	4	G	G
Stearns-Knight	M	M		G	G	H	M		G	G	H	M	10	G	G
Sterling Knight	H	M		G	G	H	M		G	G	H	M		G	G
Stevens Duryea						M	M		G	G	M	M	12	G	G
Studebaker-Spec. & Big Six	H	M	8	G	G										
Studebaker (All other models)	H	M	6	G	G	H	M	6	G	G	H	M	6	G	G
Stutz	H	H	12	G	G	H	H		G	G	H	H	10	G	G
Valio	H	M	5	G	G	H	M	5	G	G	H	M	5	G	G
Westcott	H	M	6	G	G	H	M	6	G	G	H	M	6	G	G
Wills Sainte Claire	H	M	8	G	G	H	M	8	G	G	H	M	8	G	G
Willys Knight	H	M		G	G	H	M	6	G	G	H	M	8	G	G
Winton						H	M	8	G	G	H	M	12	G	G

"M" means Standard Polarine Motor Oil Medium; "H" means Standard Polarine Motor Oil Heavy; "X" means Standard Polarine Motor Oil Extra Heavy; "F" means Standard Polarine Motor Oil for Ford Cars; "G" means Standard Polarine Motor Gear Oil; "BB" means Standard Polarine Lubricant "BB"; "B" means Standard Polarine Lubricant "B."

FOR ALL SEASONS: For chains use Standard Polarine Gear Oil; for hydraulic hoists use Standard Polarine Motor Oil Medium; for electric cars use Standard Polarine Motor Oil Heavy; for springs use Standard Penetrating Oil.

*Use Standard Polarine Motor Oil Extra Heavy during winter. **Oil from motor lubricates transmission.

ELECTRIC LIGHTING UNITS

AUTOMOBILE NAME	Summer	Winter	AUTOMOBILE NAME	Summer	Winter
Allis-Chalmers (70 K.W.).....	X	H	National.....	H	M
Allis-Chalmers (All others).....	H	H	Owen Dyneto.....	H	H
Budda.....	H	H	Regalite.....	H	H
Delco-Light.....	M	M	Silent Alamo.....	M	M
Fairbanks-Morse.....	H	M	Sturtevant.....	H	H
Farmelectric.....	M	M	Sunbeam.....	M	M
Genco-Light.....	H	M	Western Electric.....	H	H
Holt Power Light.....	M	M	Westinghouse.....	M	M
Kohler.....	M	M	Willye-Light.....	H	H
Lalley.....	M	M	Wisconsin.....	H	M
Liberty.....	M	M			

TRACTOR LUBRICATION

TRACTOR NAME	Summer	Winter	TRACTOR NAME	Summer	Winter
Allis-Chalmers (6-12 Ton).....	H	H	Holt (Model 45).....	H	H
Allis-Chalmers (All other models).....	X	H	Holt (All other models).....	X	H
Allwork.....	X	H	Huber.....	X	H
American La France.....	H	H	Indiana.....	H	H
Avery (5-10).....	H	H	International.....	H	H
Avery Planter and Cultivator.....	H	M	Knox.....	X	H
Avery (All other models).....	X	H	Leader.....	X	H
Bates (40).....	X	H	Liberty.....	H	H
Bates Steel Mule.....	X	H	Little Giant.....	X	H
Beeman.....	H	H	Lombard.....	X	H
Best (5 Ton).....	H	H	Midget.....	H	H
Best (10 Ton).....	X	H	Mogul.....	X	H
Buffalo.....	X	H	Moline Universal.....	H	M
Case.....	X	H	Oil Pull.....	X	H
Chaso.....	X	H	Oliver.....	X	H
Cletrac.....	X	H	Samson.....	X	H
Do-It-All.....	X	H	Shaw.....	X	H
E. B. (All models).....	X	H	Titan.....	X	H
Fordson (Using Kerosene).....	X	H	Traylor.....	H	H
Fordson (Using Gasoline).....	H	H	Twin City.....	X	H
Frick.....	X	H	Utilitor.....	H	H
Happy Farmer.....	X	H	Waterloo (Model N).....	X	H
Hart Parr.....	X	H	Wisconsin.....	X	H
Heider (Cultivator).....	H	H	Wonder (All models).....	H	H
Heider (All other models).....	X	H			

"M" means Standard Polarine Motor Oil Medium; "H" means Standard Polarine Motor Oil Heavy; "X" means Standard Polarine Motor Oil Extra Heavy; "F" means Standard Polarine Motor Oil for Ford Cars; "G" means Standard Polarine Gear Oil; "BB" means Standard Polarine Lubricant "BB"; "B" means Standard Polarine Lubricant "B."

FOR ALL SEASONS: For chains use Standard Polarine Gear Oil; for hydraulic hoists use Standard Polarine Motor Oil Medium; for electric cars use Standard Polarine Motor Oil Heavy; for springs use Standard Penetrating Oil

*Use Standard Polarine Motor Oil Extra Heavy during winter **Oil from motor lubricates transmission

A New Convenience for Owner-Drivers

"Standard" Gasoline has always been obtainable wherever automobiles go. At some of the larger centers, where congestion of traffic has begun to crowd out the sidewalk pump, the Standard Oil Company (N. J.) has purchased sites and erected large, clean, well-lighted filling stations. You can drive into these stations and not only get gasoline and oil, but such other incidentals to motor-ing as free air and water, crank-case service, drinking water and road directions. The same high class "Standard" Gasoline and "Standard" Motor Oils may be had wherever you see a "Standard" pump by the roadside.

And a New Oil for Ford Owners Only

The Ford car is in a class all by itself and Ford lubrication is a job for a specialist.

The Standard Oil Company (N. J.) has worked Fords over all kinds of roads and under varying conditions of load and weather for many years.

To lubricate these cars properly it made a new "Standard" Ford Polarine and put it through the hardest kind of tests.

The new oil proved itself.

Now that there is no longer any doubt about the value of this oil in

meeting the peculiar requirements of the Ford motor and transmission, arrangements have been made to market it as widely as other Standard Oil Company (N. J.) products.

By the time this booklet reaches you it should be possible to get "Standard" Ford Polarine Motor Oil at your regular service station garage or Ford agent. If not, a request for it will give the dealer notice that you expect to find the new oil ready on your next call. Of course, it can be found at any "Standard" service station.

STANDARD OIL COMPANY
(New Jersey)

Frostburg

Cumberland

Pen Mar

Hagerstown

Lonaconing

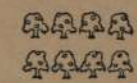
Frederick

College Park

Cabin John

Washington

RECREATION AND DIVERSION OF CAR OWNERS IN WESTERN MARYLAND





STANDARD