

GLIDDEN GIVES HIS IDEA OF PRESENT RUN

Donor of Valuable Trophy Strong
In His Belief That American
Cars Are Best.

FINDS ROADS IN BAD SHAPE

Accidents Due Wholly to Condi-
tion of Highways—Drivers
Very Careful.

Charles J. Glidden, donor of the trophy for which the best autos of America are contesting, was in a talkative mood while in Indianapolis and gave out the following: "The present run has revealed the fact that the American roads are in very bad condition and that they are unsafe for any kind of vehicle, let alone the automobile. The accident of Thursday was due wholly to the condition of the byways, and not the fault of the drivers of the machines.

"I know that the pilots of the cars used the greatest care possible, and had the roads been as good as they are in the old country the mishap would not have occurred. The trip so far has demonstrated that the American-built auto is the only car that can be driven on the schedule over the roads and complete the journey with clean scores.

"Driving a touring car at a fast gait over the roads and through the rain, as the drivers of the cars have been forced to do during the present run, is no snap, and it only goes to show the prowess and skill of the American chauffeurs. It requires a clear eye, good courage and a hand that can grasp the throttle at just the right time to complete the trip nowadays. It has been remarkable the manner in which the machines have been handled under the most strenuous conditions.

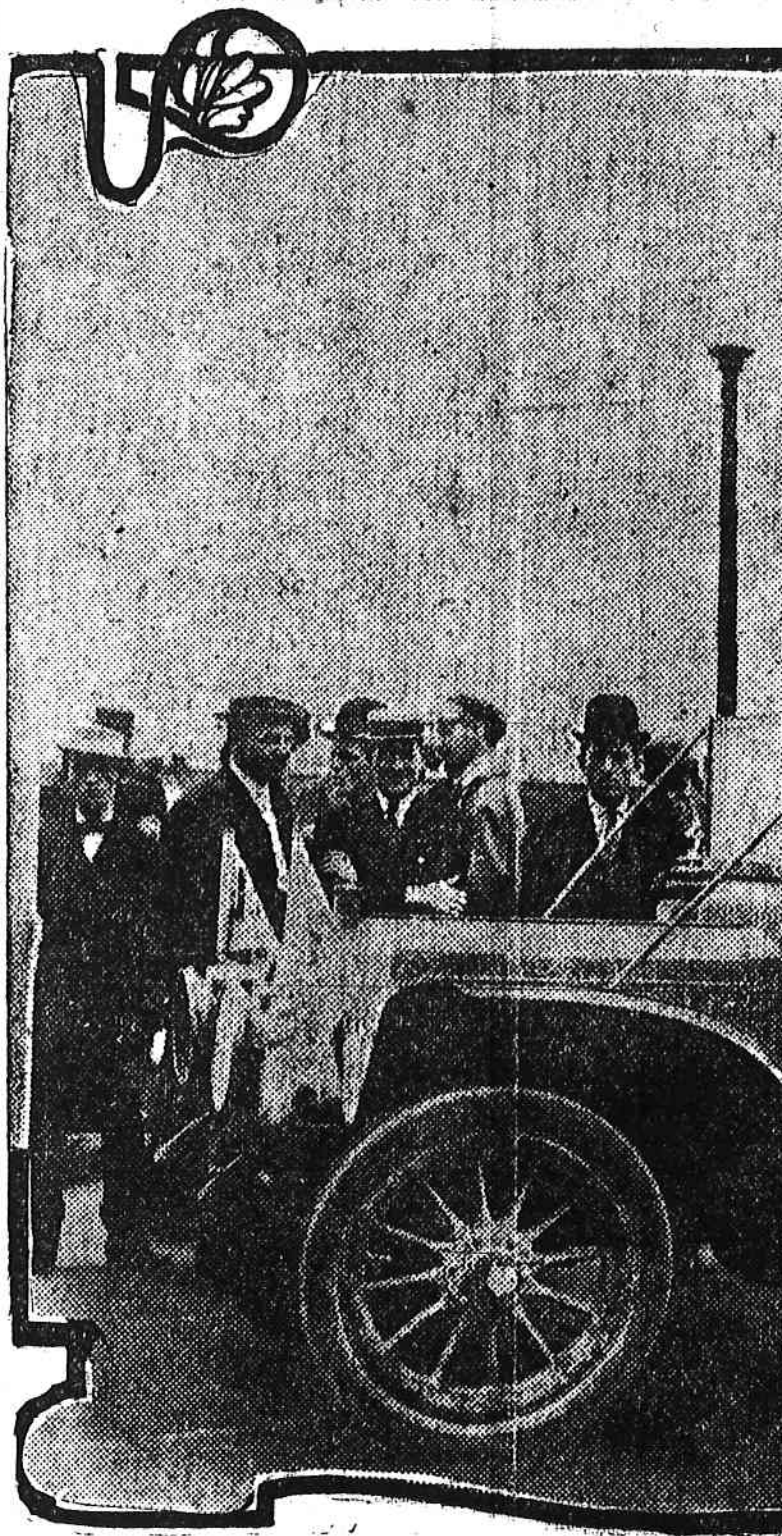
Can Rely on American Cars.

"Any make of car going through this contest, although receiving a small penalization, can be depended upon to serve the public on any kind of motoring expedition they might care to undertake.

"The contest so far has been a grand success and ably managed, as the club contest for the trophy has created unusual interest, and will obviate many possibilities of a tie.

"The Hower trophy for runabouts is a valuable addition to the association tour in my mind and I expect to see more runabouts than ever take action in the run next year. I think that a correct basis for conducting the tour has been

Mitchell C



Capt. William Mitchell Lewis, accompanied by J. W. Glidden and Mitchell. The c

WHITE WINS CONTEST

VICTOR IN HILL CLIMBING

CRISP M

Major Taylor bought
ley electric last week

L. W. George received
ford during the last

O. P. Mercer of

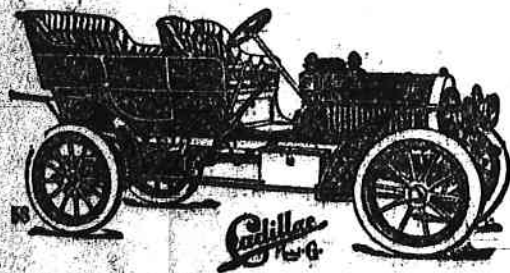
abilities of a tie.
 "The Hower trophy for runabouts is a valuable addition to the association tour in my mind and I expect to see more runabouts than ever take action in the run next year. I think that a correct basis for conducting the tour has been reached and that the future events of this character will be looked forward to with great interest."

Trade Tour Pure and Simple.

The annual tour of the American Automobile Association has been a trade tour almost pure and simple and a test for cars rather than enjoyment for the tourists. The American Automobile Association realizes the fact this year and is making the tour a pure test of cars. With this condition a fact the A. A. A. had best declare themselves and inaugurate new rules for the contest on lines even more severe than those of the present tour. It might be well for one thing to eliminate all thought of pleasure, cut out the ladies who make the mistake of going on the tour for pleasure and then put observers on all cars. It might also be well to eliminate tire troubles as a means to determining the value of the cars, that is credit time lost through tire troubles as put down by the observer. Checkers along each day's route to note the passing time of cars would then eliminate scorching and the tour would then become one of pure reliability as was the case in the sealed bonnet contest. The sealed bonnet feature, if added to the tour, would make it harder yet. Given rules covering these points and the annual tour would undoubtedly be a feature with every maker competing and hundreds of cars in line. Some of the makers now claim that the tour is neither a pleasure jaunt nor a real test of cars. Then the A. A. A. should make it such to save all trouble and make it a test to be participated in by only the most hardy.

Has Proven a Hard One.

The present tour, which concludes next Wednesday at New York, has proven a hard one. Some of the roads have not been as expected and the touring board has given schedules which in reality forces the breaking of the law to maintain. Tire troubles have occurred and will occur to the end and the contestants always try to avoid loss of minutes and points by tearing right along to reach the finish in time to have time on the road to repair any possible punctures.



Model G—Four Cylinder—20 H. P.

**Appreciation
 and
 Enthusiasm**

grow greater every day as the season advances, for this new Cadillac, the first and only car at its price, proving a formidable rival for cars selling at from 50 to 100 per cent higher. The price of Model G is made possible only by the unsurpassed facilities and equipment of the largest factory in the world devoted exclusively to the production of high-grade motor cars.

VICTOR IN HILL CLIMBING

Biggest European Auto Event of Year Goes to an American-Made Car.

The Hearsey Vehicle Company, local agents for the White Steamer, are in receipt of a cablegram from London which states that the biggest hill-climbing contest of the year, held in England, has been won by a White touring car, Model G. The cablegram reads of follows:

"Biggest hill climb of the year in England won by a Standard Model G White touring car at South Harting yesterday, capturing yellow challenge trophy valued at £250. Aside from this, the White captured the gold medal race and sweepstake event. There were sixty-five other machines competing for the honors."

Frank Staley, local manager of the Hearsey Vehicle Company, is enthusiastic over the great showing made by this machine in recent contests. The three Whites in the Glidden tour have all been reported as doing especially well up to date, and the indications are that they will finish with perfect scores. In speaking of the performances of this machine Staley said: "The endurance run promoted by the Motor Club of Harrisburg this spring afforded the White Company the first opportunity that it has had to demonstrate, in competition, the sterling qualities of the new White Steamer."

Entered by Walter White.

"One of the new thirty-horse-power machines was entered by Walter C. White, and it performed fully up to expectations by winning a perfect score. The schedule time allowed was 4 hours and 40 minutes for the first day's run of 93 miles, and 5 hours and 56 minutes for the second day's run of 114 miles, the fastest for any touring contest ever held in this country.

"In addition, an observer, named by a competitor, was in each machine to take note of all adjustments and replacements, if any were made, and to inflict a penalty of two points for each minute so spent. The first day's run was comparatively easy, but the rain of the second day made the road conditions so bad that less than one-half of the thirty-one contestants even finished before the controls closed two hours after the last starter was due to arrive.

"Despite the conditions, which proved so hard for some drivers, Mr. White finished, as one newspaper critic stated it, 'without a semblance of trouble,' and as another said, 'having more than any other contestant lived up to the spirit as well as the strict letter of the rules.'

"One interesting point in the rules was that, on the second day, the machines had to be started five minutes after they were pushed by the officials out of the control, a condition with which Mr. White complied, with ample time to spare. He finished the run with the seal on his bonnet still unbroken, which the officials had put on all the cars when they were put in the control on the first night."

PREMIER CAR FILLING BILL.

Major Taylor bought a new electric last week.

L. W. George received a new Ford during the last week.

O. P. Mercer of Richmond home a new Ford this week.

C. S. Crocker of Norfolk this week's purchasers.

C. V. Hoover of Andover in his White Steamer during the last week.

W. J. Freeman of Jamaica out a new Premier car this week.

I. W. Millikin, a contractor, purchased a Ford car yesterday.

J. R. Johnson of this city new purchasers of touring cars Shop this week.

Fred Matthews and family are here for a few days from there in a Premier car.

Among the visiting tourists this last week was J. H. master at Richmond, Va.

Alfred Ward of Greensboro his new Rambler runabout drove the machine home.

C. G. Barley of Marlboro new machine he received from Hearsey Vehicle Company.

A carload of Fords from Gibson Automobile Company, several of which are already on the road.

C. B. King of Kingman new owners of Ford car on a long trip in it this week.

Henry B. Gentry of this city fame had a new Premier car at his home in Bloomington.

Dr. G. M. La Salle of this city yesterday with a new machine which he purchased from the Hearsey Vehicle Company.

Crawford Fairbanks of this city both of whom are touring in machines in the East, on their way to Chicago.

Edward Showers and family left this week for Chicago in their touring car. They will be in field, Ill., next week.

Fred Fairbanks, son of the above, is touring in the East in a new machine, which was bought from the Hearsey Vehicle Company.

Owing to the fact that the autosists drove to the city den tourists during the last week, the garage was more than full.

A man may learn to be around a corner on one side yet be maimed for life by stepping in a pool of oil.

C. W. Talge of Evansville enthusiastic Marmon owner yesterday. He reports in good condition except those new machines.

Too rich a mixture is being used in the exhaust, due to the fact that the engine is running as well as a tendency to knock.

The Indiana Automobile Association received word that the new machine was won in the last week's tour.