



to its donor, Charles J. Glidden. Any action by the contest board of the American Automobile Association will meet with objection from several concerns holding membership in the Manufacturers' Contest Association and who have competed for this trophy since its presentation to the American Automobile Association.

"To discard this classic touring trophy of the country at this time, after it has accomplished so much good for the industry," said Mr. Briscoe, "is, in my opinion, an extraordinary action and one which would be regretted not only by motor car makers, but by the public as well. Surely no automobile trophy ever competed for in this country has done so much toward the progression of the motor car industry, not excepting even the Vanderbilt cup.

Introduced in the early days when the automobile was looked upon as the rich man's toy, it created enthusiasm throughout the territories through which the Golden tour was run; it showed the public in general that the motor car could accomplish all that was claimed for it; it demonstrated that the 'horseless carriage' had become a permanent fixture in social and business life; it has done more than anything else to sound the death knell of the horse and its relegation to the farm; it has given manufacturers a superior opportunity to learn the strong and weak points of their cars, which could not have been learned under general touring conditions.

This, in brief, is what the Glidden trophy has done for the industry, sport and pastime, and it is this same famous classic trophy that certain interests would now bury in the historic archives of motordom. It is the public barometer as to what the various cars can do in endurance, mountain climbing, plunging through sand or gumbo or speeding over macadam roads.

"To me it sounds inconsistent for this American Automobile Association official to recommend the withdrawal of the Glidden trophy and offer certificates in its place. Let us keep the trophy and continue it in the high place which it has earned."

### Bad Scare for Illini.

[Special to The Indianapolis News.]

CHAMPAIGN, Ill., January 10, 1911.

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