

for Shield.



and engraved, with a runabout  
ing two men shown in the lower  
against a background of fields.  
on the upper part is the inscrip-  
1908 Hower Trophy for Runabouts  
Annual Reliability Touring Contest  
American Automobile Association.  
Boston, Saratoga. Presented by  
H. Hower.

# OFFER CASH, NOT CUPS

## FOR NEW YORK-PARIS RACERS

### Real Reward Will Be Given Victor in Most Strenuous of All Auto Contests.

At a meeting in Paris of the patronage committee, called together by the organizers of the New York-Paris race, it was unanimously decided that, inasmuch as the original itinerary, which comprised the crossing of Alaska and Behring Strait, had been greatly modified, there was no reason for holding to the award of a cup to the car that should perform the exploit of crossing the polar seas.

The committee, thinking nevertheless that the great effort made by several of the cars to accomplish the tour of the world and establish a record without precedent in the annals of automobilism deserved acknowledgment and reward, decided to create three prizes, to be awarded as follows:

1. A Grand Prix of the tour of the world by automobile of a value of 6,000 francs (\$1,200), to be given to the car which, having started from New York Feb 12, shall arrive first at Paris.
2. A second prize of a value of 3,000 francs (\$600), to be given to the car that shall arrive second.
3. A third prize of a value of 1,000 francs (\$200), to be given to the car that shall arrive third.

These prizes are offered conjointly by Le Matin of Paris and the New York Times. In addition, the Alaska-Siberian Company offers a special prize of 5,000 francs (\$1,000) to the car that shall consume the least time in making the trip from Vladivostok to Tschita (Russian frontier), and the Automobile Club of St. Petersburg has promised to award a cup to the car which shall reach St. Petersburg first.

#### Russian Roads Worst Yet.

On Friday, May 22, the American Thomas and the German Protos, the two cars now contesting for honors in the New York-Paris race, left Vladivostok with Paris as their goal. The roads en-

## MANY CARS WILL ENTER CONTEST FOR TROPHY

Prize Offered by Hower for Runabouts Expected to Attract Record Number of Competitors.

Definite reports and statements of intentions to enter a runabout for Hower trophy contest, which is in connection with the tour for the Glidden trophy, indicate that there will be more than twice as many competitors for runabout prize next month as there were last summer. The Hower trophy was competed for under the same rules as the Glidden trophy, with a point system of scoring and each runabout must be observed, the same as the touring trophy.

The runabouts will be divided into two classes, cars valued at less than \$1,000 and cars valued at more than that. The latter will form Class A and the former Class B. When the day's schedule is less than seven and one-half hours, Class A will be allowed 10 minutes more time than Class B. When the day's schedule is more than seven and one-half hours, Class B runabouts will be allowed 15 minutes more.

In event of there being a tie between two runabouts at the end of the regular run there will be no lengthy run to settle it. The conditions for running off the tie will be such that one extra day is pretty good to decide which is the winner.

## LEVY TO CAMPAIGN BIG

Famous Hotchkiss Racer Will Be Busy Season.

America's automobile sport will be quickened this season by an active campaign through which the huge 120 h. p. Hotchkiss car of Harry Levy, the milliner, cleanser and dyer, is to be sent. Levy is in no way interested in the trade and enters the sport for the sake of the sport itself. He loves speed racing and has great interest in it when representing his own speed property.

The Hotchkiss, after its varied experiences at Ormond, has been overhauled and put in shape for the season and its presence at track meets, driven by C. Robertson, whether in open competition trials or match races, will add greatly to the interest. That the car is in no way demonstrated by George Robertson when he drove the car in record time at Morris Park. Robertson believes that the big car is the fastest creation ever known.

## GLIDDEN HOME AFTER TRAVEL

Donor of Famous Trophy Travels Through Foreign Lands in Auto.

Mr. and Mrs. Charles J. Glidden of New York reached the United States after a tour of Europe in their 1908 Hotchkiss car.



and engraved, with a runabout of two men shown in the lower part against a background of fields, and in the upper part is the inscription: 1908 Hower Trophy for Runabouts, Annual Reliability Touring Contest American Automobile Association, Boston-Saratoga. Presented by J. Hower."

re 803 Reos had been shipped in Mr. Peer remarked that there was no end to the orders being turned in. M. Owen, sales manager. They are more than 4,000 cars in 1908. Whether one of the regular manufacturers is turning out cars in large numbers is the Maxwell-Briscoe Motor Co., whose big plant in Newcastle, Pa., now is in full swing. The greatest success in Newcastle has been to build enough for the workmen who are here for the new enterprise. At Erie, Pa., Mr. Louderback told me they had 18 cars behind in orders for the new friction drive machine. In Naples is another leading city for car manufacture. The American continue their underslung racy type, while the Marmon is devoting money to a similar type of car. The Packard & Marmon Company is meeting great success in its new air-cooled type, and Howard Marmon, the Detroit man, told me of some sensational plans for this year. The Overland people have been in their factory and are assembling and doing a lot of general work on cars that have been created for the year.

At Detroit, Mich., the Welch Bros., standing the roaring orders of cars, are turning out their cars just as fast as they can.

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### Russian Roads Worst Yet.

On Friday, May 22, the American Thomas and the German Protos, the two cars now contesting for honors in the New York-Paris race, left Vladivostok with Paris as their goal. The roads encountered were unworthy of the name, and were pronounced much worse than anything America possesses. After a struggle of forty-eight hours the cars had negotiated nine-four miles, reaching Niholsk, a Russian outpost.

The Germans finally stole a march on the Americans by going ahead on the roadbed of the Transsiberian Railroad line. The Thomas people soon discovered the trick, however, and lost no time in following the lead of their rivals.

### VICTORIES OF MITCHELL.

James W. Gilson, sales manager of the Mitchell Motor Car Company of Racine, proudly displays evidence of numerous recent victories of Mitchell cars in all kinds of contests, ranging from hill climbs to track and road tests.

At Wilkesbarre, Pa., a Mitchell won the event for cars ranging in price from \$850 to \$1,350, making the hill in remarkable time.

At Seattle Jack Finn drove a Mitchell against time for 1 minute 1 second for a mile, and a Mitchell roadster captured the honors in a three mile event.

At San Francisco two Mitchells of different models made perfect runs in a twenty-four hour endurance run, ending Decoration day afternoon.

Another victory for the Mitchell was at Omaha, where a Model 1 defeated eight competitors in a hill climb.

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### Donor of Famous Trophy Travels Foreign Lands in Auto.

Mr. and Mrs. Charles J. Glidden of Boston reached the United States on the steamer Campana, in from Liverpool yesterday, having added since Feb. 1, 4,161 miles to the automobile touring record, making drives in Egypt, Syria, Greece, Italy, Monaco and France. This increases the total mileage of the tour, which started in 1901 to 46,528 in thirty-one countries.

Mr. Glidden said that Mrs. Glidden was the first to enter Syria with the automobile after having obtained three permits from the Sultan of Turkey to enter the country. They drove to all the historic places in the Holy Land; received pleasant receptions, especially at Jerusalem, Bethlehem and Nazareth.

### OLD ONE LENGED WINTON STILL GO

As illustrating the longevity of Winton cars it is interesting to note that George of Cleveland owns a 1906 one-cylinder Winton that outspeeds and climbs everything under thirty horse power that he has encountered in his travels. The single cylinder measures 18x18 and is rated at less than twelve horse power.

