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To make as GOOD A CAR at anywhere near the price

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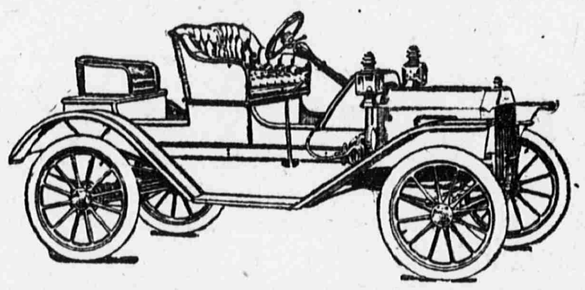

Model S Roadster 4-Cylinder 15 H. P. $750 f.o.b. Detroit

THE WINNER AT EVERY TEST OF CAR EXCELLENCE

The only challenge Henry Ford throws out to other automobile manufacturers is a defi to produce as good a car—and instead of burning up newspaper and magazine space with challenges for evey conceivable kind of ridiculous test, Ford is busy making a better car for us ordinary every-day folks to ride in.

But the challenge to make as good a car is always open—you can read it every day in the year in every one of the twenty thousand Ford Cars in use.

And every man with the means and the inclination to buy a car would do well to hustle over to the nearest Ford dealer, or into this store, and arrange for immediate shipment while the factory's promise to take care of us holds good. This challenge car of Ford's is mighty popular, and the factory, while shipping 60 to 100 cars a day, has for nearly six months been running from one thousand to fifteen hundred cars behind.

When you get your car you will find that it not only costs less, but it's cheaper to run than is the car that Jones, next door, bought. It's more economical, and three years from now will be as good as ever, while Jones has had to buy a new one.

Incidentally this car of quality—this Ford car you buy will prove to be superior at all other points. It's speedier and more powerful, for in improving the quality these minor features have naturally been improved.

If it is a race or hill climb, any Ford owner is safe to enter his car. It will deliver the goods. Ford cars entered by individual owners have this year won more climbs and races than any three other makes. Write for a list if interested in this feature.

There's a four-cylinder runabout for $600; another for $700, the roadster shown here for $750, and a six-cylinder 40-h. p. roadster at $2,800 for immediate delivery. No car at twice the price offers more automobile.

Write, telephone or telegraph for demonstration.

Ford Motor Company

1721-1723 BROADWAY, NEW YORK

TELEPHONE 4987 COL.

BROOKLYN STORE 20 HALSEY ST. | JERSEY CITY STORE 1590 BOULEVARD | NEWARK STORE 518 BROAD ST.

We want a dealer wherever automobiles can be run. Good proposition for hustlers with or without previous experience. Some one else may beat you to it if you delay.

AUTOMOBILES. | AUTOMOBILES. | AUTOMOBILES.

Diamond TIRES WIN GLIDDEN TOUR AGAIN

Cost per Car on Diamond Tires, $16.88
Cost per Car on all other Tires, $64.94
Difference in Favor of Diamond, $48.06

Blow-outs on Diamond Tires, 5
Blow-outs on other Tires, 56

DETAILED REPORT OF THE TIRE COST ON REQUEST

Perfect Scores on Diamond Tires,	9
Perfect Scores on all other Tires Combined,	13
Penalties account Diamond Tires,	0
Cars voluntarily changing to Diamond Tires en route,	2
Cars changing to other tires en route,	0
Total Cars contesting for Glidden Trophy on Diamond Tires,	13
Total Cars contesting on all other tires combined,	17
Total of all Cars using Diamond Tires,	21
Total of all Cars using other makes combined,	35

And had the three teams having perfect team scores run off their tie there would have been 5 sets of Diamond Tires and 4 of other makes in that contest.

The above figures speak for themselves. Diamond Tires have won the Glidden Tour, and the only cups for tires, since the inception of the annual contest.

The 1908 tour particularly emphasized the superiority of both Diamond Casings and Diamond Tubes.

It showed plainly, also, that the Marsh is the only 100 per cent. efficiency Quick Acting Rim.

The Following Telegrams Are Self-Explanatory.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
From personal observation Diamond tires gave better results in Glidden tour than any other make. Peerless car No. five changed one tire cut by sharp stone; other three tires still have Cleveland air in them. More than pleased with results.
C. H. BURMAN.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
Diamond tires on Peerless car No. six finished tour with perfect score; four tires put on at Cleveland, still on car with Cleveland. Diamond's good enough for me. Enough said.
W. C. STRAUB.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
Service obtained from Diamond tires on Haynes, perfect score, car twenty, in Glidden tour; very satisfactory. Three original tires still on with Buffalo air in them.
L. R. WAGONER.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
Haynes car nineteen finished Glidden tour with perfect score. Roads very bad, schedule quite hard, yet at no time did we spare your good old Diamond tires. Their service was more than satisfactory.
F. R. NUTT.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
Accept congratulations wonderful performance Diamond tires on Gaeth, perfect score car in Glidden tour. Original air in three tires, one puncture my total tire trouble. We traveled seventeen hundred miles mountain roads.
PAUL GAETH.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
Diamond tires have given perfect satisfaction and I am personally pleased with results; Garford car twenty-nine.
H. A. VANTINE.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
Rainier car fifteen, perfect score; cannot speak too highly of Diamond tires. Their durability has been a revelation. Diamond Demountable Rims simply perfect; recommend them every one. Two punctures since leaving Buffalo.
JOAN NEWTON CUNEO.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
After using another make of tires with considerable trouble I changed to Diamond Quick Detachable at Bedford Springs, with the result of no trouble since; Reo press car ninety-five.
R. C. SMITH.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
Glidden tour of nineteen naught eight has compelled us to recognize the superior amount of punishment Diamond tires will stand and we are more staunch friends than ever. Studebaker car twenty-five.
WALTER G. JONES.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
Glidden tour, Thomas car eleven, weight forty-three hundred, finished with perfect score; equipped Diamond tires and Marsh rims; have given elegant satisfaction; more than satisfied results.
GUS G. BUSE.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
I never thought tires were built that could give me the service that Diamond tires have on Oakland car twenty-seven; were inspected with perfect score. I am thoroughly satisfied that they can't be excelled.
HOWARD F. BAUER.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
Diamond tires on nineteen naught nine Packard No. thirty-four in Glidden tour have shown me what Diamond construction really is. Throughout Glidden tour results have far exceeded my expectations.
E. TOM FETCH.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
Diamond tires on Premier car nine in Glidden tour gave perfect satisfaction; two punctures on entire trip; the four original casings still on car.
J. W. MOORE.

Saratoga, N. Y., July 23, 1908.

Diamond Rubber Company.
Diamond tires on Gaertel horn car eighteen perfectly satisfactory; every evening we carried twelve to eighteen people around town; no other tire would have stood the test.
C. H. FOSTER.

THE DIAMOND RUBBER COMPANY OF N. Y., 1876 Broadway.

AUTOMOBILES.

Empire Tires WEAR LONGEST

All Cars in **Glidden Tour** Equipped with **Empire Tires** Came through with **Perfect Score**

Empire Tires WEAR LONGEST

EMPIRE AUTO TIRE CO., 73D ST. AND BROADWAY.

AUTOS—A PURCHASE OF 60 CARS
Manhattan's Pioneer Auto Establishment.
Each of above THOROUGHLY GONE OVER and equal to new, in addition to 150 other best quality Autos offered in N. Y.
Oldsmobile, Touring, Runabouts, Speedsters, $250 to $1,500; Thomas, "40," "50," "60," all styles Speedsters, and seven passenger Touring, $600, $1,200, $1,500, $2,000; Pierce "40" Touring, $1,500-$1,800; Mercedes (late and equal to new), $2,500-$3,500; Fiat, $1,250; Studebaker, $1,000; Rainiers "35," $900 to $1,800; Simplex, $1,250; 1907 Pope-Hartfords, $750-$1,400; Pope-Toledos, 1906-1907, $550 to $1,500; Stevens-Duryeas, $350-$1,100; Renaults, $350-$1,100; "50" Charron-Girardot-Voight, $2,500; Queens, $650; Cleveland Speedster, $1,400; 1907 "60" Nationals, $1,250; Autocar Runabouts, $225, $350, $550; Ford 1907 Runabouts, $350 to $450; Ramblers, $300; Cadillacs, $150-$350; Wintons, "K," $650. Also twenty Limousines and Taxicabs; 250 other unusual opportunities. All bargains. Demonstrations cheerfully given.

AUTO BODIES GALORE—EACH A1
Latest Speedsters, Tourabouts, Touring, &c., mostly new.
Also second hand. Best makes in CLOSED BODIES; every good make represented. "Prices Right."
NEW IMPORTED TIRES ½ list prices.
BROADWAY MAMMOTH AUTOMOBILE EXCHANGE,
239 to 245 West 56th, near Broadway.

TO RESIDENTS OF NEW YORK, NEW JERSEY AND CONN., WHO READ THE SUN:—
If there is no
1908 24 H. P. NORTHERN
in your town we want one there. We will make a big reduction to the first purchaser in your locality. The car lists at $1,600. Call or telephone for our first car proposition. It's a bargain. "Get in" before your neighbor and save money.
NORTHERN AGENCY, 1,657 BROADWAY.
'Phone, 5123—Columbus.

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Of New England, New Jersey and New York by districts. Complete, accurate and convenient. Sold by dealers or by mail. Descriptive catalogue free. GEO. H. WALKER & CO., Boston, Mass., or L. H. BIGELOW & CO., 62 Broad St., New York.

FOR SALE AT BARGAIN—By private buying, an automobile, a Broxton Phaeton, little used and as good as new; built by Henry Hooker, New Haven. Equipped with electric lights, foot brake operating on front wheels, Collins axles, humane post tugs, thoroughly up to date and attractive in every way; cost new with lights and brakes $775. Address M. R., Box 101 Sun office.

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ACME	CORDNER & FLINN, 76th St. & Broadway. Phone 4553 Riverside.
AM. LOCOMOTIVE CAR	1886 Broadway. Tel. 5300 Columbus.
AUTOCAR	Autocar Sales Co., B'way & 80th St. Phone 4928 River.
BAKER	ELECTRICS. Baker Motor Vehicle Co. of N. Y., 1790 B'way. Tel. 2830 Col.
CADILLAC	Cars, parts, repairs. 1649 B'way., Cor. 51st st. Tel. 3010 Columbus.
COLUMBIA	1888 BROADWAY (63d St.) Phone 5903 Columbus.
DEMAREST, A. T. & Co.	IMPORTED CARS 335 5th Ave.
ELMORE	A. Elliot Ranney Co., B'way at 61st St., N. Y. Phone 3850 Col.
FRAYER-MILLER	CO., Motor Mart 62d St. and B'way. Tel. 2851 Columbus.
GARFORD	Garford Motor Car Co., 1540 B'way. Phone 4851 Bryant.
HAYNES	HAYNES AUTOMOBILE CO. 1715 Broadway. Phone 1346 Columbus.
ITALA	ITALA IMPORT CO., 41 W. 55th St., & 335 5th Av.
JACKSON & GLIDE	G. J. Scott Motor Co., 1720 B'y. Tel. 4421 Col.
LOZIER	THE LOZIER MOTOR CO. Broadway and 55th St. Tel. 3592 Col.
MOON	MOON MOTOR CAR CO. of N. Y. 2186 Broadway. Tel. 7573 River.
MORA	MORA MOTOR CAR CO., Broadway & 52d Street. Tel. 3529 Col.
NATIONAL	HOMAN & SCHULZ CO., 38 West 62d St. Phone 4511 Col.
QUINBY, J. M. & CO.	SIMPLEX CARS. NEWARK, N. J.
RAINIER	RAINIER MOTOR CAR CO., B'way & 56th St.
RAMBLER	HOMAN & SCHULZ CO., 38 W. 62d St. Phone 4511 Col.
RENAULT	RENAULT FRERES, B'way & 57th St. P. Lacroix, Gen. Mgr. Tel. 3004 Col.
REO & PREMIER	R. M. OWEN & CO., 1759 B'way, near 56th St. Phone 2440 Col.
STEVENS-DURYEA	A.G.SPALDING & BROS., 29 W. 42d. Tel. 433 Bryant.
THOMAS	HARRY S. HOUPT CO., B'way & 53 St. Tel. 6450 Col. Newark: 213 Clinton Av.
WELCH	WELCH MOTOR CAR CO. 1571 B'way. Phone 6237 Col.
WHITE	WHITE CO., Broadway and 62d St. Phone 5952 Col.

Tires, Accessories, Etc.
Owners' Guide.

TIRES.

"Keep your eye on Continentals."
Continental READY-FLATED TIRES
Easiest to apply, operate and repair.
CONTINENTAL CAOUTCHOUC CO.
J. M. Gilbert, Gen. Mgr. 1788-1790 B'way, cor. 58th St.

Empire Tires WEAR LONGEST
73D ST. & BROADWAY.
Tel. 2547 Col.

POLISH.

U.S. BARKEEPERS FRIEND METAL POLISH
USED AND ENDORSED BY THE LEADING DEALERS
SOLD ALL OVER THE WORLD
Room 20, 1-3 Park Row, New York City.

HARLEMS WIN STIRRING RACE.

Hudsons Beaten in Senior Gigs by a Matter of Three Feet.

The heat, rain, thunder, lightning, rough water and other misfortunes attending the sixth annual regatta of the New York Bay Regatta Association were to some extent counterbalanced by a stirring tussle in the senior gig race. It was the one event that aroused enthusiasm on both sides of the Harlem River. The crews on which centred the chief attention were those of the Harlem Rowing Club and of the Hudson Boat Club.

They met a week ago and the Hudsons won. For the purpose of cheering them on to victory a lot of Hudsonites of both sexes yesterday invaded the Speedway. Some were so worked up over the fray that they ran the whole length of the Speedway cheering for the crew. It was a grand tussle every stroke of the way.

For the first quarter the Hudsons had a slight lead, but at the half way flag the Harlems by sheer digging forged ahead. For the last half it was a blade for blade drive until the Harlems shot over the line, winners by three feet.

The Hudsons had several lengths the best of it in boats. Theirs was a new skin barge, while the Harlems had an old water soaked vessel borrowed from another club.

There was a stirring battle between William Mehrhoff of the Nassau B. C. and Fred Shepheard of the Seawanhaka B. C. in the senior singles. For the last half mile Mehrhoff led by two lengths, but Shepheard came strong at the finish and cut down the lead to a length, by which distance Mehrhoff won. There was a close race in the junior singles, which was won by Herbert of the Nassaus.

In the junior doubles Atworth of the New Rochelle B. C. pair, which won the race, collapsed after crossing the line.

Junior Single Gig—Won by J. Jans, Metropolitan R. C.; B. B. Bagley, Valencia B. C., second. Time, 6 minutes 30 seconds.

Junior Four Oared Gig—Won by Clifton B. C., with J. W. Curtis, bow; A. W. Sullivan, 2; J. A. Sweet, 3; R. A. Jacob, stroke, and J. A. Guion, coxswain; Ravenswood B. C., second, with Thomas McGee, bow; Henry Rickert, 2; P. Williams, 3; J. Mulligan, stroke, and William Cowan, coxswain; Wahnetah B. C., third, with J. Monaghan, bow; R. W. McCabe, 2; A. Methuen, 3; S. Steenmitz, stroke, and J. J. Cleary, coxswain. Time, 6 minutes 41 seconds.

Junior Four Oared Barge—Won by Active B. C., with F. Eisnarsen, bow; L. Starke, 2; G. Trute, 3; F. Miller, stroke, and G. Weetz, coxswain; Bloomingdale B. C., second, with George Heydenreich, bow; J. J. Streckfus, 2; P. Leinesch, 3; John J. McKeon, stroke, and W. H. McDonough, coxswain; Valencia B. C., third, with S. Kahn, bow; J. Lewis, 2; R. Klatz, 3; M. Berckmann, stroke, and J. A. Mulder, coxswain. Time, 5 minutes 21 1-5 seconds.

Junior Double Gig—Won by New Rochelle R. C., with A. G. Atworth, bow, and George Carter, stroke; Metropolitan R. C., second, with A. Deering, bow, and T. Farrington, stroke; First Bohemian B. C., third, with William Koudelka, bow, and Charles Pisvege, stroke. Time, 5 minutes 42 seconds.

Junior Single Shell—Won by J. Herbech, Nassau B. C.; John A. Sullivan, Atalanta B. C., second; W. T. Russell, Palisade B. C., third. No time taken.

Senior Single Shells—Won by William Mehohoff, Nassau B. C.; Fred Shepheard, Seawanhaka B. C., second; David McEntee, Metropolitan B. C., third. No time taken.

Senior Four Oared Barges—Won by Harlem R. C., with H. Nonenbacher, bow; J. D. V. Breen, 2; John J. Ryan, 3; John G. Hoben, stroke, and Ted Scannell, coxswain; Hudson B. C., second, with L. J. Emery, bow; H. B. Shont, 2; J. W. Manley, 3; W. J. Spencer, stroke, and E. Loewenthal, coxswain; Valencia B. C., third, with H. Ram, bow; C. Lockie, 2; O. Bender, 3; M. Berckmann, stroke, and A. Keller, coxswain. Time, 5 minutes 4 1-5 seconds.

Cruising Races for 30 Footers.

The Manhasset Bay Yacht Club has arranged for two cruising races for the New York Yacht Club 30 footers which will begin on August 4. The yachts are to take part in the annual cruise of the New York Yacht Club which will begin at New London on August 6, and in order to make it interesting for the owners of the 30 footers H. L. Maxwell has offered two cups for the two runs. The yachts will start on August 4 from Port Washington. The starting line will be between a dory and the committee boat off the clubhouse and the finish of the first day's run will be at the east end of the breakwater at New Haven. On Wednesday, August 5, the start will be made off the New Haven breakwater and the finish will be at the west buoy on Sarah's Ledge outside New London harbor. The preparatory signal each day will be made at 9 o'clock and the start ten minutes later. At night the committee boat will show two white lights. The prize will be presented to the winner at the close of each day's run and protests, if there are any, must be made at once. The committee in charge is J. W Alker, Henry J. Gielow and Clarkson Cowl.

King's Prize to Private Gray.

Special Cable Despatch to THE SUN.

BISLEY, England, July 25.—At the annual meeting of the National Rifle Association to-day the King's prize was won by Private Gray of the Fifth Royal Scots.

AUTOMOBILE NOTES.

For the second time this year the Pennsylvania Rubber Company has concluded a successful defence of a legal action involving the manufacturing rights of the tire industry as a whole. Their first victory was the decision of the United States Court of Appeals that the holders of the old G. and J. clincher patents, who had collected hundreds of thousands of dollars in royalties from manufacturers, were not entitled to such royalties on the modern type of clincher tires. This decision threw the making of clincher tires open to the trade at large.

The second case, in which a decision against the complainant has just been handed down by the United States Court of Appeals was brought two years ago by the Boston Woven Hose and Rubber Company against the Pennsylvania Rubber Company. The action referred to a patent which it was claimed covered security bolts for tires. The decision went against the Boston company in the United States Circuit Court, and this decision was upheld in the Court of Appeals. Had their patent been upheld the Boston Woven Hose and Rubber Company would be able to collect royalties from any one selling or using security bolts on tires. This would have affected all of the tire companies, so that the outcome of this suit is a benefit to the entire tire trade.

Back from a visit to the Thomas plant at Buffalo Harry S. Houpt and other members of the concern come brimming with enthusiasm over the line of cars which they will handle for the season of 1909. The firm will not handle any cars except those coming from the Thomas plant at Buffalo, in spite of many rumors to the contrary. The new creation is a 2,000 pound, shaft driven, six cylinder car embodying in its construction practically every high priced Thomas feature and selling at a price 50 per cent. under what the public would expect to pay. In summing up the new model, Mr. Houpt said yesterday in his opinion it was a wonder.

Accompanied by his own expert and those from the Thomas factory, he car was given a special tryout on the trip just made. Roads which would jar the occupants of most any car were taken at speed by the light six in a manner that demonstrated its adaptability for use as an ideal family car. Every known art of the expert was resorted to on the trip to bring to light some shortcoming, but it came through unscathed. The flexibility of the motor was tested to the greatest degree in spots where to gain momentum was impossible and to drive fast was courting disaster, the superabundante of power of the Thomas light six bringing it through and surmounting all difficulties in its path. In all the years in which he has been handling automobiles Mr. Houpt says, he never entered on a campaign with so much faith as he does on the one for 1909.

The big six cylinder Thomas will keep its place in line for 1909, as will the high powered chain driven 4-60 Thomas, both of which have been improved, but there has been no radical change in design.

The Firestone Tire Company's records give some idea of the widespread use of the automobile in mercantile pursuits. From little delivery machines to big trucks with many tons capacity, from small package wagons to immense vans and from light hose carts to ponderous fire engines and trucks, the business has spread, taking in all lines. These cars are used in an extremely varied class of business, as by flourmills, breweries, department stores, coal merchants, sight seeing companies, newspapers, bakers, factories, vacuum cleaners and others. In order to aid the manufacturers as well as the owners and users the Firestone company has established a department whose business is to cooperate in solving any tire problems. Thus for the use of fire departments a table has been prepared showing the advantages of the side wire rubber tires produced by it over ordinary steel tires. Among these are the facts that the rubber tires cause the wheels to cling to the surface better and prevent sideslipping; the lives of the horses are prolonged, because they do not get the shocks of fast travel, and they can make longer runs without violent exertion; the apparatus can be driven over hose lines without danger of cutting. These reasons apply also to the use of rubber tires on commercial machines, for the mechanism does not receive the road shocks that it otherwise would. These tires are all constructed with steel crossbars vulcanized into the rubber near its base, make an actual part of it and are held immovable in the channel by two endless retaining wires.

Among those of prominence who have recently bought Stearns cars is Judge Parker of Esopus, N. Y. This is the first Stearns car brought to Esopus, and the Judge is taking great delight in showing his fellow townsmen what it will do on hills and while touring. Even the small towns are recording Stearns cas achievements.

George Underwood of Sandy Hill has the distinction of being the first person known to have climbed the Gas House Hill in an automobile. He did the trip recently in a new Stearns car which he purchased especially for use in the Adirondacks. Many unsuccessful attempts have been made in the last two years to accomplish the trick. In describing the climb the driver said:

"We climbed the hill with seven people in the car, and at the top my speedometer registered thirty-five miles an hour. Last Tuesday night we left Warrensburg at the same time as a new six cylinder foreign car and beat it a minute over a distance of fifteen and one-half miles with six passengers. I never drove a better car than the four cylinder Stearns during my seven years experience in driving in Europe and this country."

The last official act of C. H. Larson of the Oldsmobile Company of New York, prior to going on a month's vacation to the Adirondacks, was the closing of a deal whereby the Oldsmobile company make a very desirable addition to their premises. The immense building formerly occupied by a well known horse dealer on Fifty-eighth street adjacent to Broadway has been leased and $25,000 has been appropriated to turn the old horse emporium into a modern automobile palace. Cement floors will take the place of old plank ones on all the floors and every other improvement will be applied to make the Oldsmobile garage and repair shop a model in every respect. A system of electric elevators, the most elaborate yet attempted, will be installed for the quick transfer of the machines from and to various floors. The present repair shop which the Oldsmobile Company of New York has been occupying on Fifty-first street has been outgrown and will be vacated as soon as the new place is ready for occupancy, about October 1.

The long expected Oldsmobile baby tonneau car is due next week. Thanks to the unprecedented press of business in all the regular models the arrival of the newcomer has been delayed to a point almost beyond the endurance of those enthusiasts who have patiently awaited its appearance. But it will repay their patience, as nothing shown in this vicinity, according to the photographs which have arrived, can eclipse it in appearance.

In view of the pleasant work and good wages, it is not strange that a good class of mechanics are learning to drive automobiles. The outdoor work is attractive to the mechanic who spends his day bending over a lathe in a dingy shop. The New York School of Automobile Engineers, where men are trained to be chauffeurs, is training an intelligent lot of young men.

Miss Alice Potter has started on a trip from her home at Elgin, Ill., to New York and return. Miss Potter drives a Haynes 30 horse-power car and has some 15,000 miles of driving to her credit.

Some very interesting figures regarding tires are given out by F. Y. Stewart, manager of the B. F. Goodrich company of New York. Mr. Stewart says that notwithstanding the fact that the 1908 tour led over a greater variety of roads than ever encountered before in previous Glidden contests and presented many a stretch rightly called "tire breakers" no similar company of automobiles running together on the same schedule under the same conditions ever before suffered so little from tire disaster as the Glidden tour users of Goodrich tires. Twenty-three of the forty-four trophy contestants started from Buffalo with their cars equipped with Goodrich tires and fourteen of the twenty-three completed the run with clean score honors. This fourteen included all the winning cars of the victorious Buffalo team and every one of the clean score Hower trophy contesting cars. The number of Goodrich tire replacements was few, and in many instances the original tires fitted in Buffalo went through without even a puncture to their discredit.

The reports compiled by observers on the Glidden and given out by the Diamond Rubber Company show an average tire cost per car of $46.91 for all cars in the tour, both contestants and non-contestants. The average cost for Diamond tires alone was $16.88, considerably better than the average for the whole tour. The average cost per car for tires, excluding Diamond equipment, was $64.94. The basis of cost is taken with size 34x4, representing the general average of tire sizes used. All items, even punctures, &c., capable of ready repair are taken into the account, but the big feature of the tire cost was the blowing out of casings and tubes. Of sixty-one blown out tires all told the number of Diamond tires so damaged was but five, and this with twenty-one contesting and non-contesting cars using the Diamond make. Of the twenty-one contesting cars with perfect scores at the end of the tour nine were equipped with Diamond tires and two cars changed to Diamond equipment en route.

Mrs. Joan Cuneo, who was the only woman driving a car in the Glidden tour of this year, has placed herself on record as being the only woman driver to finish a contest for the Glidden trophy with a perfect score. At Saratoga, at the tour terminated, a silver cup was presented to Mrs. Cuneo by the other participants, who admired the skilful little woman's pluck. Speaking of the tour Mrs. Cuneo said: "It has been my ambition for years to make a perfect score in the Glidden tour and I am supremely happy now that I have finished perfect. All along I felt confident of doing so. My car was running every bit as well as if I was putting it in my garage at home and having it looked after every night. This is pleasing because it is a new 45-50 Rainier that I bought this spring and it had not been thoroughly tried out before starting on the tour."

E. B. Jackson, sales manager of the Packard Motor Car Company's New York branch, reports the arrival of a shipment of the new Packard models, the 30 horse-power touring car and the 18 horse-power town car. The demonstrating cars of the two types have been on the jump ever since they arrived in New York. Mr. Jackson states that next week, however, he will be able to book a new list for those who want to see the machines put through their paces.