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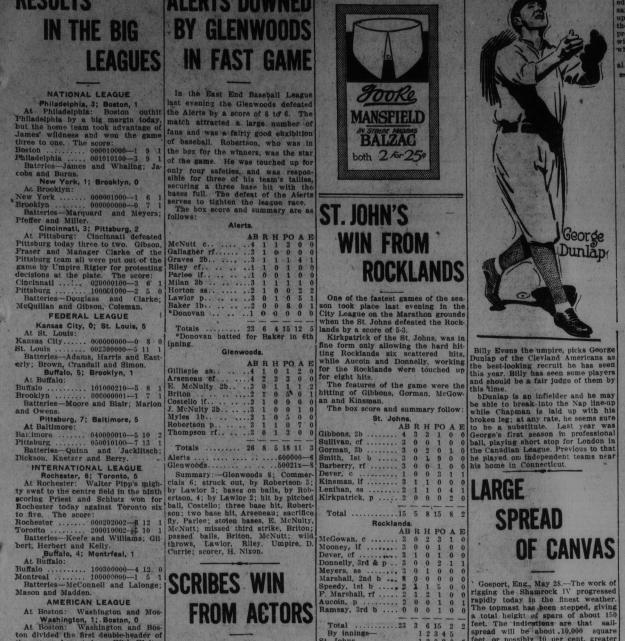
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Manager,

NATIONAL LEAGUE

ALERTS DOWNED BY GLENWOODS IN FAST GAME





termination to sacrifice everything to swiftness.

The Times says: "There is a general consensus of opinion that she may prove a powerful and speedy boat."

The Daily Mail says: "She is technically a big boat designed to carry an enormous sail spread."

"This," says the Mail's critic, "was made plain when the main stick of her mast was put into place. It cannot have been much less than 120 feet in length, of which a bare sayen feet only was in the yacht—that is between the deck and the stem on which it is stepped."



Equipped Throughout with Timken Bearings

The Axle Carries The Car—The Shaft Only Turns the Wheels

The Studebaker FOUR is the only car in the world at \$1375 with a full floating rear axle-equipped even to the hubs with Timken bearings.

This is of vital importance because ordinary axles push downward on the shaft or journal; absolutely frictionless bearings cannot change that condition.

In our Full Floating Rear Axle the shaft turns freely in a steel housing, carrying the last ounce of power directly to the wheels.

The wheels, in turn, revolve just as freely at the ends of the housing, because they run on Timken bearings.

Be clear upon this vital fact:
Upon the efficiency of your
axle depends the efficiency
of your motor.
It isn't so much a question
of power creation as it is of
power transmission.

That is why, by scientific engineering, we have straightened and cleared the way for the flow of power from motor to wheels. That is why we have given the question of alignment—of perfect balance—and of lubrication the care their tremendous im-

portance warrants.

That is why we carry our laboratory tests and our accuracy of measurements to a degree heretofore unknown in any but the best shop practice.

Our sole aim is to transmit—with maximum dependability—the maximum of power to and through the rear axle.

The Studebaker FOUR attains this result as it has never been attained in the past.

You appreciate this result to the full when you learn that it is the only "Four" at \$1375 with full Timken equipment—even to the hubs.

Studebaker Corporation of Canada, Limited, Walkerville, Ont.

SOLD BY EMPIRE GARAGE & SUPPLY CO., ST. JOHN, THE LOUNS-BURY CO., MONCTON AND NEWCASTLE.

Buy It Because It's a Studebaker

Five Reasons Why Men Change Tires

Goodyear Users This Year Increase 55 Per Cent

Faster than ever men are changing from any one of these features. Yet every tire other tires to Goodyears. There are more tire users—that is true; perhaps 20 per cent more than last year. But Goodyear sales have increased 55 per cent. So legions of these new users have discarded other tires.

Why They Change Some change to end rim-cutting. And

No-Rim-Cut tires offer them the only feasible way to do it. Some have suffered needless blow-outs,

due to wrinkled fabric. The only way to prevent them is the "On-Air" cure, and we

alone employ it. It adds greatly to our Some fear loose

treads. By a patent method we reduce this danger by 60 per cent in No-Rim-Cut tires.

All-Weather tread. A double-thick tread, as smooth as a plain tread, but with deep, sharp, tough projections. It grasps wet roads with a bulldog grip.

No other tire offers

user knows he needs them all.

Resent Extra Prices

Some resent extra prices. There are 18 U. S. and Canadian makes which this year cost you more than Goodyears-up to onehalf more. And those prices are unjust.

No-Rim-Cut tires hold top place in Tiredom. They outsell any other, after millions of mileage tests. At least in the four ways

rival tire. Then why should men pay for other tires from \$5 to \$15 more?

There is no reason: It is easy to build tires to undersell Goodyears, but none ever built tires Goodyear prices are



you want Goodyears, and at Goodyear prices. He will give

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St. John Branch, 83 Prince William Street. 'Phone Main 1241



