

THE
THOMAS
“FLYER”

A BOOK OF LETTERS FROM SOME OF THOSE
WHO HAVE USED THOMAS "FLYERS"

"The Proof of a pudding is in the eating."

AND

The proof of an automobile is in its use.

A conservative estimate recently made places the number of automobiles in use in the United States at 100,000.

Are all the owners of these machines satisfied?

That question may be answered by a most positive

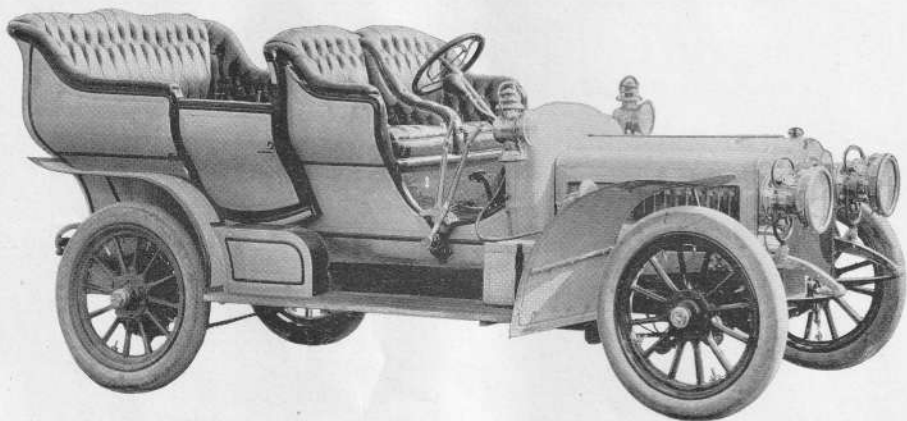
"No."

But some of them are. And in the following pages may be found letters from some of them, those who have used Thomas "Flyers." These are not all the letters the E. R. Thomas Motor Company has received in praise of its cars. To publish all would be to cloy interest before the end had been reached.

But they are representative. They come from all parts of the country. In addition, there are a number on file at the offices of the E. R. Thomas Motor Company which read like this:

"I make it a rule never to allow a letter of recommendation to be published, but if you will send prospective purchasers to me I will be only too glad to tell them my experiences with the Thomas 'Flyer,' which will convince them, I believe, that you are making the best car on the American market to-day."

" Every stock car guaranteed to make sixty miles an hour before leaving the factory."



THE CAR

THE
THOMAS
“FLYER”

FEATURES OF THE THOMAS "FLYER."

FIFTY-HORSEPOWER.—Four separate cylinders, $5\frac{1}{2}$ by $5\frac{1}{2}$ inches, with mechanically operated valves and chain oilers.

CLUTCH (patent pending).—The perfected, triple metallic disc type. The most exhaustive tests have shown it absolutely superior to the cone clutch. It will not slip under any conditions and does not shatter the car when starting.

TRANSMISSION (patented).—Of the selective type with four speeds forward and reverse. The shift from high to low or from low to high speed is made without passage through the intermediate gears. The anti-gear-stripping device automatically prevents the stripping of gears.

THOMAS SAFETY DEVICE.—Absolutely prevents a car backing down hill.

BODY (patented).—Is dust proof. Suction of dust into the car is done away with by the lines of construction. Seven people may be seated comfortably, all facing forward. Tonneau is provided with two revolving, collapsible and removable seats.

BEARINGS.—The Thomas "Flyer" has more and more expensive anti-friction bearings than any other car in the world; in all, fifteen Hess-Brights, one Hyatt roller and five ball thrusts.

BRAKES.—Are located on the rear hubs, two on each, one set internal and expanding, the other external and contracting. All brakes have dust shields. These brakes are in addition to the Thomas Safety Device.

AXLES.—Are all drop forged of the I-beam type. The steering yokes and knuckles are large and the spring seats are integral.

MADE BY

THE E. R. THOMAS MOTOR COMPANY

1190-1200 NIAGARA STREET

BUFFALO, N. Y.

Members of the Association of
Licensed Automobile Manufacturers.

TESTIMONIALS.

E. R. THOMAS MOTOR Co.,
BUFFALO, N. Y.

RAHWAY, N. J., Oct. 30, 1905.

Dear Sirs,—After a great deal of hard service, I feel that it is only in justice to the maker and user of the Thomas "Flyer" to express my own satisfaction of the forty-horsepower "Flyer" I purchased last April from the Autovehicle Company of Newark, N. J.

My car has been in almost constant use since its delivery to me and runs with the consistency of clock work. I have driven it more than four thousand miles, over all kinds of roads and in various conditions of weather, and it has not failed me in a single instance, negotiating the grades and hills with no apparent reduction of speed. From the fact that I have not spent a single dollar for repairs, it is easy to see that automobiling with a car of this character is a great pleasure and a splendid recreation. After the many severe tests to which my car has been put, I do not hesitate to give it full speed at any moment, and it is needless for me to state that I take the dust from no one on the road.

Lately, I have been approached by a number of agents of six different makes to take my car in trade for one of theirs, as they know I carry a certain prestige with my people,—my friends all know that the car I drive is the car to buy.

I have placed my order for one of your 1906 fifty-horsepower "Flyers" since the excellent service rendered the past season by my Flyer is sufficient evidence that no other kind of machine would prove more satisfactory. The proof of a good automobile is in its use and I am sure, as I have before stated, that no other machine would have given better and more efficient service than the "Flyer" I now own.

I earnestly hope that your sales of the 1906 models will exceed your highest expectations.

With best wishes for your success, I remain,

Very truly yours,

A. H. CHAMBERLAIN.

THE MARTIN & HART MOTOR Co.,
PHILADELPHIA, PA.

WILMINGTON, DEL., Nov. 21, 1905.

Gentlemen,—On my return from a 3,000-mile tour in Great Britain and on the Continent, in a fifty-horsepower Thomas car, during the past summer, it is only proper that I should express to you, and through you to the E. R. Thomas Motor Company, the great satisfaction I feel in having one of these cars. They are all the makers claim for them, and as I personally drove my car throughout the trip referred to, I think I can testify intelligently on the subject. We did not have a single mishap of any kind, though we passed over many extremely dangerous places in the three mountain range crossings we made, and in some parts of the lower lands, where heavy rains or other causes had rendered the roads almost unfit for use.

A feature of the Thomas car that should be emphasized is the ready accessibility of all parts—a feature which I counted on when I concluded not to take any chauffeur or mechanician with me, depending on the assistance of my sons and a friend for all care and adjustments that might be needed. Suffice it to say, that the car is at home again and running as smoothly and quietly as before, showing scarcely a scratch as evidence of her long journeyings through many lands.

Given half a chance, the Thomas car will do its part faithfully and satisfactorily. I find the little troubles are always faults of the persons in charge, and not the car.

I am strongly in favor of the general design of this car.

I am, very truly yours,

H. T. GAUSE.

The
consistency
of
clockwork

All the
makers
claim for
them

A. CLINTON,
530 WEST WATER STREET, ELMIRA, N. Y., Sept. 20, 1905.

L. R. CLINTON,
AGENT OF THE E. R. THOMAS MOTOR CO.,
BINGHAMTON, N. Y.

Real source
of
enjoyment

Dear Sir,— After having traveled a little over 2,000 miles with my automobile that I bought of you the first of April last, I wish to take this opportunity of expressing my entire satisfaction with the construction and operation of this Thomas car.

You will recollect that I had a 19-tooth sprocket placed upon it, much against your judgment, but after traveling over country roads I am convinced that this size sprocket is the right one, as it will give me a speed of thirty miles an hour, with a normal speed of 900 revolutions of the engine, and I find that thirty miles an hour is fast enough for me. It is very seldom that I have to use the throttle, as I can get the thirty miles an hour over nearly all the roads by the use of the spark lever, and it is still more seldom that I use the intermediate or low gears. They are used only on very steep hills. In my touring this summer over Central and Western New York I have met with some long, steep hills, but I have not yet found one upon which I have had to use the full capacity of the machine.

The only repairs that have been made were the renewal of the foot brake and of the belt on the fan. The belt would not have been needed to have been renewed had I occasionally put on a little oil and kept it soft. The leather on the brakes wore out on account of traveling long, steep hills, and consequently burning the leather. Since that renewal I have disconnected the clutch from the brakes, and I now can use the engine as well as all the brakes for steep hills, and consequently save the brakes and have a perfect control of the machine. I am using the same tires that came with the machine and have not paid out one cent for repairs upon them, and they are apparently in as good condition as when new.

It is a real source of enjoyment to run such a car and be sure you will be able to get back from where you started.

I have tested it through all kinds of roads and found it equally ready to do its work on very muddy roads as on the best.

Yours truly,
A. CLINTON.

FINNEY & MATHEWS,
Real Estate and Insurance.

Has given
absolute
satisfaction

E. R. THOMAS MOTOR CO.,
1200 NIAGARA STREET, BUFFALO, N. Y.

NEW YORK, Nov. 22, 1905.

Gentlemen,— It may interest you to know of my experience with a fifty-horsepower Thomas "Flyer," which was received by me on the Fourth day of July, and which has been in constant use every day and evening, weather permitting, up to the present time. Its use has not been hard, but constant. Saturdays and Sundays I have usually made a run of one hundred and fifty miles or more.

It has given absolute satisfaction. I have never had to have a part replaced, and it has never, to the best of my knowledge and belief, been in the machine shop. I have spent absolutely nothing for repairs. I certainly received a perfect car, and I attribute my experience with it to the fact that my chauffeur has kept it in the same condition in which it was received.

I have never been obliged to stop on the road for over five minutes for any adjustments of the machinery; have never been towed home. In fact, my experience is:

A Thomas Flyer always takes you where you want to go and brings you back.

Yours very truly,
ROBERT S. FINNEY.

LESLIE D. WARD, Vice-President.
THE PRUDENTIAL INSURANCE COMPANY OF AMERICA.

HOME OFFICE, NEWARK, N. J., Oct. 24, 1905.

THE AUTOVEHICLE Co., INC.,

NO. 79 ORANGE STREET, NEWARK, N. J.

Gentlemen,—We have operated the Thomas "Flyer" purchased from you since early in August, and it gives me pleasure to state that we have had no trouble whatever with it, and the pleasure it has given us has been far beyond our expectations, as I had anticipated many disappointments.

The expense has been nothing, excepting the regular fixed charges. Although the machine has been driven over three thousand miles, we have lost only an hour on the road, and that due to a puncture, the only one so far.

Although we have been careful in running the car, we have made as high as 150 miles a day, frequently over some very rough country, and we have never failed to get out of what seemed to be very difficult positions. For use in comparatively unfrequented roads it is far superior to the foreign machines, owing to the fact that there is more space between the axles and the ground.

I can recommend a fifty-horsepower Thomas to any one wishing a large machine. The limousine body is very comfortable and attractive.

Yours very truly,

LESLIE D. WARD.

**Far superior
to the foreign
machine**

WILLIAM A. PICKERING,

Vice-President and General Manager W. R. Pickering Lumber Co.

O'MARA-LEDWIDGE AUTOMOBILE Co.,

KANSAS CITY, MO., Nov. 13, 1905.

KANSAS CITY, MO.

Gentlemen,—I beg to advise that I purchased a 1905 Thomas "Flyer" last February, and have driven it constantly ever since myself. I have had no serious trouble in operating the car, and think undoubtedly that the Thomas "Flyer" is the best car in the market.

I have toured all of the southwestern Texas, also across the State of Kansas and back; have driven my car over 7,000 miles, and it is practically as good as new to-day.

I shall be pleased to have you refer any prospective buyer to me.

Yours truly,

W. A. PICKERING.

**Practically
as good as
new to-day**

C. S. HENSHAW,

BOSTON, MASS.

BOSTON, MASS., Sept. 15, 1905.

Dear Sir,—The first of May last I bought from you a Thomas fifty-horsepower car. I take pleasure in writing you that I have been over 8,000 miles in the car, and that it is in perfect condition; has never failed me once, and is, without exception, the most satisfactory carriage I have ever seen. I have had considerable experience with automobiles, as I owned one of the first large cars in the State of Massachusetts, and have owned not less than ten automobiles since that time.

For practical satisfaction, your car in every way meets its requirements.

Yours very truly,

W. F. BEAL.

**In every
way meets
its
requirements**

MARSHALL S. DRIGGS, Pres't.

F. H. WAY, Sec'y.

F. H. DOUGLASS, Gen'l Agent.
WILLIAMSBURGH CITY FIRE INSURANCE CO.

Mr. HARRY S. HOUPT,
AGENCY THE THOMAS "FLYER,"
NEW YORK, N. Y. 150 BROADWAY, NEW YORK, NOV. 2, 1905.

One that
can be
depended
upon

My dear Mr. Hought,—The season of 1905 is on the wane and I am sure you will be gratified to receive my report of the behavior of the forty-horsepower Thomas car which I purchased through your agency in April last.

The car has been in active service for the past six months, traveling the hills and vales of New England, excepting about three weeks on Long Island. It has run more than 6,200 miles in Connecticut and Massachusetts,—a region hilly and mountainous, a country most delightful in summer and autumn, and, were it not for such a large percentage of bad roads, one that could not be excelled anywhere.

The car has been out of commission but for one day during the season, caused by the replacing of brakes worn out by their constant application in rugged New England. I most cheerfully recommend the Thomas "Flyer" to anyone wishing to secure a strong and reliable car, one that can be depended upon whether the run be long or short. I am,

Yours very truly,

MARSHALL S. DRIGGS.

E. E. SERGEANT,

AUTOVEHICLE CO.,
No. 79 ORANGE STREET, CITY. NEWARK, N. J., Nov. 2, 1905.

Original
judgment
has been
confirmed

Gentlemen,—I am just reminded of your letter of October 18th. It is difficult to put my experience with the Thomas, during the past season, in concise form. Perhaps it is sufficient to call your attention to my letter of March 1st, where I gave my judgment on the Thomas car, as compared with other cars in its class.

After seeing a number of cars I purchased the Thomas. A number of my friends purchased other cars of about the same power. During the season I have had excellent opportunity of judging their respective merits and many times have accompanied them on various tours. There can be no doubt but that I have had the best of the argument continually. My original judgment of the car has been confirmed by my experience, which has been altogether satisfactory.

Yours truly,

E. E. SERGEANT, Treas'r.

WESTBURY COURT, ANDOVER, MASS., Oct. 18, 1905.

What
Harlan W.
Whipple
says

Mr. C. S. HENSHAW, BOSTON, MASS.

Dear Sir,—It gives me great pleasure to testify to the remarkable work of Mr. W. R. Noone's Thomas "Flyer." I rode with him some two hundred miles and never had a pleasanter ride in any machine.

Since then he has driven from Boston to New York in one day, taking my party to the Vanderbilt Cup Race, and I consider the work of his car very remarkable.

Yours truly,

HARLAN W. WHIPPLE.

At the time Mr. Whipple took the ride referred to, Mr. Noone's Thomas "Flyer" had traveled 8,000 miles during the season.

JAMES D. LACEY & CO.,
Timber Lands.

Messrs. C. A. COEY & Co.,

CHICAGO, Sept. 20, 1905.

CHICAGO, ILL.

Gentlemen,— In appreciation of the pleasure furnished myself and family through the purchase of the fifty-horsepower Thomas "Flyer," from your company last June, I wish to say that we have run the car to date 5,500 miles, 3,250 of which was in a recent trip from here east through New England States and return.

Our consumption of gasoline on this trip was 364 gallons, oil $6\frac{1}{4}$ gallons, at a cost of \$87.15, or about $2\frac{3}{4}$ cents per mile, running expense for oil and gasoline.

Most of the distance we have run since owning the car has been on country roads, where we have encountered heavy sand, deep mud, and steep hills, but in no instance has the engine failed to furnish power or speed sufficient to meet all requirements.

To say that I am pleased with the results obtained with the Thomas car would be putting it mildly.

All I can add is, to thank you, and, through you, the E. R. Thomas Motor Company, for furnishing a high-grade American car that meets all the requirements of power, speed, endurance and safety.

Very truly yours,

J. D. LACEY.

ROBERT B. KING,

1108 ARROTT BUILDING, PITTSBURG, PA., Sept. 22, 1905.

E. R. THOMAS MOTOR CO.,

BUFFALO, N. Y.

Dear Sirs,— It gives me much pleasure to say, that I am the owner of two Thomas "Flyers," and I cannot refrain from telling you that in my eight years' experience they are the most satisfactory automobiles I have ever driven.

The old three-cylinder machine is still in daily use. It has been driven thousands of miles and over many of the worst roads in this State. In all this distance I have never met a hill or road which stopped me, and I have never had a single part break.

The single coil system certainly minimizes ignition troubles, and, with the ratchet safety device in the rear hubs, is a distinctive feature of your car.

As the Thomas "Flyer" is the only car on the market which possesses these admirable features, and as I would not drive any car which was not equipped with these valuable devices, I guess I will continue to drive the Thomas "Flyer" in 1906.

Yours very truly,

ROBERT B. KING.

C. S. HENSHAW,

BOSTON, MASS.

CAMBRIDGE, MASS., Nov. 13, 1905.

Dear Sir,— I am prompted to let you know what good service the Thomas has given me this year. I have driven the car over 12,000 miles over all kinds of roads, including my hunting trip in Maine, with the extra sleeping top weighing nearly 4,400 pounds, and so equipped the machine never failed me at any time. I am in a position to ride any and all makes of cars and have found nothing that stands up like the Thomas. I am perfectly satisfied with it in every way.

Yours very truly,

ROY A. FAYE.

In no instance has the engine failed

Most satisfactory automobiles

Nothing stands up like the Thomas

THE FAATZ-REYNOLDS FELTING CO.,

Manufacturers of Wool Pelts,

L. R. CLINTON,
AGENT, E. R. THOMAS MOTOR CO.,
BINGHAMTON, N. Y.,
LESTERSHIRE, N. Y., Sept. 11, 1905.

Motor is
practically
perfect

Dear Sir,—I beg to acknowledge receipt of your favor of the 9th inst. and wish to say in reply that the fifty-horsepower Thomas "Flyer" purchased through you from the E. R. Thomas Motor Co., and delivered to me in May of the present year, has given excellent satisfaction. As you know, this car was delivered to me at the Thomas factory and driven to Binghamton without giving us the slightest trouble of any kind. The car has been driven about 5,000 miles practically without any repairs. The motor in this car in my opinion is practically perfect. The dust-proof feature of the construction of the body has proven to be a very valuable part of the car. The safety device attached to the rear wheels to prevent the car from backing down a hill I consider alone worth the price of a first-class automobile, as with this device I feel perfectly safe in taking my family through the most mountainous country without fear of hill accidents.

Very truly yours,
W. G. FAATZ.

Wholesale and Retail.

OFFICE OF
LUYTIES' MERCANTILE COMPANY,

MAIN STORE, 6TH STREET AND FRANKLIN AVENUE,

Branch Stores Everywhere.
ST. LOUIS, MO., Nov. 11, 1905.

PARK AUTOMOBILE CO.,

4432 OLIVE STREET, ST. LOUIS, MO.

Do not
believe there
is a better
car

Gentlemen,—I purchased a 1905 Thomas "Flyer" from you last March. I have driven this car about 12,000 miles up to the first of November and have been more than pleased with it.

I have always found it to have plenty of power and speed and find that the exclusive features that the Thomas possesses, such as the safety brake and dustless body, are all that you claim for them. I have never had any serious transmission trouble, and find that the bearings on the engine have needed but little attention and are in as good condition now as they were the day I got the car.

I take pleasure in recommending the Thomas "Flyer" to any prospective purchasers, and do not believe that there is a better car on the market to-day at any price.

Yours truly,
A. K. LUYTIES.

HARRY S. HOUP, ESQ.,
NO. 733 SEVENTH AVENUE,
NEW YORK CITY.

NEW YORK, Sept. 15, 1905.

Car is as
good to-day
as a new one

Dear Sir,—In answer to your query of August 30th I will state that I have made, between June 9th and September 6th, twenty-two round trips from Philadelphia and Atlantic City, carrying at each trip five passengers and five suit cases, and have never stopped for either adjustment or repairs of any kind.

In addition to this running, I have run probably four thousand miles from New York and Philadelphia to various other places. It was said in Philadelphia that no other car has ever been known to make so many continuous round trips without stopping for some purpose in the way of repairs or adjustment.

With my other car, an imported French article, I never did anything else but stop. The car is as good to-day as a new one, and I expect to do a great deal more running of the same kind.

Yours respectfully,
JOHN M. MURPHY.

JOHN KAM MALTING COMPANY,

Manufacturers of High-Grade Malt,

OFFICE, 377 GENESEE STREET, CORNER PRATT.

BUFFALO, N. Y., Oct. 14, 1905.

E. R. THOMAS MOTOR CO.

BUFFALO, N. Y.

Gentlemen,—I came near buying a —— car this summer, instead of a Thomas, as I was near in the game and friends of mine advised me to buy a smaller touring car to begin with. But judging from some of their experiences with other smaller makes, I made no mistake in buying the Thomas, and have had this proven to me every day.

My car has given splendid service without any repair bills, and it runs as well as it did, yes, even better than, when I got it.

We have driven it all summer without requiring the services of a chauffeur or mechanic, and have found out, as you promised before we purchased the car, that all we had to learn was how to run it. It certainly is the most quiet and easy riding as well as the best hill-climbing car in Buffalo.

Wishing you success for 1906, I remain,

Yours respectfully,

HENRY J. KAM, President.

Members St. Louis Merchants Exchange, Milwaukee Chamber of Commerce.

T. E. PRICE & CO.,

111 CHAMBER OF COMMERCE, ST. LOUIS, Nov. 24, 1905.

PARK AUTOMOBILE COMPANY,

4432 OLIVE STREET, ST. LOUIS.

Gentlemen,—I have owned and personally driven one of your 1905 fifty-horsepower Thomas "Flyers" since April 10th, and have been more than pleased with the reliability of your car. I consider this the handsomest car on the market and it surely contains some exclusive features, such as the safety brake and dustless body, which I consider very essential. I have never had any transmission or engine trouble and my car is in as good running condition now as the day I purchased it.

I cheerfully recommend the Thomas "Flyer" to any prospective purchaser, as they surely get value for their money when they buy a Thomas "Flyer."

Yours truly,

THOS. E. PRICE.

P. S.—Have driven this car over 8,000 miles.

HOTEL PFISTER.

MILWAUKEE, Oct. 3, 1905.

E. R. THOMAS MOTOR CO.

Gentlemen,—You may remember the beautiful green car, lined with red, that you sent to Milwaukee nearly a year ago. It has a record of 8,700 miles, has been to California and back again, and, to my knowledge, eleven cars have been sold from people seeing mine. I only missed using it two days when the weather was suitable all last winter, and one of those when some envious chauffeur had put water in the gasoline tank.

This summer, President and Mrs. Earling of the Chicago, Milwaukee & St. Paul Railroad were with me on a four days' trip, over rough roads with high steep hills, with only one detention of a few minutes. I am leaving soon for California, sending my car again by freight, and expect to duplicate the record, as my chauffeur assures me the bearings are scarcely worn at all.

My car is not only a daily joy, but seems strong enough to be a joy forever.

Very truly yours,

Mrs. WM. GRANT FITCH.

Best hill-climbing car in Buffalo

Handsomest car on the market

Seems strong enough to be a joy forever

BATTLEBORO, VT., Sept. 17, 1905.

C. S. HENSHAW, BOSTON, MASS.

Has been a
revelation
to me

Dear Sir,—Your favor of the fourteenth is received. I am so well satisfied with my car that that there is no probability of my making a change next season, even for a 1906 Thomas. I cannot see how it would be possible for even the Thomas people to build a car that would show a better performance, and be in better condition after what my fifty-horsepower "Flyer" has done.

I have given it 2,800 miles of the hardest kind of work over the country roads of hilly Vermont and New Hampshire, and it has behaved in a manner to make the owner completely and thoroughly satisfied, and reflects the greatest amount of credit on the makers.

It is absolutely dust proof, safe and reliable, and the entire performance of the car, both for speed and its remarkable hill climbing powers, as well as for its luxury of motion, has been a revelation to me as well as to owners of other makes of four cylinder cars, which were very highly rated. I am very glad to give expression to my entire satisfaction with my car.

Yours very truly

W. E. HASKELL, Brattleboro, Vt.,
Sup't Estey Organ Factory.

AUTOVEHICLE CO.,

79 ORANGE STREET, NEWARK, N. J.

NEWARK, N. J., Nov. 13, 1905.

No more
expensive
than
my small
runabouts

Gentlemen,—It is with pleasure that I write these few lines of recommendation for the Thomas "Flyer."

On the sixteenth day of December, 1904, I purchased from you a forty-horsepower Thomas "Flyer," and it has covered 4,000 miles, in all of which it has done the work in a manner that makes automobiling a pleasure.

The cost of maintaining a large car, especially as to tires, has been such that it makes most people hesitate in purchasing a large car, but I can assure you that as to my Thomas I found it no more expensive in proportion than my small runabouts.

With best wishes, I am,

Very respectfully yours,

THEODORE A. KASTNER,
176 Clinton Avenue, Newark, N. J.

C. A. COEY & Co.,

CHICAGO, ILL.

Do not think
it has its
equal at any
price

Gentlemen,—In regard to the Thomas "Flyer" which you delivered to me last spring, beg to state that I am entirely satisfied with the car. I do not think it has its equal at any price. As I told you before I purchased the car, several of your competitors told me that the transmission you had on the car was the same transmission you had last year on your twenty-four-horsepower, and that, owing to the fact that the car was a forty-horsepower car, the first time I got in a bad road I would strip my gears. I crossed the viaduct the other day at the end of Western Avenue, and drove the car for about two blocks through mud, partly frozen, which was about ten inches deep in places. If there is any give to the transmission I should think it would have broken then. The car went beautifully. It gives me pleasure to write this.

I wish to state also, that had it not been for an unavoidable accident which might have happened to any other car, and which occurred when I was within fifty miles of St. Paul, it is my candid opinion that I would have been the first car in during the recent club run between Chicago and St. Paul.

Yours very truly,

F. M. CREELMAN.

C. S. HENSHAW,

BOSTON, MASS.

MERIDEN, CT., Sept. 14, 1905.

Dear Sir,—I have just returned from a 700-mile trip with a Thomas, and am pleased to add my testimony to what others have said about the Thomas. During my entire trip I had no trouble whatever with my car, saving some minor matters, which did not put my car out of commission for five minutes' time during my trip. We went through the worst section of the road I have ever driven without a skip or a miss.

Your safety device to stop drifting backwards served me once in an emergency, and, in my opinion, adds more than \$500 value to the car.

Not a particle of dust came up from the rear, and your statement that the Thomas is dust proof is, in my opinion, absolutely truthful, and beyond challenge.

My tire troubles amount to practically nothing.

To say that I am pleased with the speed power and easy control of the Thomas is only to put it lightly.

I understand you intend to get out a better car next year. Don't you do it, this is good enough; again, I doubt if you can.

Yours very truly,

GEO. A. FAY.

**Adds more
than \$500
value to the
car**

C. S. HENSHAW,

BOSTON, MASS.

WORCESTER, MASS., Sept. 15, 1905.

Dear Sir,—In reference to the forty-horsepower Thomas car that we purchased of you this spring would say, that we are pleased to state that it has been satisfactory in every way. We have run something over 2,000 miles, and have not as yet been obliged to make any adjustments on the engine or transmission. The engine runs just as smoothly now, as when we got it, which is saying a great deal, and it is certainly the smoothest running car that we have had anything to do with.

The locking device to prevent the car from backing down hill is one of the features of this car, and we have had occasion to use it in a number of instances.

We also like the design of body, both from the standpoint of beauty, and also because it leaves all the dust behind.

We have every reason to believe that this car will continue to give us equally good service.

With best wishes, we beg to remain,

Yours very respectfully,

PRENTICE BROS.,
Builders of Drilling Machines and Engine Lathes.

**Certainly the
smoothest
running car**

C. S. HENSHAW,

BOSTON, MASS.

STAFFORD, CT., Sept. 1, 1905.

Dear Sir,—My forty-horsepower car has been run about 4,000 miles up to date, and is to-day running better than when new. As I live in a very hilly, sandy country, I have ample opportunity to test its hill-climbing power, and I do not think it can be beaten. I seldom have to use my second speed; as for speed, it will run faster than I dare to drive it.

My repair bill so far, aside from tires, has been confined to one set of spark plugs and one rear wheel that I broke through skidding on some wet asphalt. I take care of my own car and consider it very easily kept in good order.

In conclusion, would say that I am highly pleased with the car and would not exchange it for any other car I know regardless of price.

Yours sincerely,

E. H. PHINNEY,
President Riverside Woolen Co.

**Highly
pleased with
the car**

C. E. SPALDING,
Real Estate.

213 COURTLAND STREET, BALTIMORE, MD., Sept. 13, 1905.

MARTIN & HART MOTOR CO.,
215 N. BROAD STREET, PHILADELPHIA, PA.

Cost of
maintaining
about
one-third

Gentlemen,—I bought a Thomas car, forty-horsepower, last May, and have been using it continually ever since then. It has given me a great deal of satisfaction, and affords me great pleasure at a very small cost of maintenance. A year ago I owned a small one-cylinder _____ and used same about four months last year. The cost of maintaining the Thomas car in comparison with _____ was about one-third, although a much larger car. I can cheerfully commend the Thomas car to any one desiring a car of high power, great speed, and economy of maintenance. I found it very noiseless and easy to run, and I believe it has a transmission equal to any American car on the market.

It affords me much pleasure to tell you this as I believe one can get more for their money in a Thomas car than any other proposition on the market in the automobile line.

Yours truly,
C. E. SPALDING.

HARTFORD AUTOMOBILE CLUB.

C. S. HENSHAW,
BOSTON, MASS. BOSTON, July 29, 1905.

I do not
want a better
machine

Dear Sir,—In reply to yours of July 26th, I selected a Thomas "Flyer" because of its heavy construction and its patent brake which prevents the car from going backwards down hill, even if the regular brakes should fail to hold.

I have run the car a little over 2,500 miles, and the E. R. Thomas Motor Co. has been very liberal and quick in response to my request, furnishing any parts that might be needed, and then not making any charge.

I am also pleased to say that the agents through whom I have had to deal have always treated me very nicely.

I am at present on a very long tour, and have covered 500 miles and can only say that I do not want a better machine.

Yours very truly,
J. H. MORSE, Pres't.

MEHRER'S HOTEL,
J. EVERETT MEHRER, Proprietor.

Messrs. MARTIN & HART,
PHILADELPHIA. ATLANTIC CITY, N. J., Sept. 14, 1905.

Have never
been passed
in the road

Gentlemen,—In speaking of the Thomas car, I write these lines to you so you can know the good qualities of it.

I have owned and driven my own car for about eight months and in that time have never been held up on account of any troubles whatever, and in all my eight months' experience have never been passed in the road by American or foreign cars of any make. I hold the record from Camden to Atlantic in sixty-two and one-half minutes, which no other car has approached. The one bright feature I can speak of the car is, that it has not cost me \$20 as yet for parts.

Another bright feature is, that you can run a mile a minute and get no dust in your car, as the tonneau of the Thomas is the best that ever happened. In other words, I cannot say enough for Mr. Thomas in building such a car. I intend owning a 1906 Thomas.

Yours truly,
J. EVERETT MEHRER.

E. W. BACKUS, Pres't.
A. E. HERR, Vice-Pres't.

R. L. HERR, Sec'y.
W. F. BROOKS, Treas'r.

BACKUS-BROOKS CO.,
Lumber Manufacturers and Merchants,

BARCLAY AUTO. CO.,
CITY.

MINNEAPOLIS, MINN., Nov. 20, 1905.

Gentlemen, — I am more than satisfied with the Thomas "Flyer" I have run the past season, and I feel that the Thomas represents the greatest value for the money of the high power American cars.

**Greatest
value for
the money**

There are a few minor details which I think can be improved upon, but these have all received careful attention at the hands of the manufacturers in the new car for 1906.

One fact impresses me in regard to the Thomas, viz: The longer you run the car the better it seems to run and the more you are pleased with it. I drove my car over seventy miles yesterday and it was the most satisfactory and enjoyable ride I have ever taken in an automobile. We did not have a single interruption from start to finish except lighting the lights coming home in the evening.

Yours very truly,
W. F. BROOKS.

HENRY M. DOREMUS,
Mayor.

EXECUTIVE OFFICE, NEWARK, N. J., Oct. 28, 1905.

AUTOVEHICLE CO.,

NO. 79 ORANGE STREET, NEWARK, N. J.

Gentlemen, — Having had so much good luck with my Thomas "Flyer" I consider it a great pleasure to let you know about it.

**Little
12-year-old
daughter
ran it**

Since the purchase of this car last January, we have driven it from one end of the State to the other, over all kinds of roads, in every kind of weather, and never had any expense or trouble, except the purchasing of gasoline and oil.

It runs just as smoothly and noiselessly now as it did the day we bought it. It is so simple to operate, too. My little twelve-year-old daughter ran it one day last August, from Lakewood to Asbury Park, a distance of over twenty miles.

Any time a good word is needed for the "Flyer" (which is not necessary) I will be only too glad to add my experience to the rest of satisfied owners of the Thomas.

HENRY M. DOREMUS.

Mr. L. R. CLINTON,

ENDICOTT, N. Y., Sept. 13, 1905.

AGENT OF THE E. R. THOMAS MOTOR CO.,

LESTERSHIRE, N. Y.

Dear Sir, — I write to tell you of the good qualities that have been demonstrated in my fifty-horsepower Thomas "Flyer," 1905 model, which I have run many thousand miles during the present season.

**The car has
never failed
to run**

This is the first car I have ever owned, and to say that I am pleased with same would be putting it too mildly. This car has never failed to run at all times, and under all conditions, and the motor has never caused a moment's trouble.

The safety device has proven satisfactory, although have never had occasion to stop on a hill for any reason except to test this device, and in which case it proved to do all that is claimed for it. This car is absolutely dust proof, and my lady friends are very much pleased in this respect, as, regardless of their attire, they are free from dust upon arriving at their destination.

Very truly yours,
C. FRED JOHNSON.

E. J. PHELPS, Pres't and Treas'r.

F. H. BARNARD, Vice-Pres't.

MOORE CARVING MACHINE COMPANY.

Manufacturers of

Moore Carving Machine, Lochman Carving Machine, Moore Belt Standing and Rubber Machine,
Moore's Stroke Sanding and Rubbing Machine.

BARCLAY AUTO CO.,
CITY.

MINNEAPOLIS, MINN., Nov. 31, 1905.

Has been
very
satisfactory,
indeed

Gentlemen,—It is with pleasure that I tell you my experience with the Thomas "Flyer" during the past season. I received my car in May and have run it about 3,000 miles. It has been very satisfactory indeed. I have been exceedingly fortunate with my tires, as three of the four have never been off the wheels; the fourth one received two punctures upon the city streets, so that I have not been hindered by it while in the country. I have been stopped but three times during the season, and then but for a few minutes each time, and that owing to the wearing of the small cotter pin in the valve.

As you know, I have just shipped my car to California for use there, and certainly should not have gone to the expense and trouble of doing this had I not felt satisfied with its previous use.

Yours very truly,

E. J. PHELPS.

HARRY S. HOUPT, ESQ.,

NEW YORK, Sept. 15, 1905.

NO. 733 SEVENTH AVENUE, NEW YORK CITY.

4,650 miles
with no
expense to
speak of

Dear Sir,—I wish to express my thanks to you for having influenced me in the matter of purchasing the Thomas "Flyer." Having possessed many horses in the past, I had my doubts as to the possibility of an automobile filling the bill; since I have owned a THOMAS, however, I have been converted. At first it was with trepidation that I took trips far from a trolley line or railroad connection, but in the course of a couple of weeks the Thomas acted so beautifully and regularly I found myself taking tours. In the four months the car has been in commission, I have covered 4,650 miles with no expense to speak of, and will continue to use the car until I purchase a 1906 perfected "Thomas."

Yours respectfully,

L. R. GALE.

CHARLES A. EATON & COMPANY,

Shoe Manufacturers.

C. S. HENSHAW,
BOSTON, MASS.

BROCKTON, MASS., July 17, 1905.

Probably
his choice
for another
season

Dear Sir,—You may be interested to know that our party of six made the ascent of Mt. Washington in the Thomas "Flyer," a feat of which you may well be proud.

We met a number of "cripples" on the road, but am pleased to report that none of them were bearing the Thomas banner.

It certainly is a good advertisement for the car, and I think I have a prospective customer in view for you, for another year.

He is now running a _____, and I took him and his family out for a trial in the Thomas, and after listening to the stories of the trip, he was free to acknowledge that the Thomas machine was probably his choice for another season.

CHARLES A. EATON.

E. R. THOMAS MOTOR CO.,
BUFFALO, N. Y.

BRATTLEBORO, VT., Aug. 28, 1905.

Gentlemen,—I have now passed the two thousandth mile and the car is still improving. I take trips every day almost double the length I used to take last year, and with absolutely no fussing or tinkering.

The car has behaved so wonderfully that it almost seems to me as if it had an individuality of its own. I suppose that is the way some engineers feel about their engines.

I know that every time I get back from a trip I feel like writing a long letter to the Thomas people, expressing my appreciation of the magnificent work they have done.

Wishing you every success in the future, I remain,

Yours very truly,

W. E. HASKELL.

The car is
still
improving

Mr. L. H. CLINTON,
AGENT OF THE E. R. THOMAS MOTOR CO.,

ENDICOTT, N. Y., Sept. 11, 1905.

LESTERSHIRE, N. Y.

Dear Sir,—I can truthfully say, that the fifty-horsepower Thomas "Flyer," 1905 model, which I have run during the present season, is the most satisfactory car I have owned, and I have owned several different makes of cars.

The motor has never failed to run steadily on good or bad roads through mud and dust, and the safety locking device, which prevents the car from sliding back on hills (in case the car should be stopped), is in itself a very attractive proposition, eliminating one of the great dangers in automobiling.

The car is absolutely dust proof by reason of its shape, and in every way has proven entirely satisfactory.

Very truly yours,

GEO. F. JOHNSON.

Eliminates
one of the
great
dangers

UNITED STATES ARMORY.

C. S. HENSHAW,
BOSTON, MASS.

SPRINGFIELD, MASS., Nov. 1, 1905.

Dear Sir,—My car has run in a very satisfactory manner throughout, and I know of none that has cost less for repairs or given better satisfaction. The motor has worked well and has ample power. The body sustains the dust-proof claims made for it. The safety device to prevent backing has always worked perfectly, and, in my opinion, it is absolutely essential for a car. I would not have a car without a device of the sort.

At the time my order was given I considered the control system and the transmission used in the Thomas the best on the market of any car I had seen. After a season's experience my opinion is unchanged.

W. S. PEIRCE.

Body
sustains the
dust-proof
claims

DELTA TAU DELTA LODGE.

THE E. R. THOMAS CO.,
BUFFALO, N. Y.

ITHACA, N. Y., Nov. 23, 1905.

Gentlemen,—I spent a large part of last summer touring in one of your forty-horsepower cars, and was very favorably impressed. All during the tour there was not the slightest delay due to breaking of the machinery or any part of the car, except, of course, a tire would be punctured now and then. As a hill-climber, the Thomas can't be beaten, and on a level stretch other cars would take our dust. Taken in all, I believe that the Thomas car is the best American car on the market to-day. It can't be praised too highly.

Very truly yours,

STANLEY A. WEBSTER.

As a
hill-climber
the Thomas
can't be
beaten

Mr. H. S. HOUP,
 733 SEVENTH AVENUE, CITY.

NEW YORK, Nov. 10, 1905.

Have not
had one
particle of
trouble

Dear Sir,—I want to say that I have driven my fifty-horsepower Thomas car over 3,000 miles, and up to the present time I have not had one particle of trouble of any kind, and both Mrs. Singer and myself have taken more pleasure out of this car than we have out of any of the automobiles we have ever owned.

The car has been in constant use, and I cannot speak too highly of its safety and reliability. It is a very quiet running car, and in every way has given the most perfect and thorough satisfaction, and I can truthfully say that if I could not get a 1906 Thomas I would not think of parting with the one I now have.

Yours very truly,

CHARLES A. SINGER.

METRIC METAL WORKS,
American Meter Company,
Manufacturers of Gas Meters.

Mr. W. P. LUCAS & Co.,
OIL CITY, PA.

ERIE, PA., Aug. 10, 1905.

Every detail
carried out
to perfection

Dear Sirs,—You may be interested in knowing what success I have had with my 1905 Model 25, Thomas "Flyer," purchased from you in March. This motor has been running almost every day since I received it, having run now about 3,500 miles, and having given the very best satisfaction possible. I cannot see why one would pay over \$3,000 for anything less than forty-horsepower Thomas "Flyer." Every detail on the machine is carried out to perfection, and the motor itself runs as smoothly as a steam railway engine. I have yet to see any make of car for which I would trade.

Yours truly,

L. N. PAYNE, Pres't.

C. S. HENSHAW,
BOSTON, MASS.

STONY CREEK, CONN., July 20, 1905.

Wouldn't
trade my
Thomas
without a
bonus

Dear Sir,—I selected the Thomas car because the demonstration you gave was a confirmation of the appearance of the car, and seemed to me to give greater value for the money than any other make.

I have had no breakdown of any kind, except a valve stem, since I first received the car in December, 1904.

I wouldn't trade my Thomas for any like car, without a bonus, irrespective of price.

As to hills—well, I have heard there are some, but my Thomas never tells me of them. I do not believe it knows a hill when it sees one.

JOHN J. PHELPS.

SUPREME COURT,
Appellate Division.

E. R. THOMAS MOTOR CO.,
BUFFALO, N. Y.

WATERTOWN, N. Y., July 12, 1905.

Most
satisfactory
and reliable

Gentlemen,—I have had my car now for nearly two months and have driven it constantly since its arrival. It gives me pleasure to tell you that I am not only entirely satisfied with it but I consider it the most perfect piece of workmanship in every detail that I have ever seen. After thirty minutes' instruction I ran the car alone and since the day it arrived it has not been in a repair shop, which is more than can be said for any other automobile in this city. I believe my Thomas "Flyer" to be the most satisfactory, reliable and also the handsomest car on the market to-day, regardless of price.

Yours truly,

R. P. WILLIAMS.

UNITED STATES CIRCUIT COURT,
Judge's Chambers.

NEW HAVEN, CONN., Nov. 9, 1905.

HARRY S. HOUP, ESQ.,

NO. 733 SEVENTH AVENUE, NEW YORK, N. Y.

Dear Sir,—About six months ago my son bought a Thomas "Flyer" and he has used it pretty constantly ever since. I had occasion to test the car frequently both on short runs and on long journeys, and I take pleasure in testifying to my favorable opinion of the machine. The construction of the tonneau is such that it is practically dustless. I have ridden for days in succession in the month of July without suffering any inconvenience from dust. The engine is perfect. I do not recall a single occasion when it has given out. With the increased efficiency in the brake and transmission promised for 1906, I do not see why the car as a whole should not be as nearly perfect as possible.

Very truly yours,

WM. E. TOWNSEND.

**I take
pleasure in
testifying**

C. S. HENSHAW,

BOSTON, MASS.

BOSTON, MASS., Oct. 20, 1905.

Dear Sir,—Possibly you would like to know what I have been doing with my Thomas "Flyer" this summer. The weather has been wet and the roads more than bad in the Province of Quebec, where we have run the car a good deal just the same. We made a long trip through New Hampshire and Vermont over the worst roads on earth, but found nothing we could not go over.

We found the safety attachment on the rear wheels a great protection. I would not be without it. The ladies find the greatest comfort in the dust-proof body, for it is unnecessary to wear a dust coat in this machine. In Montreal, where we spent a few weeks with the car, it was pronounced the handsomest pattern car that had been in that city by people who had seen all kinds.

A. O. NORTON.

**Found
nothing we
could not
go over**

C. S. HENSHAW,

BOSTON, MASS.

HAVERHILL, MASS., July 18, 1905.

Dear Sir,—I have run my car about 1,500 miles with a total expense in the way of repairs of \$3.70, and this money was paid out for time in tuning up the car to its best efficiency.

I have not had a single part break, except one cotter pin, and I have had no trouble in the care of the car by my man-of-all-work about my home.

Haverhill is situated in a country of hills, and the Thomas car climbs them all on the high speed with no difficulty. This is my fourth season with automobiles, and your machine has furnished me the greatest pleasure.

Very truly yours,

HENRY H. GILMAN.

**Expense in
way of
repairs of
\$3.70**

Mr. C. S. HENSHAW,

BOSTON, MASS.

GARDNER, MASS., Sept. 23, 1905.

Dear Sir,—I have driven my Thomas "Flyer" since June, and there has been hardly a day that I have not been out in it. The body has proved absolutely dust proof. The safety device to prevent backing down hill is one of the best features of the car, and has saved me many an accident. I have never been passed on the road and can easily make fifty miles an hour when necessary.

I have seen a good deal of other American cars about the same power, and the Thomas has them all beaten.

Yours truly,

H. E. HEYWOOD.

**The
Thomas has
them all
beaten**

C. S. HENSHAW,
BOSTON, MASS.

HARTFORD, CONN., Oct. 13, 1905.

Every
product is of
the best

Dear Sir,—I wish to state to you that after driving my 1905 Thomas "Flyer" about 5,000 miles this year I am absolutely pleased with the workings of the car in every way. I have never had one particle of trouble with my engine, and I find it is just as good to-day as when it came from the factory, if not better. In fact, every product of the car from the Thomas factory is of the best, and I have never yet, through any fault of the car, been hung up on the road nor experienced any inconvenience.

It is a powerful car and a speedy car and one built for hard punishment. I have driven over some of the worst roads in this country with it and I am more than pleased, and wish you every success with what is your favorite and my favorite—the Thomas "Flyer."

Yours very truly,

L. B. NORTON.

SPRINGFIELD, MASS., Sept. 23, 1905.

C. S. HENSHAW, BOSTON, MASS.

No grades it
does not
take easily

Dear Sir,—It gives me pleasure to inform you that my fifty-horsepower Thomas has proved entirely satisfactory. It was bought, you know, late in the season, but since delivery I have run it 2,500 miles and have nothing to say but in its praise.

My expenses for repairs have been practically nothing. I have found it a superb hill-climbing machine, there being practically no grades about here that it does not take easily on a high speed.

It is a luxurious, easy riding car, especially noticed in long runs, and it has power for everything and to spare. Altogether, I am extremely pleased with the car in all respects, and am greatly indebted to you and the Thomas people for many courtesies.

Yours very truly,

WM. H. POMERY, M. D.

CHARLES HAMILTON HASKINS,

70 LINWOOD AVE., BUFFALO, Oct. 9, 1905.

E. R. THOMAS MOTOR CO.

Worth more
than all the
others

Gentlemen,—I have run my Thomas "Flyer" all summer, over 8,000 miles, without puncture or accident, over all kinds of roads, climbed the worst hills we encountered, and the car is as perfect as the first day it was run.

I wish to thank your people for the many kindnesses they have shown us.

This is my fourth car, and it is worth to-day more than all the others.

Very truly,

CHAS. HASKINS.

C. S. HENSHAW,
BOSTON, MASS.

DANBURY, CONN., Oct. 8, 1905.

More than
pleased in
every way

Dear Sir,—I cannot say enough in the way of praise of the car and the treatment accorded me by the E. R. Thomas Motor Co.

I received my fifty-horsepower "Flyer" in Buffalo, June 19th, and drove it home myself, a distance of 580 miles, without a particle of trouble, and it was my first experience in handling a gasoline car. The engine delivered all the power that is possible to use under any and all conditions. The control and safety devices are very simple and effective and the dust-proof body is certainly all you claim for it and very handsome. I have now run nearly 3,000 miles and am more than pleased in every way.

W. A. GREGORY.

RIVERSIDE BOILER WORKS.

C. S. HENSHAW,

BOSTON, MASS., Aug. 7, 1905.

BOSTON, MASS.

Dear Sir,—I purchased of you a forty-horsepower Thomas "Flyer" and have used it for the past few months, driving it myself over 2,000 miles, and it has caused me no trouble whatever and I have never met with a mishap. It will go over all Sharon Hills at high speed and I can highly recommend it to anyone wishing a machine that will always give perfect satisfaction.

Very truly yours,

F. L. WILLARD, Pres't.

Goes over hills at high speed

L. LAMPERT, Pres't.

J. LAMPERT, Sec'y and Treas'r.

LAMPERT LUMBER COMPANY.

Lumber, Coal and Hardware.

BARCLAY AUTO CO.,

MINNEAPOLIS, MINN., Nov. 20, 1905.

THIRD AVENUE, SOUTH, CITY.

Gentlemen,—Although I did not secure my Thomas "Flyer" until June, my family and myself enjoyed motoring so well that we have covered 4,000 miles up to date.

It has given us very good satisfaction. It has taken the hills like a bird, and has given us practically no trouble. In fact, my boys have taken care of it, so that, outside of gasoline and lubricating oil, I have had practically no expense.

I can recommend your Thomas "Flyer" to anybody intending to purchase an automobile.

Yours very truly,

L. LAMPERT.

Taken the hills like a bird

C. S. HENSHAW, BOSTON, MASS.

BOSTON, MASS., Sept. 18, 1905.

Dear Sir,—Since purchasing my car on June 22d, I have covered almost 500 miles of all kinds of roads. During this time the motor has worked perfectly, and noiselessly. On several occasions I have been obliged to use the ratchet apparatus, every time escaping probably serious consequences. This is a remarkable feature of the Thomas car.

Over dusty roads I have been impressed with the freedom from dust, always welcome to those in the tonneau.

Yours very truly,

DR. W. W. WILLIAMS.

Remarkable feature of the Thomas car

JAMES M. BYERS,

Contractor and Builder.

461 LINWOOD AVE., BUFFALO, N. Y., Oct. 9, 1905.

E. R. THOMAS MOTOR CO.

Gentlemen,—I am delighted with the fifty-horsepower car which I purchased of you this spring. My son, fourteen years old, has operated this car without any difficulty.

The expense on my car up to date has been about \$10.00. This I attribute to the excellent treatment I have received from your factory. I have only had the valves ground once in 3,500 miles.

Yours very truly,

JAMES N. BYERS.

Expense up to date is about \$10

THE E. R. THOMAS MOTOR CO.,

MONTECITO, SANTA BARBARA, CAL., Oct. 3, 1905.

BUFFALO, N. Y.

Dear Sirs,—We bought our Thomas car in December, 1904, and received it in February, 1905. We have made trips over the mountain ranges between here and San Francisco and Los Angeles, and have run the car nearly 4,000 miles with perfect satisfaction, and great enjoyment, and we consider the car in fully as good condition as when first received.

We think it by all odds the handsomest and most useful car in Santa Barbara.

Very truly,

H. J. HINSKAMP.

Most useful car in Santa Barbara

E. R. THOMAS MOTOR CO.,
BUFFALO, N. Y.

DENVER, COLO., July 14, 1905.

Always in
perfect
condition

Gentlemen,—I have now had my Thomas "Flyer" for five months, and would not exchange it for any other car on the market. I thoroughly investigated the question, and owned several automobiles before purchasing the Thomas "Flyer, which I think superior in every respect. It is smooth and easy running, and always in perfect condition. I would not exchange it for any other machine I ever heard of.

Respectfully,
A. H. THOMPSON.

R. WALLACE & SONS MANUFACTURING CO.,
Silversmiths.

C. S. HENSHAW,
BOSTON, MASS.

WALLINGFORD, CT., Sept. 18, 1905.

I have only
words of
praise

Dear Sir,—I have run my car about 2,500 miles this season and have never been stopped for want of power. I consider it the easiest riding and neatest dust-proof car that I have ever been in. The safety devices have proved their worth several times, and I have only words of praise for the manner I have been treated by the Thomas people.

Yours very truly,
F. A. WALLACE, President.

C. S. HENSHAW,
BOSTON, MASS.

BURLINGTON, VT., Oct. 17, 1905.

Far
exceeded
our
expectations

Dear Sir,—We wish to say, in reference to the fifty-horsepower Thomas "Flyer" purchased of you in June, that it has far exceeded our expectations, and has been a revelation to the motorists of this section. As a hill climber they have never seen its equal, and we have not been stalled or delayed on the road from any cause. The ratchet and pawl safety device are of incalculable value.

O. S. PRESBREY.

CLAWSON & WILSON COMPANY,
Wholesale Dry Goods.

WASHINGTON AND N. DIVISION STREETS, BUFFALO, N. Y., Oct. 20, 1905.
Messrs. E. R. THOMAS MOTOR CO.,
BUFFALO, N. Y.

Would not
hesitate to
buy another

Gentlemen,—I wish to express to you my satisfaction with my car, and also appreciation of generous treatment which you have accorded me, and I would not hesitate either to recommend your car to my friends or to buy another one myself.

Yours very truly,
Dic. J. L. C.-H. K.

J. L. CLAWSON.

TINDLE & JACKSON,
Manufacturers and Dealers of Coopers' Supplies.

E. R. THOMAS MOTOR CO.,
BUFFALO, N. Y.

BUFFALO, N. Y., Oct. 17, 1905.

The best car
on the
market

Gentlemen,—The fifty-horsepower Thomas "Flyer" which I purchased from you this year is a cracker-jack.

I am a novice in this "benzine buggy" business, so that the fact of my having no trouble whatever with the car during the entire season shows conclusively that it is all right. From my viewpoint, it is the best car on the market.

Yours very truly,
W. K. JACKSON.

C. A. COEY & Co.

CHICAGO, ILL.

Gentlemen,—I am pleased with the fifty-horsepower Thomas "Flyer" purchased from you. I took this car from your store absolutely new, making a tour of some 1,700 miles through Illinois and Wisconsin, all country roads, many hills—and big ones, too. We never missed an explosion, with not a stop nor one penny of expense during the whole time. We passed many other automobiles on the way, disabled and unable to climb these hills. I cannot say too much in praise of the car you sold me. I also thank you for many little attentions shown us.

Yours truly,

CHARLES C. HARDER.

**Never
missed an
explosion**

C. A. COEY & Co.,

CHICAGO, ILL.

Gentlemen,—It may be interesting for you to know that I drove my Thomas "Flyer" from Buffalo to Chicago, without one-tenth of a second's delay, from any cause whatever. This is not all. We drove to the Falls and returned. Our run was slightly over fifty miles on three and a half gallons gasoline. I was in luck when you sold me the car.

Yours truly,

CHAS. A. HEDDEN.

**Without
one-tenth
of a second's
delay**

C. A. COEY & Co.,

CHICAGO, ILL.

Gentlemen,—Since receiving my car from you, last April, it has covered 4,000 miles, and has not been out of commission one minute on account of any defection. It has proven satisfactory in every respect. I have toured through Indiana, Ohio, Illinois and Wisconsin, and the hills, sand, or mud gave me no concern whatever.

I hope you will be able to make me an early delivery of my 1906 car, as I have promised my present car to my daughter on receipt of the new one.

Very truly yours,

CHARLES E. FORD.

**Has not
been out of
commission
one minute**

C. A. COEY & Co.,

CHICAGO, ILL.

Gentlemen,—I have just returned from a three months' touring trip in California with a forty-horsepower car you sold me. We spent a good share of that time in and about Los Angeles and Pasadena, and were the first party, after the heavy rains, to make the trip from Los Angeles to San Francisco, going through Ventura over the Casitas, Caviota and San Juan Passes. In running over 5,000 miles we had practically no expense for repairs. We would like to have you know that the car gives us entire satisfaction.

Yours truly,

R. R. BLACKER.

**Car gives us
entire
satisfaction**

C. A. COEY & Co.

CHICAGO, ILL.

Gentlemen,—I have run the Thomas "Flyer" I purchased from you last February about eleven thousand miles, and have not spent a single cent for repairs and have not lost a single day's use of the machine. I am frank to confess it was impossible for any machine to give better service than the Thomas car has. The machine has been in service every day. This is my fourth years' experience with automobiles, and it certainly has been by all means the most satisfactory year, as I had a machine which was always ready for service, and had the utmost confidence in starting on a trip that I would be able to return without any trouble, and I can conscientiously say that I have not only been perfectly satisfied with the machine, but also with the treatment I have received from your company.

Yours very truly,

W. E. PHILLIPS.

**Impossible
to give
better
service**

C. A. COEY & Co.,

CHICAGO, ILL.

Only expense
for repairs
fifty cents

Gentlemen,—I have run my forty-horsepower Thomas, purchased of you the first of May, 2,585 miles over country roads and city boulevards, and the only expense I had for repairs was fifty cents. When I talked of buying an automobile friends advised me to get a smaller car to begin with, as it would be easier to operate. I am very thankful I did not take their advice, for the Thomas certainly is an easy car to operate and keep in adjustment.

Yours truly,

E. A. PEASE.

C. A. COEY & Co.,

CHICAGO, ILL.

Never
stopped on
the road for
repairs

Gentlemen,—You ask me how I like my fifty-horsepower Thomas Limousine car. I wish to say that up to this day, I have made 5,000 miles this season, traveling over some of the roughest roads in Wisconsin, Illinois and Indiana and feel more than satisfied that the machine will do everything you recommend it to do. We had no trouble in going through the thickest mud and deepest sand and going up the steepest hills. We have made some very fast runs and never stopped on the road for repairs of any kind.

Wishing you success, I am,

Yours very truly,

LEON HARTMAN.

C. A. COEY & Co.,

CHICAGO, ILL.

Has more
than met
with my
expectations

Gentlemen,—After carefully looking over the market with a view of purchasing a touring car to be used on country roads, I selected the Thomas car and am free to say that it has more than met with my expectations. At this writing I have operated my car about 4,000 miles and in covering this distance have had no repairs to make on the car other than replacing some tires which were destroyed owing to the excessively rough roads over which we traveled.

Very truly yours,

Z. G. SIMMONS.

C. A. COEY & Co.,

CHICAGO, ILL.

No necessity
for
overhauling

Gentlemen,—I have your letter of the twenty-sixth, in which you suggest having my car stopped off in Buffalo to give it a thorough over-hauling and have any broken parts replaced.

The car is running exceedingly well, and I should be surprised to know of there being any necessity of its being overhauled at the present time, so I will take it to Chicago with my other things.

Thanking you for your suggestion, I am,

Very truly yours,

ROBT. T. LINCOLN.

C. A. COEY & Co.,

CHICAGO, ILL.

Nearer to
perfection
than any

Gentlemen,—The forty-horsepower Thomas "Flyer" which I purchased from you, and which has been delivered, more than fulfills my expectations. It is powerful, simple, beautiful and a good car. I have owned several other machines, but believe the Thomas "Flyer" is nearer to perfection than any car I have ever ridden in. It invariably starts on the spark even after it has stood twenty-four hours. I actually believe that my repairs for 1905 did not amount to \$10.00.

Respectfully yours,

ROBERT TARRANT, Jr.

C. A. COEY & Co.,
CHICAGO, ILL.

Gentlemen,—In reply to your inquiry, I am glad to state that the fifty-horsepower Thomas "Flyer" which you sold me is proving eminently satisfactory. I have never ridden in an American made machine which operated with so little vibration or noise, or which was so easily controlled. The car runs like a palace car on steel rails. Those who have seen the machine, and have ridden in it, agree with me that it is the finest automobile in Chicago.

**Like a palace
car on steel
rails**

Yours respectfully, CLAUDE L. HOPKINS.

C. A. COEY & Co., CHICAGO, ILL.

Gentlemen,—I want to say that my Thomas "Flyer" has exceeded my fullest expectations. I have driven a number of other cars but never before have I experienced the great satisfaction which I have derived since driving my Thomas "Flyer." A high official of one of our principal railroads remarked to me last evening, while riding in my car:

**"This beats
our limited"**

"For speed and comfort this beats our limited." Yours truly, CHAS. J. BOUR.

C. A. COEY & Co.,
CHICAGO, ILL.

Gentlemen,—Replying to your inquiry as to whether the fifty-horsepower Thomas car is giving satisfaction, will say: When your Mr. Coey sold this car to me he guaranteed that it would give perfect satisfaction, which I am pleased to say it has given in every respect. It is the easiest riding car I was ever in. I have made some very long trips over the country and hilly roads and have always found my car ready to go, and plenty of power. You can refer anybody to me at any time and I will give your car the very finest recommendation.

**Easiest
riding car I
was ever in**

Very truly yours, PHILIP KNOPF.

C. A. COEY & Co.,
CHICAGO, ILL.

Gentlemen,—Replying to your favor of September 18th, in regard to how I like my Thomas car purchased from you, received, and will say that it has given satisfaction in every respect. I am just back from my trip to New York on the Twentieth Century eighteen-hour train, and this train really seemed slow compared to the Thomas "Flyer," when there were no Glencoe bumps in the way.

**Twentieth
Century train
seemed slow**

Very truly yours, L. A. GOURDAIN.

C. A. COEY & Co.,
CHICAGO, ILL.

Gentlemen,—Just a few lines about my forty-horsepower Thomas "Flyer." I wish to let you know how well I am satisfied with it. It seems to me like a well-bred horse that is ready to go without the use of a whip, and does not make a fuss about it, and in case of bad roads with soggy ruts, will crawl out if you do your part right. In studying the different makes of automobiles at the recent show in Chicago, I selected the Thomas "Flyer" as having the best lines, finest mechanism and many points of superiority. Since a whole season's use of the "Flyer," I think more of my car every day.

**I think more
of my car
every day**

Very truly yours, CHRIS J. WOLFF.

C. A. COEY & Co.,
CHICAGO, ILL.

Gentlemen,—I have used your Thomas the entire season, running something in the neighborhood of 3,000 miles, and it has given general satisfaction. I have taken pleasure in recommending it as a serviceable car to a number of my friends, and have ordered your 1906 for next season.

**Have ordered
your 1906 for
next season**

Very truly yours, J. J. MITCHELL.

MELVIL DEWEY, President.

ASA O. GALLUP, Treasurer.

LAKE PLACID CO.
MORNINGSIDE, ESSEX CO., N. Y.

PRESIDENT'S OFFICE,
315 MADISON AVE., ALBANY, N. Y., Jan. 14, 1905.

S. L. CARY,
BUFFALO, N. Y.

"Flyer"
could always
be relied on

Dear Sir,—I was out of the office when your query came. I am quite willing to answer all your questions, and they need not be confidential. I have five cars altogether. I bought a Thomas in July, 1903. It was a beautiful engine, always started readily, but it lacked power, would not do our work up in the mountains satisfactorily, and we were thoroughly out of patience with it and vowed we never would have anything more made by E. R. Thomas.

We went to the auto show a year ago with that point clearly in mind. My son, who is the mechanical expert, spent the whole seven days in the show, and at the end of the fourth announced to me that, in spite of all he had said against Mr. Thomas, he certainly had the best car on the floor. We went to Buffalo, tried it, and compared it with others, and could not get away from the fact that it seemed to have more merits than were combined in any other single car. So, in spite of our indignation at our troubles in 1903, in July, 1904, we bought a twenty-four-horsepower Thomas "Flyer." We ran it from Albany to Lake Placid, 160 miles, for the first day, arriving in the rain, straight over the mountains, about 10 P. M., when we had had no hope when we started of getting there before the next night at that time.

All summer long that car was up and down over mountains, across country, through sand, out on the farms and in the woods. My seventeen-year-old boy took it anywhere he wanted to go, forward, backward, uphill and down dale, and our prejudice gave way to enthusiasm, which has steadily grown with experience. I don't recall that we have had any repair bill whatever except on tires.

My son returned Friday from a long trip, studying the factories, methods and new models of nine of the leading American makers. He reports to his surprise that there is not a car, selling within \$1,000 of the Thomas price, that he would take in exchange. He is now at this year's show to see what else can be found, but after the splendid service we got, and the splendid reports we have had from every user we could find, we believe that Mr. Thomas has reached pretty nearly the high-water mark in touring-car construction.

If you had asked me a year ago about this, I should have written you to avoid Mr. Thomas; but I mean always to be fair, and certainly his 1904 cars were magnificent. I care nothing about racing. The car will run faster than I dare ride, and when it is going at a forty-mile gait I beg the boy not to let it out any farther. It starts with a quarter turn, is noiseless in running, is free from the stench of gasoline that the old cars had, and we have used it all the year as the Old Reliable. The other four cars all had turns of getting out of order and had to be towed home, but the "Flyer" could always be relied on to get them and get them quick.

As you are in Buffalo you certainly cannot do better than to buy a Thomas, because it would be so convenient in case of possible repairs, and because you will find Mr. Thomas a gentleman who satisfied me that he wants not only to make the best American car, but wants his patrons to feel that they are treated right. It is a great pleasure to be able to write such an unqualified endorsement of a thing no older than motor cars, and there are very few firms that could possibly deserve it.

Very truly,

MELVIL DEWEY.

E. R. THOMAS MOTOR CO.,
BUFFALO, N. Y.

LINCOLN, NEB., Nov. 13, 1905.

Dear Sirs,—I have just completed an extended touring trip over the Continental divide, where no car but a Thomas could go, though several have tried. I spent thirty-two days in the Model 26, in a try-out contest over mountain roads, and although I had great faith in the car, its performance surprised me most wonderfully. I got so swelled up that I offered to bet the machine against \$100.00 that I could pull twenty men up Pingre Hill, which is three miles long, and contains three pitches of thirty to fifty yards that measure 42 per cent. grades. The car has never once faltered, and in all the several tests I have put it to has never failed to spark properly.

The engines work as smoothly and quietly as they did the day the car was received, and not one penny's worth of repairs have been needed. I had all the wheels off the ground at once as much as twelve inches, when I felt sure that every spring would be crushed and the whole car wrecked. It seems miraculous even now that any car could live through such a test. The last day's run of sixty miles was made with but one gallon of water in the reservoir to start with, and though the engines were hot enough to explode the gasoline without the aid of the spark, the noble car never hesitated on any of the stiff grades encountered.

Is it any wonder I think there is no other car like the Thomas "Flyer?"

Yours very truly,

C. E. WILLIAMS, 1126 O Street.

McEWAN BROTHERS,

THE AUTOVEHICLE CO., 277 BROADWAY, NEW YORK, N. Y., Oct. 24, 1905.

No. 79 ORANGE STREET, NEWARK, N. J.

Gentlemen,—The Thomas "Flyer" purchased from you in January last has given me entire satisfaction. I would recommend it to anyone who wants a first-class machine. I also wish to state my appreciation of the way the E. R. Thomas Motor company has treated me, furnishing some new parts for the machine free of cost to me.

Yours truly, R. B. McEWAN.

Mr. GEORGE C. BLABON,

No. 34 NORTH 5TH STREET, PHILADELPHIA.

April 15, 1905.

Dear Sir,—I selected the Thomas forty-horsepower automobile after the most thorough investigation and careful comparison with machines of other makes. This investigation was conducted by unprejudiced experts in automobile construction. I am fully satisfied with the car, and like it better the more familiar I become with it.

Very truly yours,

ALBA B. JOHNSON.

MARTEN, COPELAND & CO.

C. S. HENSHAW,

BOSTON, MASS.

PROVIDENCE, R. I., Sept. 13, 1905.

Dear Sir,—I have run my 1905 Thomas "Flyer" 4,300 miles to date at practically no expense for repairs. The car has been perfectly satisfactory in every respect, and after looking over the various cars at the shows, I am glad to say I purchased a Thomas.

Yours respectfully,

EDGAR W. MARTEN.

Mr. C. S. HENSHAW,

BOSTON, MASS.

LIMERICK NATIONAL BANK.

LIMERICK, ME., July 21, 1905.

Dear Sir,—The car is working fine, and we are enjoying it, I can assure you. I will be glad to write you further in the course of a day or two regarding it. Our friends compare the Thomas climbing hills to the ascent of a rocket.

F. E. MOULTON, Pres't.

Where no
car but a
Thomas
could go

Would
recommend
it to anyone

Selected it
after
thorough
investigation

Am glad to
say I
purchased a
Thomas

Compare it to
the ascent
of a rocket

NEW WINONA MANUFACTURING CO.

THE BARCLAY AUTO CO.,
MINNEAPOLIS, MINN.

WINONA, MINN., Nov. 21, 1905.

I am
delighted
with it

Gentlemen,—The forty-horsepower Thomas "Flyer" I have run the past season has given me the best of satisfaction. It is a very quiet, comfortable-riding and easily-operated car and I am delighted with it.
Yours very truly,
H. S. YOUMANS.

Could not
imagine
anything
nicer

C. A. COEY & Co., CHICAGO, ILL.

Gentlemen,—So far I have run my machine about five thousand miles, and must say that I could not imagine anything that would be nicer. I have had no mishap whatever with it, and have not spent a cent for repairs. It certainly is one of the nicest-running and finest-looking machines on the road.
Yours most respectfully,
A. P. BASSETT.

C. A. COEY & Co.,
CHICAGO, ILL.

Has proven
very
satisfactory

Gentlemen,—In reply to your valued favor, under recent date, I beg to say that the four-cylinder forty-horsepower Thomas touring car I have been using for the past six months has proven very satisfactory. I have been automobiling for the last four years, and have bought a new car every year during that time and have owned none but the best American cars manufactured. I have had more satisfaction and comfort out of the Thomas car than any I have ever owned.
Very respectfully yours,
B. F. DE MUTH.

C. A. COEY & Co.,
CHICAGO, ILL.

Meets all
conditions of
travel

Gentlemen,—Answering your inquiry as to the condition of the Thomas "Flyer" purchased from you last spring, I take pleasure in assuring you that it has met all the representations you made with reference to it before purchase. In the course of the last five months this car has been driven probably from eight to ten thousand miles. It has given us comparatively no trouble and we are particularly impressed with the reserve power that it contains, which has enabled it to meet all conditions of travel with ease and comfort to the occupants.

Very truly yours,
R. N. BAYLIES.

C. A. COEY & Co.,
CHICAGO, ILL.

Cannot help
but be a
great success

Gentlemen,—I want to write the experience I have had with my forty-horsepower Thomas car. I have been running the Thomas for four months, and I have never had one stop, and the car has been on the street every day. During all that time I have had but one puncture. If the Thomas car people will continue building a car of this kind it cannot help but be a great success. I shall take pleasure in recommending the car to anyone you wish to refer to me.

Very truly yours,
W. G. LLOYD.

C. A. COEY & Co.,
CHICAGO, ILL.

I cannot find
any fault

Gentlemen,—A second year's use of the Thomas "Flyer" simply confirms my previous fond opinion of it, and the fact that I bought a second and larger car emphasizes that statement more than anything else I can say. I cannot find any fault whatever with the last car I bought,—one of your four-cylinder, fifty-horsepower. It more than meets my expectations.

Very truly yours,
W. S. BOGLE.