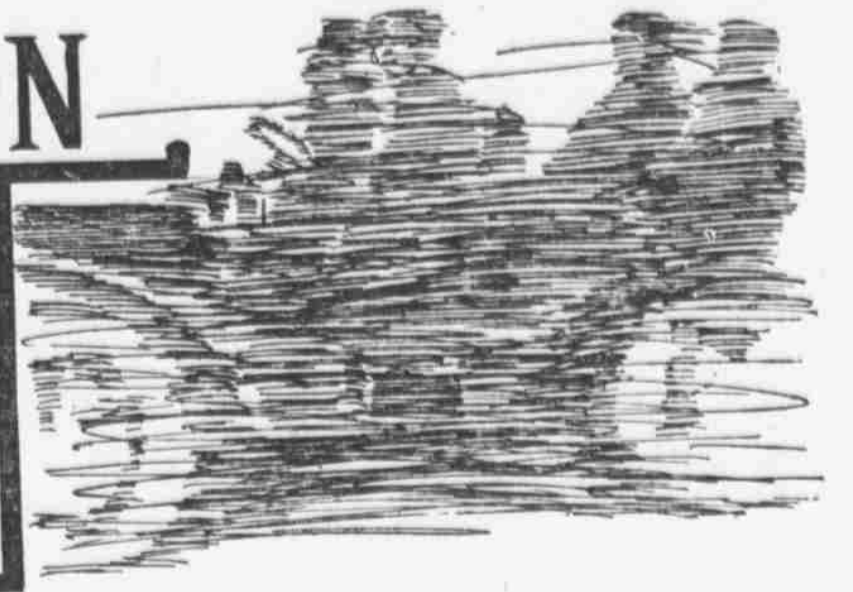


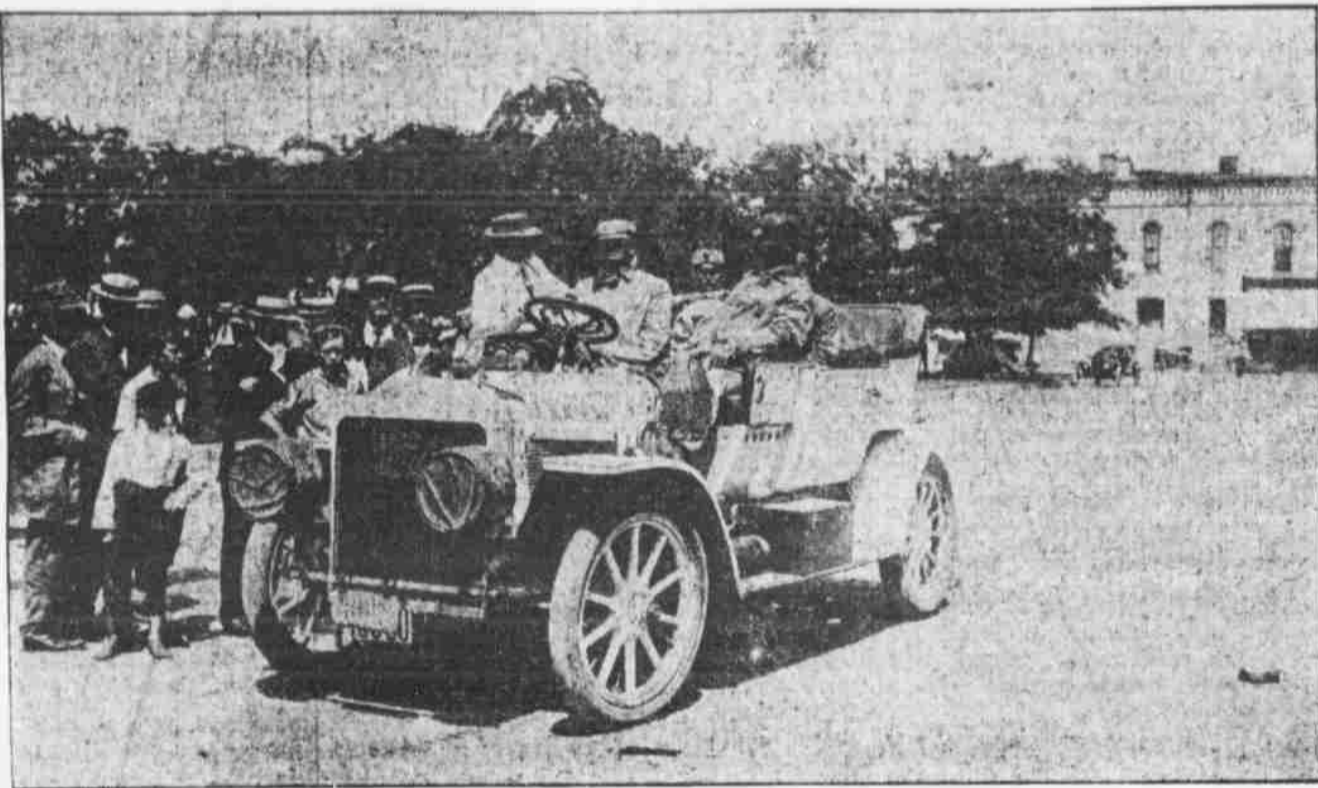
AUTOMOBILE SECTION GLIDDEN TOUR NUMBER



HOSPITALITY OF THE WEST DELIGHTS THE TOURISTS

The Bee's Special Representative with the Glidden Tour Writes of the Impression on Eastern Drivers Made by the People and the Roads of the Transmississippi Region.

CONTESTANT IN THE GLIDDEN TOUR.



WHITE STEAMER, NO. 14—THE CAR THAT IS USING KEROSENE FOR FUEL.

city of Mexico which will be run this fall.

Experience Has Taught Them.

That the builders have advanced in motor car construction is shown by the time schedules of the last three Glidden tours. The run in 1907 was from Cleveland to Chicago to New York and the daily average was ninety-seven miles. The schedule was raised on the 1908 run from Buffalo to Pittsburg, Boston and Saratoga to 122 miles per day. This year the average is 137 miles and very few penalties have been assessed so far for failure to make the time.

The rules of the present tour make a tie at the end of the run an impossibility. A driver may enter every control on schedule time and get a perfect road score, but may be severely penalized after the technical examination which will be held at Kansas City when the cars check in on the last day. The rules provide that a car shall be penalized for even a lost or loose nut, and to the cars which best stand the strain the trophies will be awarded. Three western built machines are being picked to win the Hower cup for roadsters. The machines are three Moines, built in East Moline, Ill., and all have perfect scores at this time. The Pierce Arrow cars have been prominent factors in prior tours and should also be well up in the running at the finish.

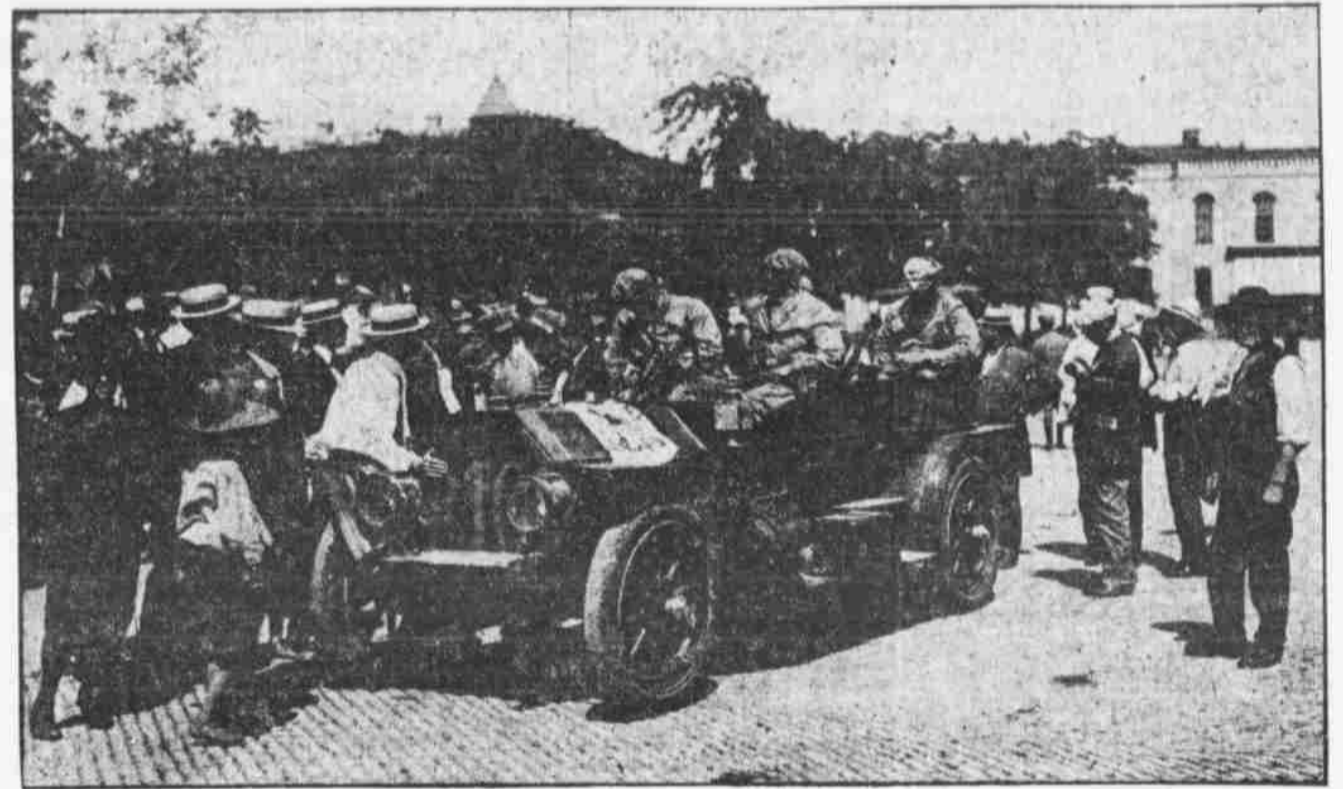
Driver Wins Hero Medal.

There have been few accidents to mar the pleasure of this year's tour. George Smithson, the famous driver of the Studebaker war car is slowly recovering from injuries he received last week while aiding in putting out a roadside fire near Wilton, Wis. The fire was started through carelessness of a passenger in a preceding car, who threw a wind watch into some dry grass and shrubbery. The fire spread rapidly and threatened to burn a house nearby. Smithson stumbled and fell while tramping the burning embers and his hands were lacerated. Howard Reynolds, a Boston newspaper man, was slightly bruised by being thrown from a car on a steep grade in the Wisconsin hills.

Chicago Furnished a Frost.

Chicago, always inhospitable to Gliddenites, sustained its unenviable reputation earned in 1907 again this year. The Chicago Automobile club, as usual, paid absolutely no attention to the participants in the Glidden cavalcade. The Chicago Motor club, a younger organization, did what it could in its small way to provide entertainment, which was highly appreciated. The tourists will always cherish a

CONTESTANT IN THE GLIDDEN TOUR.



GLIDE CAR.

high regard for the city of Minneapolis and the members of the Minneapolis Automobile club. Never before in the history of Glidden tours have the tourists been entertained as lavishly as they were in the Mill City. Boat rides on the beautiful lakes, banquets at the club houses and, above all, a hearty "welcome" that will never be forgotten. Denver has raised many thousands of dollars to entertain the tourists, but it is doubtful if Minneapolis will be surpassed.

Roads Have Been Good.

Road conditions on the first half of the journey have been all that could be expected. The impression prevails in many places that the E. M. F. pathfinder which laid out the route three months ago looked for the best roads. The fact is that Scout Dal Lewis looked for the poorer roads, as it would not be a severe test to run the cars over macadam highways. In Michigan the sand roads were in fair shape, while in Indiana the going was excellent. In Illinois the clay roads were

hard and well packed and the stretch from Chicago to Madison, Wis., was in good condition. From Madison to La Crosse hard going was encountered and the tourists were glad to reach the splendid highways of Minnesota, which had been thoroughly dragged by farmers and members of the Minneapolis Automobile club. The worst roads so far were traversed in Iowa, where the heavy gumbo and many washouts made speeding exceedingly dangerous.

Hotel on Wheels.

Owing to the fact that the tourists cannot find hotel accommodations between Omaha and Denver, and between Denver and Kansas City, a special train of Pullman sleeping and dining cars has been secured which will meet the travelers each night. The equipment consists of seven cars, four sleepers, two dining cars, and the private car used by the chairman and his staff. Many of the tourists failed to secure accommodations on the train, and will camp out in the cars, which will be parked alongside the train at the night stops.

There are four cars in the present run which may be placed in the "freak" class. These are two Brush runabouts, one Hippomobile and the Rapid truck. The first two named are little seven horse power machines built in Detroit, and they have been plugging right along with the more costly cars. The two machines along with the Hippomobile have withdrawn as active contestants, because the time schedule is too fast for them, but the three light cars always check in shortly after the high powered motors, and are greeted with hearty cheers when they arrive at a night control. The Rapid truck, carrying a full load of air bottles, tires and four passengers with baggage, has been admired for its plucky work the entire distance. This heavy car, built for delivery purposes, has traversed roads more adaptable to goats than motor cars. Sales Manager Charles Myers, of the Rapid company, who is a passenger in the car, stated tonight that he would endeavor to drive the car to the top of Pikes Peak after the tourists reach Denver.

FRANK LOWRY.
FORT DODGE, Ia., July 21.

CHAIRMAN FRANK B. HOWER of the control board of the American Automobile association is satisfied that one perfect score will be made in this year's annual Glidden tour. With the trip not yet one-half over, Mr. Hower has already given the west a clean score for the cordial, hospitable manner in which it has accepted and aided the conducting of the greatest automobile touring event in the history of the country.

Everywhere along the 2,700-mile route, a hearty reception will be accorded the contestants, if the welcome of the last few days of the trip may be taken as a criterion. There is no difference in the manner, no forced applause, but real, genuine enthusiasm greets the contestants at every village, hamlet, town, city and cross road. The farmers, with their open-hearted interest and support, have been the surprise of the tour.

It was not without some apprehension from this quarter that the 1909 Glidden tour was awarded to the west. So much has been said about the unfriendliness of

the granger in the past that Chairman Hower and his associates at first thought the tour this year would be more or less of an experiment to be tried on the western farmer. They learned, however, that the automobiles had already been adopted by him and that he is perhaps the most enthusiastic witness of the event which traverses the highway running along the front or through his acres.

Everybody Well Pleased.

"I am pleased and vindicated," said Mr. Hower in speaking of the tour. "There are those who scoffed at the idea of conducting a Glidden tour west of the Mississippi river. Some thought the contestants would be the laughing stock of a lot of agriculturists or would never get through the so-called impassable roads of clay, sand and dirt. Ask any of the contestants or non-contestants how they have enjoyed the trip. They will uphold me in the statement that never before has the annual tour developed into such a pleasant undertaking. The tourists have found roads

that are bad in spots, to be sure, but these rough conditions only add to the strenuousness of the test and make the event what it is meant to be—a reliability run with the best care maintaining the most likely chance of registering perfect scores."

Charles J. Glidden, donor of the trophy, expressed the same sentiments as the chairman of the tour. Mr. Glidden, in fact, is so well pleased with the progress of this year's tour that he has announced that he will recommend to the American Automobile association that the contest next year be over a transcontinental route.

The present plan is to start the run in San Francisco and finish either in New York or Boston. Chairman Hower has been sounding the manufacturers as to their views on this run and several look with favor upon the project as it would be handled under liberal rules. The far western country hardly knows of the annual tour and it is in this field that the manufacturers desire to open up. Many of the drivers in the present contest will enter the flag to flag race from Denver to the

Convincing Proof of Stevens-Duryea Successes

R. R. KIRKENDALL & CO.
WHOLESALE MANUFACTURERS
OF
—SHOES—
MANUFACTURERS OF
STAR AND CRESCENT
SHOES.

R. R. Kimball,
Omaha, Neb.
June 28, 1909.

Dear Sir:-

Have your letter of recent date with reference to the satisfaction that the new Stevens-Duryea Model Y is giving and in reply will state that this is the third Stevens-Duryea I have owned and I think the Model Y is an improvement over the others and has given us so far entire satisfaction.

We have run the Y machine a little short of four thousand miles and so far have found it entirely satisfactory to us.

Yours truly,
R. R. Kimball

3189
The First National Bank,
Missouri Valley, Iowa.
Missouri Valley, Iowa, July 5th, 1909.

Mr. R. R. Kimball,
2026 Farnam Street,
Omaha, Nebraska.

Dear Sir:-

Since purchasing the "Stevens-Duryea Light Six" from you some two months ago I have used the same considerable and it has given perfect satisfaction. The car is very easy to operate; it takes the hills nicely without shifting gears and it has kept in perfect running condition without repairs.

I cheerfully recommend the "Stevens-Duryea" to all prospective purchasers.

Very truly,
Frank Kilgoy

M. E. Smith & Co.
Wholesale Dry Goods

Mr. R. R. Kimball,
No. 2026 Farnam Street,
Omaha.

Dear Sir:-

I wish to advise you that the Model "Y" Stevens-Duryea Automobile which you delivered to me some two weeks ago, is running very smoothly, and I am very much pleased with the machine.

I am pleased to recommend this Model very highly to anyone requiring a large machine of high power, and I believe that anyone who purchases this machine will be highly pleased with the results.

Wishing you all success,

Yours very truly,
Arthur E. Smith

OFFICES:
KANSAS CITY, MO.
ST. JOSEPH, MO.
OMAHA, NEB.
LINCOLN, NEB.
WICHITA, KAN.
ATLANTA, GA.
DELAND, FLA.

RUSSELL BROKERAGE COMPANY.
MERCHANDISE BROKERS
AND
MANUFACTURERS' AGENTS.

Omaha, June 19, 1909.

Mr. R. R. Kimball,
City.

Dear Sir:-

In reply to your favor of June 18th... It gives me pleasure to inform you that since I received my Model XXX Stevens Duryea on May second, I have been absolutely free from machinery troubles of all descriptions.

The more experience I have with Stevens Duryea cars (this being my third model) the more I believe in them, and can recommend in every sense of the word such a machine to any one desiring a first class automobile.

Yours very truly,
H. L. Cummings

M. E. Smith & Co.
Wholesale Dry Goods

Mr. R. R. Kimball,
No. 2026 Farnam Street,
Omaha.

Dear Sir:-

I am pleased to advise you that the "Little Six" Stevens-Duryea machine which I bought of you about sixty days ago, is giving me splendid satisfaction. I have had no trouble with it in any way up to this time, and it is doing all and more than I expected of it.

Very respectfully yours,
M. E. Smith

Stevens-Duryea 1910 Models
are now on display at my garage
2026-28 Farnam St.
R. R. KIMBALL
Cars manufactured by
STEVENS-DURYEA CO.,
CHICOPEE FALLS, MASS.
Members of A. L. A. M.