

# MICHIGAN GREETSS GLIDDEN TOURISTS

People of State Turn Out to Cheer  
Auto Drivers on Way From  
Detroit.

## CARS PARKED AT KALAMAZOO

Three of the Forty Machines Fail  
to Finish First Day's Run  
With Perfect Score.

### *Penalties for Cars in First Day's Run*

**KALAMAZOO, Mich., July 12.—**  
Brush, No. 104, for breaking a connect-  
ing rod, 6.08 points.

Car No. 8—Chalmers-Detroit, William  
Belger, driver; one point for repairing  
mud fender.

Car No. 104—Brush, D. B. Huse, driv-  
er; 6 8-10 points for putting in complete  
connecting rod bearing.

Car No. 110—McIntyre, Frank Good-  
win, driver; 29 points for being forty  
minutes late.

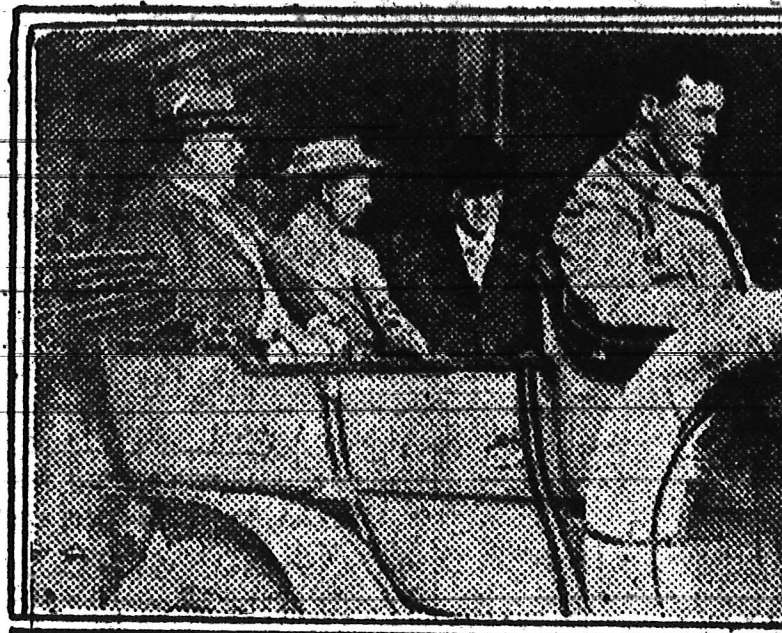
White Steamer, No. 14; Premier, No.  
1, and Moline, No. 101, suffered tire  
trouble.

Running time for tomorrow is eight  
hours and forty minutes. Start at 7  
a. m. Distance to Chicago, 173 miles.  
Stop at Annex Hotel.

BY P. P. WILLIS.

KALAMAZOO, Mich., July 12.—Forty-

## A. A. A. Officials an



cent amalgamation of the E. M. F. with  
the Studebaker Company of South Bend,  
Ind., the cars originally entered as the  
E. M. F.'s are now designated as the  
Studebaker-E. M. F., while the larger  
cars entered by the South Bend firm are  
styled as the Studebaker-Garfords.

Every driver is satisfied tonight with  
the showing made by his charge. The tire  
trouble was caused by skidding in the  
sand and in being blinded by the thick  
dust, which caused running into gutters  
without checking speed. The high-wheeled  
McIntyre, which was late, simply could  
not equal the pace because of the bad  
roads, but finished in perfect running  
condition. The Brush cars caused a sen-  
sation, for the manner in which they  
bounded over ruts was like a tub on a  
stormy sea.

One of the interesting features of the  
activities tonight is the buzz among the  
seventy-five newspaper men who are "on  
the job." The telegraph companies have  
provided tables in the hotel lobbies and  
forty extra operators are busy clicking  
the news to all the directions of the com-  
pass.

### Marmon Cars Carry Tops.

The Marmon cars, which are the only  
ones with the tops, made the run in per-  
fect condition despite the warnings of less  
brave entrants who did not carry tops.

Joe Matson, who recently won the  
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BY P. P. WILLIS.

**KALAMAZOO, Mich., July 12.**—Forty-three dusty automobiles and four times as many tired and dirty men are staying here tonight after the completion of the first day's run of the sixth annual Glidden tour, which left Detroit this morning at 10 o'clock. The distance here is 143 miles. The first car to push its nose across the tape was the E. M. F. Pilot, driven by Meinzinger, arriving at 4:25, and the last car was the McIntyre of Auburn, Ind., arriving forty minutes later than its class running time at 6:30.

All the machines have been covered and "tucked to bed for the night," guarded by police. Drivers and others, however, have no such luck. A meeting, called directly after a late supper, and lasting more than an hour, occupied the men's time for instructions from President F. B. Hower. After this individual caucuses were held by representatives of the separate firms for private instruction to the drivers.

#### First Day's Run Success.

The first day's run has been a success, as all cars are still in the run and few penalties have been assessed. A larger amount of defaults are anticipated for tomorrow, when the run to Chicago will be made, passing through the northern part of Indiana. The start is at 7 o'clock, which means that a sleepy lot of men must brave the sun's rays and choke in the dust until the Annex at the Windy City is reached. A wire was received from Charles P. Root, president of the Chicago Auto Club, saying that a reception will be given the Gliddenites tomorrow night at the Southern Hotel. A warning was issued for the men to beware of the speed track in Chicago, the full length of Jersey avenue. Hower also warned the men about passing along the route.

A new rule was made. Every man will be provided with a schedule, which entitles him to a place in the ranks providing he can maintain it, so when he desires to pass, if he has the "credentials" no car can block his path.

#### Kalamazoo Greets Autoists.

No extraordinary ceremony marked the entrance of this motor classic of the world here this afternoon. The entire city turned out to greet the men, but as soon as cars were placed in their "berths" the practical men rushed for bath tubs and dinner tables. The principal reason for interest taken in the tour by this city is the fact that George Boyle is driving the E. M. F. No. 99. Because of the re-

Crownpoint (Ind.) trophy race, is in the tour. It is a cause for joking that "Joe" is to ride in a small car which can not take even an average pace after being used to racing at eighty miles an hour.

Among the prominent men who will ride with the tour to Chicago tomorrow are: Fred J. Wagner, the starter of the Vanderbilt and Grand Prix races; Hayden Eames, general manager of the Studebaker Automobile Company; Benjamin Briscoe and J. D. Maxwell; Samuel A. Miles, general manager N. A. A. M.; George C. John of New York; James A. Becker of Clyde, O.; W. C. Durant, organizer of automobile companies; Alfred Reeves, general manager, A. M. C. M. A.; E. Leroy Pelletier of Detroit and South Bend, Ind.; James W. Gilson, general manager of the Mitchell Motor Car Company of Racine; Horace Delisser, president of the Ajax-Grieb Rubber Company; H. S. Firestone of Akron, O.; Hugh Chalmers of Detroit.

The managers of the Studebaker company of South Bend wired tonight that they will serve lunch to the men as they pass that Hoosier city.

#### Start From Detroit.

Dan H. Lewis, in his confetti car, had been gone from Detroit two hours before Mayor Breitmeyer fired the cannon that sent the Gliddenites off on the first leg of their sixth annual run. The start was entirely in accordance with the prearranged program. At daylight the hotel headquarters were alive with autoists dressed in brown uniforms, looking more like soldiers preparing for some dangerous campaign than pleasure seekers and business men.

Three bands furnished additional excitement and noise to the cheers of the crowds, the whirr of the motors and the honking of thousands of automobile horns.

The weather dispenser used considerable tact and initiated the tourists with a sliding scale of varieties. During the previous night a slight rain had fallen which cooled the air and made the start a delight. For some time the sun played hide and seek behind the clouds and it was not until noon that it burst forth in earnest and blistered hands and faces. After this role had been well played and the roads had been made as dusty as possible, the atmospheric scenery shifted again and clouds gathered soon to empty their contents of rain. When the cars reached here they were dirty and streaked. The men winked and blinked at each other behind their goggles and looked well the part of Gliddenites.

#### Reception for Autoists.

One feature characterizes this tour that has never before been so manifest. The reception accorded along every mile of the 142-mile journey was uniform and hearty. This alone served to break the monotony and cheered the contestants to endure the discomforts of the initial day of the trip.

A. C. No. way, Jewel Ched, Arrow, Grad, Arrow, A. L. Glyde, L. C. Thom, E. F. E. O. Thom, Gard, Simp, Barbo, Bend, mler, Miller, and tor A. F. B. Swea, No. house, Rank, No. W. C. Park, Harri, son, Stude, T. J. No. ton, Maxv, Guy, mers, Ford, Acme, Dale, Gray, M. R. J. Ma, man's, den, Ben, J. A. 102, H. C. E. R. S. E. John, Hopn, No. Hath, Pierc, Card, Char, hoha, Fran, Shim, Maso, Mean, Char



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# AUTOMOBILES DIRECTORY

## Motor Cars **== AND ==** ACCESSORIES

**Accessories** Hearsey-Willis Co., 113-117 West Market.

**American** Factory and Sales Dept. 420-30 S. Duinols, cor. Henry.

**Auburn** Finch & Freeman, 33 South Capitol Avenue.

**Auto Repair Co.—Universal** 214 E. Ohio St. Main 492.

**Buick** Buick-Losey Company, 130-132 East New York street.

**BROKEN PARTS?** See Us. Huetter Machine and Tool Co. 107 E. South.

**Cadillac** Cadillac Automobile Company, 23-25 East Ohio street.

**Cartercar** Indianapolis Automobile Co. 113-115 W. Maryland St.

**Cole** Sterling Motor Car Company, 142 West Market street.

**Coppock** Commercial Cars. 318 East Market street.

**Elmore** Valveless 2-cycle. W. N. Benson, 25 West St. Clair Street.

**Firestone** Sterling Motor Car Co., 142 West Market street.

**Garage** Washington—820-22-24-26 E. Wash. J. W. Hogan, Mgr.

**Glass Fronts** Acme Wind Shield Co., Mrs., 1061 Udell St.

**G. & J. Tires** Indpls. Rubber Co. Ga. and S. Liberty Sts.

**Haynes** Finch & Freeman Auto Co., 33 South Capitol avenue.

**KNICKERBOCKER** Auto Co.—Commercial Cars Bldg. 330 E. Market.

**Knox** John A. Boyd, Distributor. 315 North Delaware.

**Marmon** Nordyke & Marmon, Factory Local Branch, Mer. and N. Y.

**Metal Polish** International "The Shine" 2142 E. Capital Ave. Also Evening

**Mitchell** Hearsey-Willis Co., 113-117 West Market street.

**Moline** Martin Pl. Livery and Garage. 1840 North New Jersey

**National** National Motor Vehicle Co. Factory 514 St. L. E. & W.

**Oakland** State Automobile Co., 515 515 West Market street.

and cheered the contestants to endure the discomforts of the initial day of the trip.

From the time the outskirts of Detroit had disappeared in the clouds of dust, cheers arose from fence corners, fences, barnyards, village streets and country homes. Farmers greeted the motorists with pitchers of cider and basketfuls of sandwiches. Hurried thanks were cried by the drivers as they spun past, because no time could be lost.

At Jackson, however, which was about half way, all cars made a brief stop; some did not stop their motors, but all halted long enough to wedge their way through the throng of "welcome committees" who had their arms filled with good things to eat. Everything for man and car was given away free that would be taken. The Jackson Chamber of Commerce had organized the reception which was held at the soldiers' monument. Free gasoline and lubricants were given the men behind the wheels, while everything to eat, from chewing gum to watermelons, was offered by women in white aprons and with smiling faces. The dirty, hungry riders fell upon the "grub" like famished animals and left crying "thanks" through mouthfuls. Children had established lemonade stands all along the route and waved flags frantically, but the cars spun by, covering the youths who had meant well with dust, leaving them disappointed and wondering why their hospitality had been spurned.

### Whole Town Turns Out.

"Business is sure put on the bum in this village," remarked one contestant as the line of sputtering machines filed by like a moving picture, for the audience consisted of every man, woman and child and dog lined along the streets and peeping from the doors and windows. It was evident on many occasions that the people labored under a delusion as to the nature of the Glidden tour, because as they called for certain parties to hurry or they would be passed, they showed they regarded this endurance run as a race.

Many times this was made evident. The Glidden is not a race, and cars may stop as often as they please, or drive as fast, according to ability and desire, but penalties are affixed for so many phases of the tour that all maintain about the same pace if possible and avoid stops. There is a time limit fixed every night for the day before, and this is the only thing that estimates the rate of speed. The running time for today was 7 hours 10 minutes.

### Roads Good and Bad.

The roads were like the weather today, varying from smooth level billiard board effect, straightaways, to sandy hills, deep ruts and curves. On the smooth places the cars "beat it," making fifty miles an hour, but "hook" the hills and deep sand ruts at a slower pace. In some places the machines barely plowed through

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**Coppleck** Commercial Cars, 145 West Market street.

**Elmore** Commercial Cars, 113 East Market street.

**Firestone** Valves and Tires, W. E. Brown, 25 West St. Clark Street.

**Garage** Shooting Motor Car Co., 145 West Market street.

**Glass Fronts** Washington—438-43-54-56 E. Wash. A. H. Hagan, Manager.

**G. & J. Tires** Ames Wheel & Tire Co., 1042 E. 10th St.

**Haynes** Indpls. Rubber Co., 1042 E. 10th St.

**KNICKERBOCKER** Flash & Freeman Auto Co., 33 South Capitol avenue.

**Knox** Auto Co.—Commercial Cars Built, 116 E. Market.

**Marmon** John A. Boyd, Distributor, 215 North Delaware.

**Metal Polish** Nordyke & Marmon, Factory Local Branch, Mer. and N. Y.

**Mitchell** International "Blue Ribbon," 2142 N. Capital Ave. Shines Everything.

**Moline** Hearsey-Willis Co., 113-117 West Market street.

**National** Morton Pl. Livery and Garage, 1840 North New Jersey.

**Oakland** National Motor Vehicle Co., Factory, 22d St. & L. E. & W.

**Overland** State Automobile Co., 415-419 Massachusetts avenue.

**Petrel** Factory, Oliver avenue and Drover. Take W. Indpls. car.

**Premier** Sterling Motor Car Company, 142 West Market street.

**Rambler** Premier Motor Car Co., Factory, 221-225 S. Shelby street.

**Richmond** Hearsey-Willis Company, 113-117 West Market street.

**Rapid** Finch & Freeman, 33 South Capitol avenue.

**Studebaker** Indianapolis Motor Car Company, 419-423 East Market street.

**Vulcanizing** Indpls. Co., Frank Staley, Gen. Mgr. 214 W. Vermont.

**Vulcanizing** Washington Garage, 820-826 E. Washington Street. J. W. Hagan, Mgr.

**Waverley** Hearsey-Willis Co., 113-117 W. Market street.

**White Steamer** Electric—The Wagoner Co., 119 South East street.

"Business is sure to be in the form of the village," commented the commentators on the line of sporting machines lined up like a marching parade, for the audience consisted of every man, woman and child and they lined along the streets and peering from the houses and windows. It was evident on many occasions that the people believed under a delusion as to the nature of the Glidden tour, because as they called for certain parties to hurry or they would be passed, they showed they regarded this endurance run as a race.

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The cars are parked on Church street tonight, lined there in a row. Police have begun their vigil, which will continue until the start in the morning. Official headquarters has been established in the Burdick Hotel.

After supper tonight the managers of the different teams got their drivers together in separate squads and instructed them much after the fashion of a football coach who gives his men pointers after the first half. The condition of the cars is being given expert attention and the manufacturers "school days" have begun in earnest.

The occupants of Glidden cars are:

No. 1, Premier, Webb Jay, Mr. Weller, John Orman, P. P. Willis; No. 2, Premier, Mr. Hammond, Mr. Brown, Mr. Rosenberg, Mr. P. Chalmers, Detroit, William Helger, Mr. Chalmers, Mr. Taylor, Mr. Heppel, No. 3, Marmon, F. E. Wing, W. F. Milton, J. Dawson, W. W. Brown, No. 4, Marmon,

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### Marmon Cars Carry Tops.

The Marmon cars, which are the only ones with the tops, made the run in perfect condition despite the warnings of less brave entrants who did not carry tops. Joe Matson, who recently won the Crownpoint (Ind.) trophy race, is in the lead. It is a cause for joking that "Joe" is to ride in a small car which can not make even an average pace after being used to racing at eighty miles an hour.

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### Reception for Autolists.

The A. A. A. officials who have charge of the Glidden tour are shown in the lower picture. Standing beside the car is F. B. Hower; President L. R. Speare is at the wheel, and seated beside him is George C. Diehle, chairman of the good roads committee. In the back seat are L. H. Elliott and Charles J. Glidden. The Premier No. 99, the chairman's car, the official pacemaker of the tour, is shown in the

A. C. Marmon, R. J. Irvin, H. Stillman; No. 6, Maxwell, E. Gager, George Hathaway, W. R. Wreford, Mr. Smith; No. 7, Jewel, O. P. Bernhardt, A. B. Uhl, C. E. Chedester, J. W. Witman; No. 8, Pierce-Arrow, F. S. Dey, C. M. Babbitt, E. M. Grady, George M. Davis; No. 9, Pierce-Arrow, W. F. Winchester, A. R. Papin, A. A. Ledermann, E. M. Westlake; No. 10, Glyde, A. Y. Bartholomew, H. L. Kupel, L. C. Wheeler, R. H. Radley; No. 11, Thomas, Gus G. Buse Jr., Clarence Eaton, E. F. Frieze, E. A. Busse; No. 12, Midland, E. O. Hayes, C. B. Wood, Mr. Smith, Mr. Thomas; No. 14, White, J. N. Searles, J. Gardell, E. R. Jones, R. H. Johnson; No. 51, Simplex, W. A. Wood, T. F. Seymour, D. C. Barber; No. 52, Chalmers-Detroit, Gene Bend, J. J. Barclay, Mr. Moore; No. 53, Premier, H. O. Smith, Mr. Waltman, Mr. Miller; No. 75, Rapid Truck, T. P. Meyers and five others; No. 76, Automobile Motor Age, A. G. Batchelder, David B. Croft, F. B. Barnett, W. McKay White, H. M. Sweatland, George Schuster, Mr. Vebbits; No. 77, Diamond Rubber, L. K. Rittenhouse, Pete Sieler, Clyde S. Souers, Fred Rankin, G. A. Davidson, Grant McCourt; No. 78, F. B. Goodrich Rubber Company, W. O. Rutherford, H. J. Morehead, P. A. Parker, A. L. Huppler, C. E. Bonnett, C. E. Harris; No. 79, Studebaker, George Smithson, E. F. Spooner, W. S. Gilbert; No. 80, Studebaker official press car, H. McIntosh, T. J. Sullivan, P. W. Williams, H. C. Kent; No. 81, Studebaker, D. McIntosh, J. Clinton, A. G. Newmyer, Harry Ward; No. 82, Maxwell, J. S. Patterson, F. J. Robinson, Guy Shields, Mr. Illingsworth; No. 83, Chalmers-Detroit press car, H. L. Bill, H. W. Ford, Lee Anderson, H. M. Fulton; No. 96, Acme starters' car, E. L. Ferguson, A. Dale; No. 97, Studebaker, R. J. May, C. R. Gray, M. A. Reedes; No. 98, Pilot car, E. M. F., Guy H. Lewis, George Memenger, J. Menke, Mr. Crest; No. 99, Premier, chairman's car, F. B. Howard, Charles J. Glidden; No. 100, Moline, W. H. Van Dervoort, Ben Beal, H. Olderfest; No. 101, Moline, J. A. Wickie, C. A. Lane, J. F. Reno; No. 102, Moline, S. Gregory, F. G. Saulsbury, H. C. Kellogg; No. 103, Brush, F. A. Tinkle, E. R. Wier; No. 104, Brush, G. B. Huss, S. E. Goddell; No. 105, Chalmers-Detroit, John Machesky, C. O. Edgerton; No. 106, Hopmobile, Frank Steinman, E. A. Nelson; No. 107, Maxwell, Charles Goldthwaite, H. Hathaway, Mr. Dorman, Mr. White; No. 108, Pierce-Arrow, J. S. Williams, Edward McCurdy, A. J. Hetrick; No. 109, Pierce-Arrow, Charles Schofield, L. Lyons, Frank J. Jung, No. 110, McIntyre, Gale Stevens, Frank Goodwin; No. 111, Jewel, Jack Shimp, G. S. Ronnell, Mr. Johnson; No. 112,

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## HONKS FROM GLIDDEN HORNS.

The Premier crowd is attired in regula- tion uniforms.

The Glidden tour has been termed "school days" for the manufacturers.

The Marmon cars have new straight axles, which give increased strength.

There is one more entrant for the Hower trophy than for the Glidden.

Detroit business men have made the finan- cial end of the start a success.

Sunday was spent by the Gliddenites on a boat ride through Lake St. Claire.

The Regal car, en route from New York to San Francisco, passed through here yester- day.

Secretary E. L. Ferguson of the A. A. A. contest board rides in the official car with Hower.

The Lexington has a new simple spark and throttle control—and straight brake connections.

The improvement on the Rapid cars con- sists of using forgings where formerly cast- ings were used.

Observers will use glass cases with rubber cuffs when they takes notes during rainy days on the tour.

The general appearance of the Chalmers- Detroit has been improved by lengthening the wheel base and body.

The Jewel Company says it can not im- prove its present car and so contemplates no changes for next year's models.

The Pierce Arrow Company supplies its dealers with a list of thirty-two colors, from which buyers can take their pick.

DETROIT, Mich., July 12.—The Marmon cars are the only entrants which are going to try the grueling trip with tops.

All the Detroit automobile factories are decorated and have held receptions to vis- itors every day during the festivities.

"Life is worth living in Detroit" is the slang heard on every hand, started and prompted by the hustlers of this city.

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It is estimated that more than 1,000 gal- lons of gasoline will be consumed during the tour.

THE HONK THE HONK HONK JAWING ABOUT

Abraham Ambrosius  
Kirsch, part of  
sub., 43x— fee  
Stanley avenue  
avenue  
Mata M. Muesin  
part of the sou  
32, Tp. 16,  
ship  
Jessie R. B. Ud  
28, block 39, N  
126 feet, impro  
street, east of  
Carl R. High to  
lot 9, McKerna  
et al.'s second a  
proved, south  
west of Brooks  
James C. Knise  
et ux., part of  
North Indiana  
side Northwest  
Udell street  
Joab H. Woodru  
lot 79, Lewis &  
addition, 40x13  
side Jefferson  
Clair street  
National Investm  
liam Sumler et  
lot 12, Lieber  
addition, 48x12  
side Northwest  
Twenty-sixth st  
Robert Rouse to  
part of the nor  
31, Tp. 15, R.  
Township  
Joseph W. Suess  
one-half interest  
outlot 51, 41x12  
west corner  
streets, and lot  
50, etc., 40x160  
side Noble stre  
street  
John C. Sanders  
part southwest  
1 acre, Decatur  
Chandler & Tay  
chants' Heat an  
18, 19, 20 and  
et al.'s sub.  
north side Wash  
Geisendorff stre  
Christ F. Muesin  
trustee, part S  
Warren Townsh  
P. C. C. & St.  
to William N. G  
Sec. 12, Tp. 15,  
ship  
Jerry Oppenheim  
helm, lot 93,  
Washington st  
feet, improved,  
avenue, south  
Oliver Hollowell  
lot 18, Merritt  
feet, vacant,  
street, east of  
S. E. O'Leary to  
lot 5, Morrison  
feet, improved,  
street, west of  
Union Trust Com  
Carden et al.  
and Park addi  
and Park addi  
and Park addi



JOHN C. SANDERS  
 1001 North 1st St., St. Paul, Minn.

part southwest  
1 acre, Decatur  
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north side Wash  
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Christ F. Muesing  
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Jerry Oppenheim to  
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Oliver Hollowell to  
lot 18, Merritt P  
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S. E. O'Leary to L  
lot 5, Morrison's  
feet, improved,  
street, west of A  
Union Trust Comp  
Carden et ux., lot  
field Park addit

cant, north side  
Boyd street.....

Alexander Hamilt  
Schilling, interes

Improved, east  
north of Thirty-e

Nella M. Stone, to  
Leslie R. Toon to

lot 55, Lockwood  
addition, 31x120  
side Lockwood st.

side Lockwood st  
sota street  
William F. Walters

lot 48, Long et al  
street addition, 6  
1900 side, 1900

Washington Street  
Wilbur D. Allen

Arthur H. Wilson  
bapt. - mch. 11

Marion Street  
Beverly Hills, Calif.

Page 10 of 10

1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47	2047-48	2048-49	2049-50	2050-51	2051-52	2052-53	2053-54	2054-55	2055-56	2056-57	2057-58	2058-59	2059-60	2060-61	2061-62	2062-63	2063-64	2064-65	2065-66	2066-67	2067-68	2068-69	2069-70	2070-71	2071-72	2072-73	2073-74	2074-75	2075-76	2076-77	2077-78	2078-79	2079-80	2080-81	2081-82	2082-83	2083-84	2084-85	2085-86	2086-87	2087-88	2088-89	2089-90	2090-91	2091-92	2092-93	2093-94	2094-95	2095-96	2096-97	2097-98	2098-99	2099-00	2100-01	2101-02	2102-03	2103-04	2104-05	2105-06	2106-07	2107-08	2108-09	2109-10	2110-11	2111-12	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	2290-91	2291-92	2292-93	2293-94	2294-95	2295-96	2296-97	2297-98	2298-99	2299-00	2300-01	2301-02	2302-03	2303-04	230
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1990 年 12 月 1 日

1998

1998

1999

For example, the following table shows the results of a regression analysis of the relationship between the number of hours worked per week and the number of children in the household.

### Whole Town Turns Out.

is sure put on the burn in  
age," remarked one contentant-as  
of sputtering machines filed by  
moving picture, for the audience  
of every man, woman and child  
lined along the streets and peep-  
the doors and windows. It was  
on many occasions that the peo-  
red under a delusion as to the  
of the Gladden tour, because as  
led for certain parties to hurry  
would be passed, they showed  
garded this endurance run as a

times this was made evident. Aiden is not a race, and cars may often as they please, or drive according to ability and desire, but cars are affixed for so many phases of our that all maintain about the same if possible and avoid stops. There is a time limit fixed every night day before, and this is the only way that estimates the rate of speed. Running time for today was 7 hours 15 minutes.

## Roads Good and Bad

oads were like the weather today, from smooth level billiard board straightaways, to sandy hills, ts and curves. On the smooth he cars "beat it," making fifty n hour, but "took" the hills and d ruts at a slower pace. In some ne machines fairly plowed through ds, especially those that were in and had to encounter the holes the predecessors.

ars are parked on Church street lined there in a row. Police have their vigil, which will continue the start in the morning. Official reporters has been established in the Hotel

supper tonight the managers of  
~~erent teams got their drivers to~~  
~~n separate squads and instructed~~  
~~uch after the fashion of a football~~  
~~who gives his men pointers after~~  
~~half. The condition of the cars~~  
~~given expert attention and the~~  
~~stures "school days" have begun~~  
~~est.~~

varieties of *Clitellus* are also

Form	Number	Unit	Weight	Material
Form 1	1	1	1	1
Form 2	2	2	2	2
Form 3	3	3	3	3
Form 4	4	4	4	4
Form 5	5	5	5	5
Form 6	6	6	6	6
Form 7	7	7	7	7
Form 8	8	8	8	8
Form 9	9	9	9	9
Form 10	10	10	10	10

The Planning Agency Commission suggests the following points as items of priority for consideration, based on the findings made in the study work.

Detroit, Mich., July 11.—The Marmon cars are the only entrants which are going to try the grueling trip with them.

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All entrants agree that 'big sales' should result from the tour, as the middle West is recognized as the best buying territory of the day.

The gear box of the Chalmers-Dayton has been changed by placing the second shaft underneath the through draft instead of above it.

It is estimated that more than 2,000 gallons of gasoline will be consumed during the tour. The cars leave carrying about 10,000 gallons.

The Minneapolis Club has ordered 400 gold and enamel cap badges to give as souvenirs after the two days' merry making when that city is reached.

Joe Matson's cup, which he won at Crown-point in the Indiana Trophy race with his Chalmers-Detroit Bluebird, is on exhibition at the official headquarters.

The Maxwell entries have three point suspension, multiple disc clutch, thermosyphon cooling system, shaft drive, unit construction and metal bodies.

The McIntyre, from Auburn, Ind., is the only "high wheeler" in the tour. It has solid tires, offset cylinder-planetary transmission and double chain drive.

E Le Roy Pellittier, now of the Studebaker Company, gave a banquet last night at Lighthouse Inn for the seventy-five newspaper men who are on the tour.

George S. Wooley, manager of the Pontchartrain Hotel, where the official headquarters are established, has presented Chairman F. B. Hower with a large United States flag.

[illegible][illegible]

part northwest  
5 acre. Deceased  
Chandler & Tay  
Chamber West and  
12, 13, 20 and  
et al's sub.  
north side Wash  
Goldsendorf street  
Christ F. Muesing  
Trustee, part Se  
Warren Townshi  
P. C. C. & St  
to William N. G  
Sec. 12, Tp. 15,  
ship

Jerry Oppenheim  
helm, lot 93. J  
Washington str  
feet, improved.  
avenue, south o  
Oliver Hollowell  
lot 18, Merritt F  
feet, vacant, n  
street, east of T  
S. E. O'Leary to  
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feet, improved.  
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Carden et ux., lo  
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cant, north side  
Bond street

Alexander Hamill  
Schilling, interest  
ey's Mapleton a  
improved, east  
north of Thirty-e

Nellie M. Stone, to  
Leslie R. Toon to  
lot 58, Lockwood  
addition, 31x120  
side Lockwood st

sota street . . . . .  
William F. Walters  
lot 43, Long et al  
street addition, 4  
east side Bradle

Washington street  
Wilbur B. Allen  
Arthur H. Wille  
burn's -sub. 31x  
north side Wood.

Marion street  
Security Trust Co  
same, same  
Perry M Murphy  
lot 34 Marion  
East treatment

1900. 1899. 1898. 1897. 1896. 1895. 1894. 1893. 1892. 1891. 1890. 1889. 1888. 1887. 1886. 1885. 1884. 1883. 1882. 1881. 1880. 1879. 1878. 1877. 1876. 1875. 1874. 1873. 1872. 1871. 1870. 1869. 1868. 1867. 1866. 1865. 1864. 1863. 1862. 1861. 1860. 1859. 1858. 1857. 1856. 1855. 1854. 1853. 1852. 1851. 1850. 1849. 1848. 1847. 1846. 1845. 1844. 1843. 1842. 1841. 1840. 1839. 1838. 1837. 1836. 1835. 1834. 1833. 1832. 1831. 1830. 1829. 1828. 1827. 1826. 1825. 1824. 1823. 1822. 1821. 1820. 1819. 1818. 1817. 1816. 1815. 1814. 1813. 1812. 1811. 1810. 1809. 1808. 1807. 1806. 1805. 1804. 1803. 1802. 1801. 1800. 1799. 1798. 1797. 1796. 1795. 1794. 1793. 1792. 1791. 1790. 1789. 1788. 1787. 1786. 1785. 1784. 1783. 1782. 1781. 1780. 1779. 1778. 1777. 1776. 1775. 1774. 1773. 1772. 1771. 1770. 1769. 1768. 1767. 1766. 1765. 1764. 1763. 1762. 1761. 1760. 1759. 1758. 1757. 1756. 1755. 1754. 1753. 1752. 1751. 1750. 1749. 1748. 1747. 1746. 1745. 1744. 1743. 1742. 1741. 1740. 1739. 1738. 1737. 1736. 1735. 1734. 1733. 1732. 1731. 1730. 1729. 1728. 1727. 1726. 1725. 1724. 1723. 1722. 1721. 1720. 1719. 1718. 1717. 1716. 1715. 1714. 1713. 1712. 1711. 1710. 1709. 1708. 1707. 1706. 1705. 1704. 1703. 1702. 1701. 1700. 1699. 1698. 1697. 1696. 1695. 1694. 1693. 1692. 1691. 1690. 1689. 1688. 1687. 1686. 1685. 1684. 1683. 1682. 1681. 1680. 1679. 1678. 1677. 1676. 1675. 1674. 1673. 1672. 1671. 1670. 1669. 1668. 1667. 1666. 1665. 1664. 1663. 1662. 1661. 1660. 1659. 1658. 1657. 1656. 1655. 1654. 1653. 1652. 1651. 1650. 1649. 1648. 1647. 1646. 1645. 1644. 1643. 1642. 1641. 1640. 1639. 1638. 1637. 1636. 1635. 1634. 1633. 1632. 1631. 1630. 1629. 1628. 1627. 1626. 1625. 1624. 1623. 1622. 1621. 1620. 1619. 1618. 1617. 1616. 1615. 1614. 1613. 1612. 1611. 1610. 1609. 1608. 1607. 1606. 1605. 1604. 1603. 1602. 1601. 1600. 1599. 1598. 1597. 1596. 1595. 1594. 1593. 1592. 1591. 1590. 1589. 1588. 1587. 1586. 1585. 1584. 1583. 1582. 1581. 1580. 1579. 1578. 1577. 1576. 1575. 1574. 1573. 1572. 1571. 1570. 1569. 1568. 1567. 1566. 1565. 1564. 1563. 1562. 1561. 1560. 1559. 1558. 1557. 1556. 1555. 1554. 1553. 1552. 1551. 1550. 1549. 1548. 1547. 1546. 1545. 1544. 1543. 1542. 1541. 1540. 1539. 1538. 1537. 1536. 1535. 1534. 1533. 1532. 1531. 1530. 1529. 1528. 1527. 1526. 1525. 1524. 1523. 1522. 1521. 1520. 1519. 1518. 1517. 1516. 1515. 1514. 1513. 1512. 1511. 1510. 1509. 1508. 1507. 1506. 1505. 1504. 1503. 1502. 1501. 1500. 1499. 1498. 1497. 1496. 1495. 1494. 1493. 1492. 1491. 1490. 1489. 1488. 1487. 1486. 1485. 1484. 1483. 1482. 1481. 1480. 1479. 1478. 1477. 1476. 1475. 1474. 1473. 1472. 1471. 1470. 1469. 1468. 1467. 1466. 1465. 1464. 1463. 1462. 1461. 1460. 1459. 1458. 1457. 1456. 1455. 1454. 1453. 1452. 1451. 1450. 1449. 1448. 1447. 1446. 1445. 1444. 1443. 1442. 1441. 1440. 1439. 1438. 1437. 1436. 1435. 1434. 1433. 1432. 1431. 1430. 1429. 1428. 1427. 1426. 1425. 1424. 1423. 1422. 1421. 1420. 1419. 1418. 1417. 1416. 1415. 1414. 1413. 1412. 1411. 1410. 1409. 1408. 1407. 1406. 1405. 1404. 1403. 1402. 1401. 1400. 1399. 1398. 1397. 1396. 1395. 1394. 1393. 1392. 1391. 1390. 1389. 1388. 1387. 1386. 1385. 1384. 1383. 1382. 1381. 1380. 1379. 1378. 1377. 1376. 1375. 1374. 1373. 1372. 1371. 1370. 1369. 1368. 1367. 1366. 1365. 1364. 1363. 1362. 1361. 1360. 1359. 1358. 1357. 1356. 1355. 1354. 1353. 1352. 1351. 1350. 1349. 1348. 1347. 1346. 1345. 1344. 1343. 1342. 1341. 1340. 1339. 1338. 1337. 1336. 1335. 1334. 1333. 1332. 1331. 1330. 1329. 1328. 1327. 1326. 1325. 1324. 1323. 1322. 1321. 1320. 1319. 1318. 1317. 1316. 1315. 1314. 1313. 1312. 1311. 1310. 1309. 1308. 1307. 1306. 1305. 1304. 1303. 1302. 1301. 1300. 1299. 1298. 1297. 1296. 1295. 1294. 1293. 1292. 1291. 1290. 1289. 1288. 1287. 1286. 1285. 1284. 1283. 1282. 1281. 1280. 1279. 1278. 1277. 1276. 1275. 1274. 1273. 1272. 1271. 1270. 1269. 1268. 1267. 1266. 1265. 1264. 1263. 1262. 1261. 1260. 1259. 1258. 1257. 1256. 1255. 1254. 1253. 1252. 1251. 1250. 1249. 1248. 1247. 1246. 1245. 1244. 1243. 1242. 1241. 1240. 1239. 1238. 1237. 1236. 1235. 1234. 1233. 1232. 1231. 1230. 1229. 1228. 1227. 1226. 1225. 1224. 1223. 1222. 1221. 1220. 1219.

Party officials stop  
 Charles Brown to  
 Vending's with go  
 1984 Police, magazine  
 1984 and 1984

Progressive 29



[illegible]

lot 43, Long et al  
 street addition, 4  
 east side Bradle  
 Washington street  
 Wilbur B. Allen  
 Arthur H. Wille  
 burn's sub. 31  
 north side Wood  
 Harlan street  
 Security Trust Co  
 same, same  
 Perry M. Murphy  
 lot 36, Marion F  
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 street, west of C

Elmer Williams to  
lots 23 and 24,  
new addition, —  
east side Ashland  
Forty-eighth street  
Charles Brown to  
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Transfers 28:

~~Transfers, 28;~~