

DS INTERFERE WITH SCHEDULES

Service Between Kansas City and Chicago Practically Abar.doned.

S IN WEST ARE HIGH

continues to Fall in Spots, but Outlook is More Hopeful— Many Trains Detoured.

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INDIANAPOLIS CARS LEAD GLIDDEN TOUR

Army of Autoists Leaves De-troit for Fifteen-Day Jour-ney of 2,636 Miles.

HARD ROUTE IS SELECTED

Difficult Course for Sixth Annual En-durance Run is 1,000 Miles Longer Than Ever Before.

CARS AND DRIVERS IN SIXTH GLIDDEN TOUR

Glidden Trophy.
—Touring Cars—

No.	Car.	Driver.
1—	Premier	Webb Jay
2—	Premier	H. Hammond
3—	Chalmers-Detroit	Will Bolger
4—	Marmon	P. N. Wing
5—	Marmon	A. C. Marmon
6—	Maxwell	R. Gager
7—	Jewell	O. P. Barnhart
8—	Pierce-Arrow	F. S. Day
9—	Pierce-Arrow	W. F. Winchester
10—	Glide	A. Y. Bartholomew
11—	Thomas	Gus Busse
12—	Midland	H. O. Hayes
14—	White	H. M. Searles

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—Toy Tonneau Cars—

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Two latter roads were detouring
to St. Louis. Western trains were run-
at scheduled time. Local flood con-
ditions were at a standstill today, as
the Kansas river stood at twenty-three
feet above but .1 of an inch since yes-
terday. The Missouri river reading was
.1 which was .2 of an inch higher
at night.

Outlook More Hopeful.
The Kansas river reached a
crest of eighteen feet ten inches last
night but showed a fall of seven inches
today. The river at that point was at
a standstill today. Heavy rains fell dur-
ing the night between Manhattan and
Lawrence, Kas., in the Kansas river
valley. These rains will have a ten-
dency to cause slight rises along the river
in the next thirty-six hours. At
Lawrence, Kas., where the Marais des
Roches is running through the center of
the town, the river reached its crest last
night and fell six inches since midnight.

Benches Used for Beds.
W. J. Hurley, general manager of the
Topeka & Santa Fe railway,
is in Kansas City, directing the
effort of routing the trains along his line
today. "We hope to restore our dis-
turbance service by tomorrow. We
will send out a train this evening over
the direct route in an effort to get through
to Chicago." Many travelers from the
west spent the night in the waiting room
at the union station because it was im-
possible to continue their journeys east.
The station benches were utilized
for beds.

RAIN BEATS THE STORM.

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14	White	H. M. Searles

Detroit Trophy.
—Toy Tonneau Cars—

51	American Simplex	W. A. Wood
52	Chalmers-Detroit	Gene Bamb
53	Premier	H. O. Smith

Hower Trophy.
—Runabouts—

100	Moline	W. H. Vandervoort
101	Moline	J. A. Wickie
102	Moline	S. E. Gregory
103	Brush	F. A. Tankle
104	Brush	D. B. Huss
105	Chalmers-Detroit	John Machesky
106	Chalmers-Detroit	Frank Steinman
107	Maxwell	Charles Goldthwaite
108	Pierce-Arrow	J. S. Williams
110	McIntyre (buggy wheel)	Gale Stevens
111	Jewell	J. P. Shimp
112	Mason	Roy Snyder
114	Lexington	J. C. Moore

[By Carburator, Staff Correspondent The
Indianapolis News.]

DETROIT, July 12.—"Goodby and good
luck" was Detroit's parting salute today
to the army of Gliddenites. Like a fleet
of Uncle Sam's warships starting on a
cruise to some distant port the thirty-
one entrants in the sixth annual reliabil-
ity contest of the American Automobile
Association pulled away from Cadillac
square this morning on the first lap of a
2,636-mile journey over western roads.
Two confetti cars, the chairman's car
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ber of starters in the longest and most

In Kansas City, directing the routing the trains along his line. "We hope to restore our Chicago service by tomorrow. We had out a train this evening over the route in an effort to get through today." Many travelers from the city spent the night in the waiting room at the union station because it was impossible to continue their journeys east. The station benches were utilized.

RAIN BEATS THE STORM.

Engineer Sees Danger and Pulls Her Wide Open Just in Time.

CHICAGO, S. D., July 12.—One more death was reported today as a result of the tornado which swept over this territory Sunday afternoon, inflicting more than a score of persons and causing property losses of more than \$150,000. The fatality reported is that of John Smith, a hack driver at Big Stone lake, S. D., who, while driving near the lake, was struck by a flying missile and killed. A boy on the seat with him was hurled 150 feet into the lake but was un-

injured. The passenger train No. 1, on the St. Paul line, going west, pulled out of Big Stone lake minutes before the storm struck. The bluff engineer Starr saw the danger, and noticing that it was going to hit on full head of steam and ran the engine back, pulling out of the path of the storm.

STORMS IN ILLINOIS.

Pana and Pana Bear Brunt of Wind—Many Houses Wrecked.

CHICAGO, July 12.—Reports from sections of Illinois swept by a storm yesterday indicate that great damage was done and that several small towns were wrecked. The entire residence district of Xenia, Ill., was leveled, though the storm lasted less than a minute. The town was flooded by a cloudburst which followed the cyclone and hundreds of people are homeless. Heavy property damage was caused at Pana, where a number of residences were demolished and others damaged upon the prairie.

Minnesota Storm Kills Six.

ROSNVILLE, Minn., July 12.—Six men were killed and fifteen others injured, of whom four were fatally, by a tornado, which

luck" was Detroit's parting salute today to the army of Gliddenites. Like a fleet of Uncle Sam's warships starting on a cruise to some distant port the thirty-one entrants in the sixth annual reliability contest of the American Automobile Association pulled away from Cadillac square this morning on the first lap of a 2,636-mile journey over western roads. Two confetti cars, the chairman's car and three press cars brought the number of starters in the longest and most trying of all Glidden tours up to thirty-seven.

Before the main body of tourists was astrir this morning the two E-M-F confetti cars set out upon their task of blazing the way. The start of the tour, however, was made when the big Premier pace-maker, with Ray McNamara, of Indianapolis, at the wheel, carrying Chairman Hower and Secretary Ferguson, of the tour, and Charles J. Glidden, donor of the trophy, crossed the starter's line at 9:40 o'clock. At 10 o'clock the first contestant car, the Premier entry No. 1, was sent away, Webb Jay, of Chicago, being at the wheel. Ed Weller was his mechanic and John Orman observer. Harry Hammond, of Indianapolis, piloted Premier No. 2 across the starter's line one minute later. Robert Brown was his mechanic and Ed Rosenberg observer.

A Chalmers-Detroit entry, No. 3, was next to be sent away. Then came the two Marmons, of Indianapolis, No. 4 and No. 5, with Howard Marmon and Frank Wing as the pilots. The remaining cars were sent away at one minute intervals.

For half an hour the gun spoke until the last of the machines was sent speeding out of Michigan avenue toward Kalamazoo, where they will spend the night in the first "control" of the trip.

Not an accident marred the start. Every car was in perfect condition and every engine worked perfectly as the machines rolled out Michigan avenue, cheered by thousands of people who lined the street as far as the city limits.

H. O. Smith at the Wheel.

At the wheel of his entry, No. 53, H. O. Smith, president of the Premier Motorcar Company, of Indianapolis, will attempt to pull down the Detroit trophy, this being the cup to be presented by the city of Detroit to the winner in the toy tonneau class. The Premier is conceded to be one of the most likely contenders. Cliff Waltman was on this car as observer and Harry Weller as mechanic. Detroit's parting gift to the Gliddenites consisted of three thermos bottles placed in each car, each filled with wine.

Fifteen days of running, largely through new country and over roads which may