

GLIDDENITES BATTLE AGAINST IOWA ROADS

LEAVE FT. DODGE ON 185-MILE
RUN TO COUNCIL BLUFFS.

MINOR ACCIDENTS RECORDED

FT. DODGE, Ia., July 31.—No further penalizations were announced today when the Glidden cars started on the 185-mile journey to Council Bluffs. Despite the rather sticky condition of the roads the car drivers now expect to reach Nebraska without mishap. The long stretches of prairie road in Nebraska, however, are regarded with considerable apprehension by the tourists, especially the roads in the western part of that state. The running time today is nine hours and twenty minutes.

Yesterday's run from Mankato, Minn., to this city, while one of the shortest runs on the route, was one of the hardest on account of the heavy character of the soil. While the cars were jumped about considerably and their passengers badly shaken, notwithstanding the work of the King drags, the damage done as a result of the day's run was small. All but one car came through within the schedule. One of the drivers gave a good definition of the roads by saying they were divided into gumbo, jumbo and bumbo, the first representing the soil, the second the small culverts and bridges and the third the various ruts in the roads. Every place along the route was en fete for the occasion and every farm gate had its group and every crossroad



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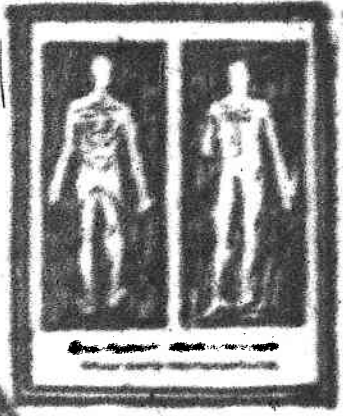
GLIDDENITES BATTLE AGAINST IOWA ROADS

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Only Two Real Penalties.

There were but two real penalties. Maxwell Car 107, Hower trophy, was penalized 1.6 for time taken in repairing water leak in first cylinder. The car driven by C. E. Goldthwaite, Midland car No. 12, was penalized .6 for repairing a fender. The car driven by E. O. Hayes, Chalmers-Detroit Bluebird No. 3, not reported in, and the car driven by William Bolger went into a ditch at Winnebago City, but is entitled to a credit instead of a penalty.

A couple with locked arms was in the street as the car rounded a corner, and but for the quick foresight of the driver in ditching his car a serious accident would have happened. E-M-F No. 97, pilot car driven by A. J. May, went down with a broken rear wheel the other side of Garden City, but quickly made the repairs.

George Smithson's Studebaker press car, which has been used for a large variety of official and semi-official purposes, is now being used as the pilot car. Smithson has crossed Iowa many times, and as a slight change of route is necessary to avoid a muddy road between this city and Council Bluffs, he was pressed into service as a scout.

E. L. Ferguson, of the Glidden tour, was injured when the Aeme official car ran over a culvert near Eagle Grove, Minn. Several small bones in the left hand were broken. He will continue on the trip, however, traveling on the special train of Pullmans which accompanies the tourists from here.

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