

**Gossip  
Along the  
Automobile Row**

Charles Pickens, president of Ak-Sar-Ben, received his '50' Stoddard-Dartton from J. J. Darrig last week. The new machine is a five-passenger and is equipped with electric lights and self-starter. It is of chocolate brown color with upholstery to match.

The Cole Motor company for the second time this season is completely cleaned out, not a single wheel being in evidence on any portion of the show room floor. The Cole factory has had such a demand for its products during the last twelve months that the dealers over the country have only been able to secure machines in small numbers. Manager Corkhill will leave soon for the factory, where he will try to make arrangements for a steady shipment.

E. H. Roth, representing the Delco Self-Starting company, was in the city last week visiting the dealers handling the Hudson, Cadillac and Cole cars. The Delco people have a force of men, of whom Mr. Roth is one, traveling over the entire country assisting the garages and branch houses in which the Delco self-starter and ignition system is used.

The Powell Supply company was visited by the following supply men last week: Fred W. Kohl, representing the Zinke company; James Turner of the Central Brass Fixture company, R. L. Wilkinson, the Klaxon horn man, and H. E. Hackenberg, treasurer of the National Carbon company. All made deals with the Powell people to handle their 1913 products.

The 1913 Ford model T is now being shown on the floor of the local branch and is creating considerable comment. With the decrease in price the Ford product has apparently increased in quality, several new ideas being brought out this year, chief among which is the new body, which is rounded in the rear, a style being adopted by many high priced cars of the country. The Jones speedometer, considered to be one of the foremost in its line, is being used this year, and an increased equipment consisting of top hood and jack form the principal improvements. The rounded body gives the Ford an exceptionally classy appearance and this fact alone should make the 1913 product a much better seller than the car of previous years.

The Nebraska Cartecar company delivered touring cars to the following last week: H. V. Dorland of Humboldt, Ia.; Marshall Owen, Hawley, Neb.; Antone Bucholz, Barada, Neb.; W. W. Moore, Central City, Neb.; Capitol Cartecar company of Lincoln, three; L. H. Moorehead, Barada; Logan Valley Land company, Oakland, Neb., and Frank Babet, Truman, Ia. Contracts were made with W. S. Schenk, Clarinda, Neb.; Ed A. Ayers, Fairbury; Leech & Parmeter, Creston, Neb.; Archer & Hipp, Colorado Springs, and O. W. Westle, Dewitt, Neb.

The E. R. Wilson Auto company delivered demitonneau Lexingtons to Elmer & Frey of Pender, J. W. Schlessinger of Yutan, Frank Paup of Kirkman, Ia.; H. C. Monahan and Aleck Spear of Omaha and William Chapell of Clifton, Ia. Contracts for Studebaker cars were made with Sweeney Bros. of Neola, Ia., and Holmes & Atkins of South Omaha.

The No. 3 Maxwell, which finished victorious in last year's Glidden tour, went through the present lakes-to-the-gulf tour with a perfect score, and upon its arrival at New Orleans received an ovation as the only machine that has ever completed the entire route of two Glidden tours with a perfect score. Describing the trip at a banquet given in his honor at New Orleans, Mr. Glidden spoke of it as the most successful of his career. He piloted the journey in a Maxwell 40.

The Studebaker contracting business is now rapidly drawing to a close, although there are a few desirable bits of territory still open. These, however, will probably be snapped up this week, and with the close of the week one of the most successful seasons in the opinion of the corporation's managers will be provided for. The contracts themselves show that for 1913 there will be an increase of at least 10 per cent in the number of cars to be manufactured than were turned out last year.

Clarke G. Powell writes the Powell Supply company from the east that his trip has started out very auspiciously with a renewal of distributing arrangements on Stewart speedometers. He reports the Stewart factory to be working at full capacity so as to be able to supply the inevitable demand for their product in the spring.

The annual meeting of the Studebaker branch managers will be held in Detroit about November 15. Manager L. A. Keller of the local house and E. R. Wilson, retail dealer, will represent Omaha at the gathering.

The new creation of the Maxwell factory, the 21 roadster, will arrive at the local house some time early this week along with a shipment of 30's. The 1913 Maxwell 30 roadster and touring car demonstrators are at present on the floor of the United Motor company and have been receiving a stream of admiring visitors every day since they put in their appearance. During the week 20 touring cars have been delivered to Stratton & Hanson of Wahoo, E. F. Lamb of Genoa and G. B. Miltan of Kearney.

For three consecutive years the Chicago reliability run has been won by Moine cars, including the run just finished. Both Moines entered finished with a perfect score and were awarded the Chicago Motor club trophies as well as the team trophies. The Chicago newspaper representatives claim this to be the severest test run ever made, and when it is considered that both cars were in perfect condition at the end of it, the pride taken by the Moine people in the achievement is more than excusable.

H. E. Sidles, general manager of the Nebraska Buick Auto company, spent last Thursday with Manager Huff of the Omaha branch, having brought over a Marquette Model 23 to be delivered in Iowa. Mr. Sidles reports having sold three of these high-grade cars during the last week.

The McIntyre Auto Company delivered a Big 50, seven-passenger Oakland to C. F. McGrew, president of the Live Stock National bank at South Omaha, last

# Marion



**Marion 37--A Five-Passenger Touring Car, \$1,475**  
30-40 horse power, 112-inch wheel base, 34x4 quick detachable demountable rims, motor bore and stroke 4x5 inches, selective sliding gear transmission, three speeds forward, center control. EQUIPMENT INCLUDES best quality mohair top, top boot, storm curtains, plate glass ventilating wind shield, Disc primer for starting, with gas tank, Warner speedometer, electric generator for five electric lights, storage battery, foot rest, robe rail, tools, tire kit, pump and jack. Lamps black enameled. Metal trimmings nickel plated.

**Marion 36--A "Bobcat" Roadster, \$1,350**  
30-40 horse power, 112-inch wheel base, 34x4 quick detachable, motor bore and stroke 4x5 inches, selective sliding gear transmission, three speeds forward. EQUIPMENT INCLUDES best quality mohair top, top boot, storm curtains, storm front, Disc primer for starting, with gas tank, Warner speedometer, tools, tire kit, pump and jack. Lamps black enameled.

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**A**N Automobile as nearly free from the weaknesses of existence as can be found in the Automobile world.

**A**N Automobile of 1913 so nearly like the older members of the Marion family of 1906 and every year since, that anyone readily recognizes the blood relationship.

**A**N Automobile not requiring numberless Model numbers to identify it when a part replacement is needed. The essentials of the 1906 cars are found in the product of the beautiful Marion Models of 1913. To the thoughtful buyer the above features furnish their own conclusions, i. e., that the owner of a Marion will have a good old automobile as well as a good new automobile.

**F**ROM year to year the price has been reduced and the car made better on its original lines, all accomplished by reason of no "skeleton in the closet" of their production plant--no calamity cave into which they had to dump the result of errors, adding the charge to the succeeding years' production.

**A** MARION owner of a 1906 car is as enthusiastic as a Marion owner of a 1912--each is equally satisfied--the best asset of any institution.

**A**N invitation is extended to everybody to visit us, get catalogues and examine the cars.

**T**O dealers some good territory open--our requirements are liberal on contracts.

Matchless Marion "48".  
 Comfortable and Complete "37".  
 Beautiful Bobcat--mile a minute Roadster.

**Marion Automobile Co., 2101-2103 Farnam Street, - - Omaha, Nebraska**  
**C. W. McDONALD, Manager**

week, and a five-passenger 406 to a purchaser at Villisca, Ia. Both parties upon the arrival of the machines immediately took the opportunity of testing their joy riding proclivities.

D. M. Beal, manager of the Moine Auto company, and Thomas Dunbar, representing the Drummond Motor company, returned Tuesday from an 850-mile trip through the state in a Moine 40. The two men went as far west as McCook and then down through the southern part of the state. Every imaginable kind of road was encountered during the voyage and despite this fact the entire trip was made without a single mishap. Several contracts and deals were closed for both firms.

"Wouldn't it be fine if all Omaha streets were as well lighted as Farnam and Sixteenth," said Manager Lindsey of the Velle Auto company in speaking of the new flaming arc lights which illuminate these thoroughfares. "With the new lamps, the dazzling headlights of the automobile are of little use, and for my part I think they are dangerous and should be turned off by drivers, when using these streets. With four or five pair of such lights shining in a pedestrian's eyes while crossing the street he is apt to become confused and walk into danger. For some time I have thought of proposing a city ordinance prohibiting autolists the use of these lights on Farnam and Sixteenth, and if I can gain the support of several other dealers I will put it before the commission."

The Nebraska-Buick Auto company made the following deliveries of 1913 Buick Models last week: Model 31 to Cozad & Wise, Villisca, Ia.; Model 31 to W. B. Elliott, Atlantic, Ia.; Model 31 to John Anderson, Corning, Ia.; Model 25 to H. M. Scott, Norfolk; Model 25 to C. R. Burgess, Holdrege; Model 25 to John Butler, Holdrege; Model 25 to Guy Romans & Co., Denison, Ia.; Model 49 to William Criss, Loup City, Ia.; Model 25 to George Menking, Kennard, Neb.; Model 25 to Brockelsby, Vail, Ia.; Model 31 to Linderman Bros., Palmer, Neb.; Model 31 to C. A. Lambert, Carus, Neb. These cars, together with the cars delivered from the Lincoln, Sioux City and Des Moines floors, make a total of seventy-two Buick cars delivered by the Nebraska-Buick company in the last seven days.

A. W. Wey of the Wayne Auto company of Wayne, Neb., was in the city last week and drove home in an Apperson 45.

W. E. Foshier of the Nebraska Cartecar company leaves for Denver early this week, where he goes to confer with H. R. Radford of the Colorado Cartecar company.

**Car of Much Service.**  
 There is a 1910 Kissel Kar '50' in the service of an Omaha livery that has traveled, in its three years of service more than 57,852 miles without a replacement until a week ago. At that time George W. Moore, the owner, wired for a differential pinion and took occasion to add: "For the best car in Omaha."

**Motor Trucks in Cuba.**  
 Cuba has been found a profitable field of endeavor by the Gramm Motor Truck company of Lima, O., and contracts were recently signed for the delivery of a half dozen cars to Havana.

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