

STATE AUTOISTS TO MEET

Annual Convention is to Be Held at Lincoln This Week.

FIFTY COUNTY DELEGATES

Legislation Favoring the Betterment of the Roads of the State Will Be Discussed—Lincoln Auto Club as Host.

The annual convention of the Nebraska State Automobile association will be held at the Lincoln hotel, Lincoln, November 19 and 20. Arrangements for the meeting are in charge of the Lincoln Automobile club and delegates will be present from more than fifty county associations throughout the state.

This meeting promises to be one of the most important yet held by the state association. The programs will include numerous interesting and attractive features. One of the principal matters to receive attention is that of new road laws for Nebraska. The legislative committee of this association had drafted a state highway commission bill which will be submitted to the delegates and when properly amended will be ready for introduction at the coming session of the legislature. It is likely that the state association will urge the adoption of such a law as is suggested by the national body and it will eventually be uniform with the laws of other states.

The Nebraska association is fast growing numerically and in strength. Evidence of the good work it is doing is found in all parts of the state. Since its organization hundreds of thousands of dollars worth of improvements have been made that otherwise would not have been made. Also four cross state automobile roads have been marked together with many miles of shorter roads.

Following is the program for the meeting:

Tuesday, November 19—Meeting called to order at 1 p. m. and report of officers read and referred to committee; 2:30 p. m., good roads meeting. Addresses by Mayor of City of Lincoln, Hon. Dan V. Stephens, congressman 7th district; Dr. H. E. Glatfelter, Central City; A. G. Batheider, New York; Ed J. Yetter, Denver, Colo.

Tuesday Evening—Banquet, compliments Lincoln Auto club. Speakers, governor, senators and congressmen. Wednesday, November 20—Business meeting at 9 a. m., conference of officers; 1 p. m., business meeting, election of officers; report of legislative committee; 2:30 p. m., discussion of legislative road action; speaker, C. O. Whelan.

Wednesday Evening—Orpheum theater party, compliments of the Lincoln Commercial club.

Traffic Rules Good For Green Driver

The green driver's best friend is the traffic policeman with his little book of rules.

E. R. Wilson, selling agent for the Studebaker and Lexington lines, made this statement recently, apropos of two bad smashups in Omaha which prompted a discussion of automobile traffic arrangements.

"If it were not for the carefully considered traffic rules," continued Mr. Wilson, "that are in force in all cities, there would be a great many more accidents. As a matter of fact, without them chaos would prevail and the green driver, enjoying his first experience in piloting a car through a crowded business street, would have little chance of keeping his machine intact. The traffic regulations are his salvation. Without them he would go blundering through, perhaps at excessive speed, and, getting into a pocket, would lose his head and probably the lamps off his car. With the rules he is kept in check and saved from himself.

"Once in awhile we are inclined to chafe over these traffic rules. An officer calls us down because in turning a corner two wheels touch the car track, as we have failed to keep within the prescribed distance. We get sore. But a little calm thought at once convinces us that these rules and regulations are right. In saving the green driver from the bumps in crowded traffic, they also protect the experienced driver, because the seasoned man is not so much afraid of what trouble he is going to drive into as he is of the trouble the green fellow is going to force him into. The man who is just learning to handle the wheel can be as destructive as the proverbial bull in a china shop and therefore I am thankful for that blue-coated man who stands so calmly and majestically at every crowded corner."

Loveliness of Skin and Hair



Preserved by Cuticura Soap

Assisted by an occasional use of Cuticura Ointment. No other emollients do so much for poor complexions, red, rough hands, dandruff, and dry, thin and falling hair.

Cuticura Soap and Ointment sold throughout the world. Liberal samples of each mailed free. Write for them. Address "Cuticura," Dept. 5F, Boston.

Gossip Along the Automobile Row

C. J. Corkhill of the Cole Motor company left for Kansas City Wednesday evening, where he goes to assist the Cole company of that community for several days. From there he will travel on south through Oklahoma and Texas, looking after the interests of the Cole. In Texas he is expected to close several large agencies for the coming year.

C. L. Gould, manager of the local Ford branch, went to Detroit Tuesday night for the purpose of discussing plans with the heads of the factory for the campaign in this territory during 1913. With the reduced price of the Ford all indications have been so far that this season will surpass greatly any other year in the history of this famous machine. Gould already has orders booking every car shipped to him for the next month or so.

Dick Stewart announces the arrival of the 1913 five-passenger Mitchell 40 demonstrator, and says if anyone cares to see the car of the year to drop in at his place of business. The new machine is truly beautiful, both in lines and equipment, and is attracting many passers-by into the Mitchell company's show room for a closer inspection of it.

Tom Bromwell of the local Cartier car company has just returned from Detroit, where he finished the most remarkable demonstration ever performed by a Cartier car. A machine pulling four lumber wagons for a distance of three blocks over rough, uneven cobblestones would be something of a sight, but the Cartier car not only did this, but carried them loaded, their combined weight reaching a total of 25,000 pounds. After this wonderful bit of work, which was witnessed by 1,000 people, the same machine climbed a flight of fourteen steps, each step being nine inches deep and fourteen inches across the surface.

From 1902 to 1912, one decade, and still performing efficient and satisfactory service, is the record of Locomobile engine No. 46. This engine, among the first of the two-cylinder type, was originally in a 1902 Locomobile, and after several years of very satisfactory service was removed to make way for the installation of a four-cylinder motor. This motor is now installed in a twenty-two-foot launch, owned by C. P. Clark of the San Pedro (Cal.) Boat club, and notwithstanding its long period of service, is giving excellent satisfaction. Mr. Clark stating that he is able to get from fifteen to twenty miles an hour out of his launch.

M. P. O'Conner, secretary of the Powell Supply company, states that November business has been surprisingly strong; thus far running considerably ahead of October sales. The Powell Supply company has extended its territory farther east into Iowa and has just added to its sales force N. B. Castillo of Blanchard, Ia., who will look after the southern part of his state.

Roy Clarke of Hot Springs, S. D., was in Omaha last week, driving his five-passenger Cartier car. Before leaving Omaha he had the tires of his machine filled with Essekay, with which preparation he was highly pleased. Mr. Clarke started for Hot Springs on his puncture-proof tires Thursday morning.

The Traynor Auto company, who have recently been appointed agents for the Abbott-Detroit line, received a carload of the seven-passenger, fifty-horsepower, 1912 cars early in the week and are showing the new addition to their stock with much enthusiasm. The car has a number of new details this year and is possessed with an electric self-starter guaranteed to do the work every time.

W. R. Wall and F. T. Parker of Florence arrived in Tampa, Fla., last Friday, completing a 2,114-mile trip from this city in a Lexington roadster, occupying but fourteen days in so doing. The machine came through the ordeal without a scratch and during the trip they encountered only one blowout and two punctures. The men enjoyed every moment of their time on the road and outside of being very tired at the end of their journey were none the worse for wear.

The W. L. Huffman Automobile company delivered Hupmobile touring cars to L. R. Kesterson, Superior, Neb.; John Shellford, West Side, Ia.; Elmer Rosenhauer, Early, Ia., and A. J. Martin, Thurman, Ia. Julie Althaus purchased another seven-passenger Abbott-Detroit 44 for his rent service business and George J. McDonald of Scott, Omaha, bought a five-passenger Abbott last week. Asa Terrill, formerly a large Ford dealer of Blockton, Ia., has contracted for the Hupmobile this year.

F. C. Morse, general sales manager of the Hudson Motor Car company of Detroit, Mich., spent Friday in Omaha as the guest of Guy L. Smith. In an interview Mr. Morse predicted that 1913 would be a banner year. He said that right now the Hudson plant was running twenty-four hours each day and the factory was still behind in deliveries. He stated that the entire output of the Hudson 1913 had been contracted for. As rapidly as the work can be carried on, the company is adding new buildings to the present factory. Mr. Morse said: "We are fighting hard to prevent a shortage of Hudson cars next spring, but my advice to those who want to be sure of deliveries is to place their order during the winter. By placing the order with the dealer now the purchaser can await spring with perfect assurance that his car is ready for delivery any time he wants it."

C. W. McDonald has just returned from a trip throughout the southern part of Nebraska, where he visited Marion agents. Mr. McDonald, as a republican, was on the lookout for disasters resulting from too much Wilson, but says he could not find any, and is probably just as well pleased. He was accompanied home by several prospects, who returned to their abodes plus Marion touring cars.

The E. R. Wilson Auto company sold a Lexington 40 to W. J. Moore of Tipton, Ia., last Tuesday, and also closed contracts during the week with T. A. Mitchell of Council Bluffs and Johnson & Clarke of Valley for the 1913 Studebaker line. Mr. Wilson returned Friday morning from a trip throughout the state and reports conditions very satisfactory.

E. Hamilton, sales manager of the Fed-

eral Rubber company, visited the Store supply house for a few days last week, discussing the selling policy and general business for Federal products this year. Phillip Ober, head of the service department of the Federal people, also spent several days with the Store company. Mr. Ober reports excellent service from Federal tires through the territory which he has just traversed.

Clark G. Powell writes his house from New York that he has closed up several big tire and oil propositions for the coming year. He has also visited with the directors of the big New York show and has secured many valuable ideas, which he intends duplicating in the local exhibition. Mr. Powell says the display of the metropolitan auto companies are going to be marveled at beauty this year. The plans outlined by several different companies, for unique and attractive arrangements, are marvels of ingenuity.

"Shipments of our 1913 cars reached the high water mark Thursday, October 31, when we completed and shipped ninety-one cars that day," says E. C. Howard, sales manager of the Cadillac Motor Car company. "During that week we shipped a total of 367 cars. These figures not only indicate an impressive volume of business that runs into big money, but they also show that the Cadillac plant has the problem of producing 1913 models well in hand."

The most talked of announcement in the automobile trade is that of the Studebaker corporation appearing in the Saturday Evening Post, chief among which is the heralding of a six-cylinder, six-passenger, electric lighted and electric started automobile selling for a price slightly over \$1,500. Their other models which are equipped with the electric system are said to be the lowest priced cars having these features.

C. L. Witte, vice president of the Fullerton State bank of Fullerton, Neb., was in Omaha last week and placed his order with Guy L. Smith for a six-cylinder seven-passenger Franklin touring car. The Smith company also closed an agency last week with John E. Peterson of Peris, Neb., for their line.

The Ford Motor company is considering a three-shift day is the report from the local house, not as an emergency step but as a regular operating problem. Industrial and labor circles will watch the experiment with the utmost interest. While not definitely decided upon, it is said that Henry Ford himself has given considerable thought to the matter, on the advantages gained in so increasing the output as to meet the growing demand for even more cars than has been turned out.

Gus Hollander of Schleswig, Ia., placed his order this week for a carload of the Mighty Michigan 40s. Mr. Hollander is building a new garage at Schleswig which will be one of the finest in that part of the country.

Blake & Lindeman of Central City, Neb., have advised the Michigan Automobile company, 1117 Farnam street, distributors of the Mighty Michigan, that

they are going to sell a number of the Michigan 40s out there yet this fall.

E. V. Abbott, sales manager of the Michigan Automobile company, 1117 Farnam street, was out in the states one day last week and secured contracts for fifteen cars. Mr. Abbott says it will be necessary for the factory at Kalamazoo to put on three eight-hour shifts and work night and day all through the winter in order to take care of the avalanche of orders that are flooding into the factory in every mail.

Al Hilder has moved from his Farnam location to 1907 Douglas. Here he has two large floors and has ordered new lathes, compression engines and welding outfit and will have one of the most complete shops in Nebraska for auto repairing.

Persistent Advertising is the Road to Big Returns.

WELCH HAS THIS TERRITORY FOR MICHIGAN MOTOR

Continuing its policy of surrounding itself with big men, the Michigan Motor Car company has added to its sales department E. A. Welch, one of the best known and most successful salesmen of the middle west.

Mr. Welch becomes sales manager of the Michigan Motor Car company for the middle and eastern states. His territory includes all the states east of a line from Chicago to New Orleans. While Mr. Welch will keep his residence in Kalamazoo, he will travel this entire territory, calling on the distributors and dealers of the Michigan Motor Car company, establishing and supervising agencies.

A cruel Mistake is to neglect a cold or cough. Dr. King's New Discovery cures them and may prevent consumption. 50c and \$1.00. For sale by Beaton Drug Co.—Advertisement.

Advertisement for Stevens-Duryea automobiles. Features include: 'Nearly a Quarter-Century of Leadership', 'New!', 'There is a new and wonderful pleasure, motoring in Model C-Six.', 'A wholly original type of spring reduces the usual repeated rebound to a single gentle dip.', 'Resting in perfect ease, you are free to enjoy the live, active power of the Stevens-Duryea.' Dealer: Hauser & Howes, 2102 Farnam St. Stevens-Duryea Company, Chicopee Falls, Mass. 'Pioneer Builders of American Sixes'. Model C-Six, Seven Passengers, \$4750.



Here Is the Car We've Promised You

FOR WEEKS you've been reading about the exceptional value of the 1913 Marion 37-A. You realize that you can not buy greater motor car worth than it represents—unless you pay several hundred dollars more. Read these details.

EQUIPMENT—Disco self-starter; Prest-O-Lite tank; dynamo electric lighting system, all lamps; Warner speedometer; Q. D. demountable rims, one extra; ventilating plate glass windshield; 80-hour storage battery; mohair top, hood, storm curtains; tire irons; concealed tool boxes; robe rail; foot rest; tools, pump, jack, tire kit. FINISH—Rich brewster green or deep wine color; metal trimmings nickel-plated; wood trimmings, mahogany; lamps, black enameled; fenders, hood, dust shields, baked enamel. BODY—Five passengers, big and roomy; graceful lines, flush sides; divided front seats; deep upholstering, hand-buffed leather; center control; all doors open toward front; deep cowl over dash; gasoline filler tube between front seats. MOTOR—Four cylinders, long stroke, cast in pairs; bore and stroke, 4 x 5 inches; horsepower, 30-40; large valve, valve springs enclosed; automatic carburetor, steering column adjustment; dual ignition, magneto and batteries; 3-point suspension; constant level oiling system (circulating). CHASSIS—Wheelbase, 112 inches; pressed steel frame; cone clutch, spring inserts; three forward speed transmission, selective type; shaft drive; front axle I-beam drop forging, rear axle double trussed; front springs semi-elliptic, rear 3/4-elliptic, imported steel; four double acting brakes, large and effective; strong steering gear; artillery wheels; 34 x 4-inch tires.

Features such as these establish the Marion 37-A as the most complete, stylish, silent and powerful car at anywhere near \$1,500. We'll be glad to show it to you—come in any time—or we'll send you an illustrated advance folder if you'll ask us.

Marion Automobile Co. C. W. McDonald, 2101 Farnam St.

Large advertisement for Firestone Non-Skid Tires. Features include: 'Firestone Non-Skid TIRES', 'Insure Against Mishap', 'Whether on slippery pavements, ice covered boulevards, or muddy roads, the angles, edges and hollows of the "Non-Skid" have a firm grip and prevent your car from skidding in any direction.', 'And back of the tread is the sturdy Firestone body of material and building strong enough to withstand any skid-preventing strain.', 'Increase Tire Mileage', 'Economize on Gasoline', 'Reduce Car Repair Bills', 'Give Greatest Riding Comfort', 'Cost Most to Build—Cost Least to Use', 'THE FIRESTONE TIRE AND RUBBER CO.', 'America's Largest Exclusive Tire and Rim Makers.', '2220 Farnam St., Omaha, Neb.', 'Home Office and Factory: Akron, O. Branches in All Large Cities.'

Advertisement for Ford automobiles. Features include: 'Ford THE UNIVERSAL CAR', 'If your purpose has Vanadium strength—and you go into the automobile question without prejudice and with a determination to make your dollars serve you to the best possible advantage—you'll come out with a Vanadium-built Ford.', 'Every third car a Ford—and every Ford user a Ford "booster." New prices—runabout \$525—touring car \$600—delivery car \$625—town car \$800—with all equipment, f. o. b. Detroit. Get particulars from Ford Motor Company, 1916 Harney St., Omaha, or direct from Detroit factory.'

Advertisement for The Omaha Bee's Directory of Automobiles and Accessories. Features include: 'THE OMAHA BEE'S DIRECTORY Of Automobiles and Accessories', 'Nebraska Buick Auto. Company Buick and Welch Cars..', 'VanBrunt Automobile Co. Overland and Popo-Hartford Council Bluffs Ia. Omaha, Neb.', 'JOHN DEERE PLOW COMPANY Salesroom—Cor. Tenth and Howard Sts. Omaha, Nebraska.', 'FRANKLIN PEERLESS HUDSON GUY L. SMITH 2205-2207 Farnam Street', 'Marion and Marmol Gas Cars, Ohio and Standard 2 1/2 and 4 cylinder Distributors for western Iowa and Nebraska. 2101-3 FARNAM ST.'