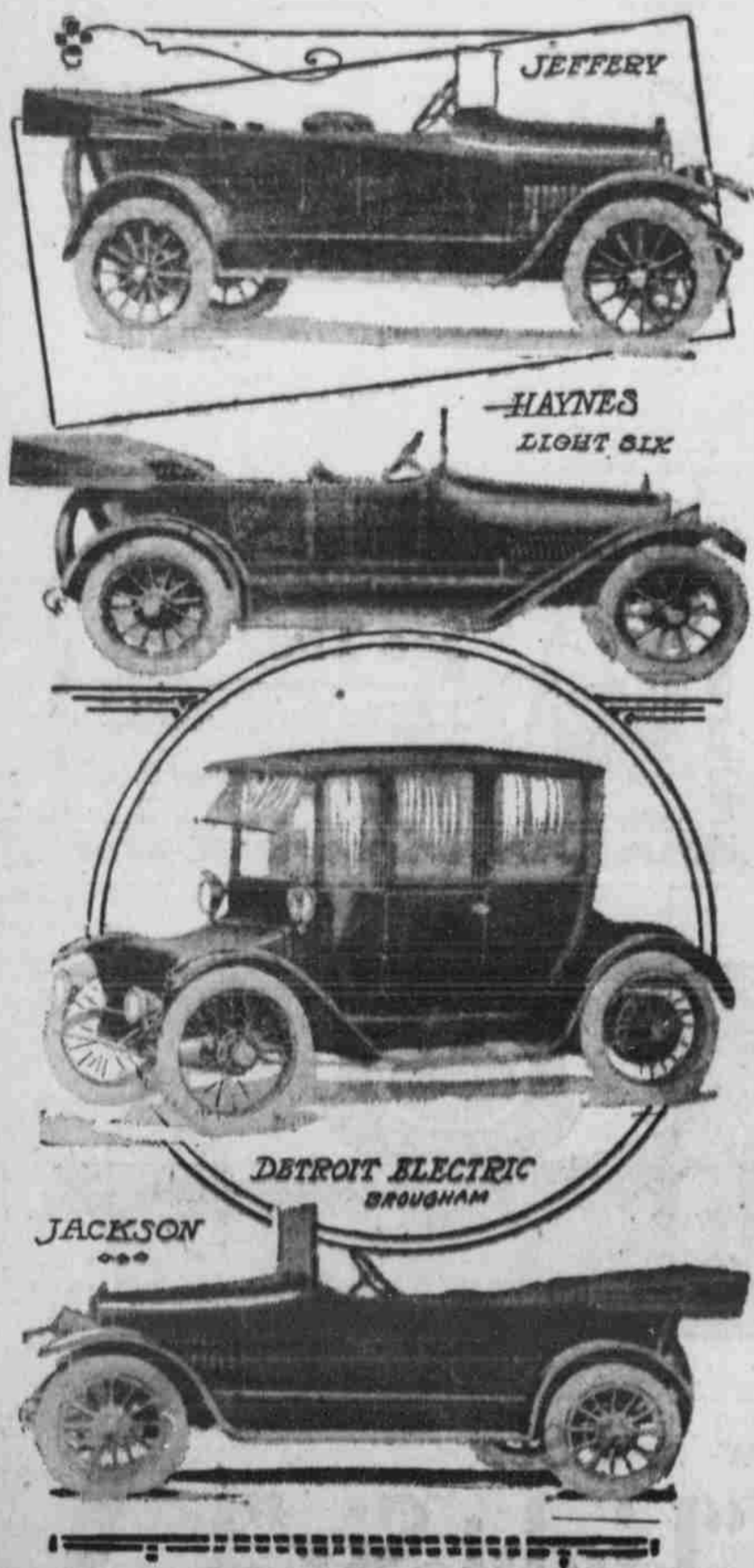


**You Could Pick Some Good Ones
Out of This Choice Selection**



**DRUMMOND CARS
CIRCLE THE GLOBE**

Autos Made in Omaha Being Sold in
New Zealand and Australia by
Local Firm.

IS BACKED BY A REPUTATION

Fame of the Drummond Motor company is spreading to foreign countries. At the present time this Omaha company, manufacturing the Drummond car in Omaha, is negotiating for shipments of their cars to New Zealand and South Australia.

The business of the Drummond's company was established in 1911 and was chiefly concerned with the manufacture of carriages and their repair at the outset. In the year 1912 the Drummond Carriage company was organized with a capital of \$5000, and a few years later, when the company embarked in the automobile business, the name was changed to the Drummond Motor company.

Since its inception it has conducted a profitable business and has gained a reputation for stability and fair dealing in all its transactions.

Backed by Good Reputation.

In placing the Drummond car upon the market, the Drummond Motor company has placed back of their product their enviable reputation and the officers and directors realizing that they could not afford to let a car go out from the factory that was not perfect in all its details, spared no expense in the perfection of the Drummond car.

The Drummond Motor company has been engaged in the sale and distribution of cars for many years and it is only within a few months that they de-

termined to cancel all their agencies and introduce the Drummond car.

The Drummond is an automobile combining style, comfort, power and economy of operation at a low price, within reach of every man who can afford an automobile.

Skilled workmen only are employed by the Drummond company and the employees of each department take pride in the manufacture and assembling of the company's product.

The stability of the company and the fact that for many years they have engaged in manufacture and repair of high class vehicles without a dissatisfied customer, so far as they know, is the public's assurance that the Drummond company is not of the "mushroom" variety, but will remain in business to give Drummond owners the service to which they are entitled.

This company has just delivered its first commercial truck, which went to Mrs. Eros, general store at Blair, Neb. The commercial truck has the same chassis as the touring car, a capacity of 1,000 pounds, and is 35 horse-power.

The Drummond touring car and Drummond roadster are both cars that "speak for themselves." They must be seen, ridden in or driven to be appreciated. They will occupy a prominent booth at the Auto Show.

She Proposed by Mail.

Mrs. Anna Marcus, 40 years old, of Cincinnati, and Victor Schadd, 34 years old, of Oakland, Cal., were married at Lexington, Ky., by County Judge Frank A. Buleck.

The bride admitted that she had proposed by mail to Schadd, who is said to be wealthy. She was booked as the first leap year bride in this section. No fee is charged by County Clerk Theodore Lewis for marriage licenses issued to leap year brides, and County Judge Buleck has agreed to marry all such without cost.

Mr. and Mrs. Schadd are to reside in California. They came to Lexington to be married because Mrs. Marcus was born in Montgomery county and "dearly loves Kentucky," she said.—Cincinnati Enquirer.

**Dahlman Tells How He Was
Not Kicked Off the Reservation**

Colonel Bingham, the new quartermaster of the Department of the Missouri, during the week expressed a desire to meet Mayor Dahlman again. The colonel related that when he was stationed at Fort Robinson in the years gone by Mr. Dahlman was furnishing beef to the post under a government contract.

"I remember that Mr. Dahlman on several occasions gave me some choice cuts of beef and I have not forgotten it," remarked the quartermaster.

This incident put the mayor in a reminiscent mood.

"Yes, I remember furnishing beef to the men at Fort Robinson. I was living at Chadron then," said the mayor with a smile.


"Why the smile?" was asked his honor. "I was thinking of the time I was nearly sent off of the reservation on orders of the general, who later was killed when his horses ran away," began the mayor. "I had my slaughter house on the reservation. On a certain occasion the general was entertaining company and the cook prepared a large steak. The steak was brought on and the general wanted to do the honors of cutting and serving the meat. At first he viewed the expansive platter with astonishment and then looked at the expectant guests. He proceeded to draw the knife across the steak, but the meat was

tough, the knife slipped and the platter and steak fell on the floor.

"The next morning I met the officer of the day on the fort grounds and was told of the beefsteak incident; that the general had ordered his men to move my slaughter house off the reservation at once and that I was in bad. I went at once to the general's quarters and was admitted. I believed I could not make matters any worse, so thought I would take a gambler's chance at pacifying the general. The general told me of the steak and of his orders to have me removed from the reservation at once.

"General, I just want a white man's chance to explain myself. I was up at Chadron and it may have been that my man killed a bull and you got some of that meat. I instructed him to kill only the best beef. You can see the class of stock I have in the corral," I pleaded.

"The general yielded a little and agreed to give me a week in which to get out. I had considerable money tied up in the business and it meant much to lose that government contract. Toward the close of the week's grace I met the general again and found him more mild. I expressed a desire to see his fine horses and that reached a responsive chord. He told me that the meat being furnished had improved and added that I need not leave the reservation. Later we were good friends."




Right in Price.


Right in Construction.

Right in Symetry.


Right in Silver Creek.




C. A. Piper
Shenandoah, Ia.




E. S. Kamiski
Silver Creek, Neb.



It does not cost you anything to have a **Saxon** demonstration and very little afterward, because the **Saxon** price is right and the cost of maintenance very low.



J. W. Cappis
Blair, Neb.



Monroe Auto Co.
Monroe, Neb.




Every **Saxon** sale adds a complete neighborhood to our sales force.



Melvin Madsen
Neola, Ia.




S. V. Parrott
Albion, Neb.



Every **Saxon** sale adds a complete neighborhood to our sales force.

J. C. Sievers, Primrose, Neb.



HALL & PECK,
Central City, Neb.

A. W. KLUG,
Pierce, Neb.

A. H. McMULLIN,
Honey Creek, Ia.

Both Will Be

One--

is the "Six" men have ong sought. A "Six" that in beauty, power, speed, acceleration, strength and economy approximates the records of the newly designed multi-cylinder, high-priced cars—yet sells at a low price. See the Saxon "Six" at \$785 at the Saxon Exhibit.

Saxon "Six," \$785

In the Saxon "Six" you get a lightness—a luxury—a comfort—a beauty—a smoothness—a silence—a flexibility—a power—that makes the costly quality cars of a short time since seem crude indeed.

Saxon high speed motor design—gets more power with less gas than men used to get out of bigger motors. Today in your touring car, of course, you want a "six." No lesser motor can give you the same even pull, smoothness, quiet power and flexibility. Except for starting the car, gear shifting is practically unknown to Saxon "Six" owners.

The yacht-line body of the Saxon "Six" exemplifies the latest motor car fashion. Saxon "Six" is a big car for five people. Plenty of room in driving compartment and tonneau. Long resilient cantilever springs assure riding comfort.

If you seek speed—Saxon "Six" has it. Recently a stock model covered 490 miles from Los Angeles to San Francisco in 13½ hours, beating the "Lark"—the Southern Pacific's fastest train—by 15 minutes.

If you seek power—Saxon "Six" has it. Saxon "Six" levels hills everywhere. This car is absolutely phenomenal in its power and flexibility, and we will welcome any test you care to invite. We are perfectly

confident that Saxon "Six" for power, speed, flexibility, acceleration, hill climbing, quietness, smoothness, coolness and comfort will out-perform any car in its price class. Ask to be shown.

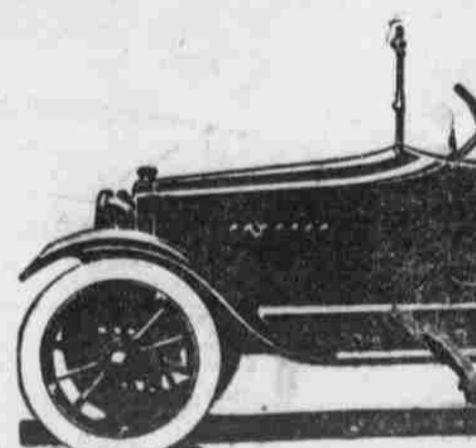
If you seek economy—Saxon "Six" has it. Only a comparatively short time ago 105 Saxon "Sixes" were driven by dealers from Detroit to their home towns. The total mileage covered was 26,360; the average distance driven, 252 miles. Over heavy, muddy roads these cars averaged twenty-one miles per gallon of gasoline—some making as high as twenty-six and two-thirds miles per gallon. Oil consumption averaged 152¼ miles per quart.


If you seek a proved car—real "Six" suc-

Noyes-Killy M

2066-68 Farnam Street.

DEALERS—We have an especially attractive proposition for you if you are in





Don't wait for that price reduction.

It won't come for many months, not until the material market has recovered from the terrific strain caused by the European war.

Show me a man who doesn't know about the **Saxon** and I will show you one who doesn't keep up with the times.

H. C. Beerline
Papillion, Neb.



It does not cost you anything to have a **Saxon** demonstration and very little afterward, because the **Saxon** price is right and the cost of maintenance very low.

Every **Saxon** sale adds a complete neighborhood to our sales force.

Eby & Stewart
Atkinsen, Neb.

Wiese Bro
Hancock, Ia.