

AUTOBIOGRAPHY OF AN AUTO

Ford Model T Tells of His Birth and His Trip to Omaha.

IS AT HOME FROM THE START

Experience is Recounted from the Time He Leaves the Factory Until He Begins His Life's Work.

I am a Ford Model T. I shall go back to the day when the inspector in the mammoth factory on Woodward avenue, Detroit, said "O. K." after I was assembled, or, as I would call it, born. And how well I remember it! It was in April, the 1st to be precise, and from the rumors I overheard in the assembling plant I learned there was many another car born that same day.

The demand for cars was much greater than could be met, the warm spring days suggesting to every man the enjoyment to be received through the ownership of an automobile. So I was not left waiting long in the shipping department. A force of men hurried me into a freight car, a ticket was tied to me giving my destination, which I afterwards learned was Omaha, Neb., and with many other cars I was whirled along for several days and nights before I was unloaded and driven through the streets of the Gate City into a handsome building.

Perfectly at Home.

And, as you know, I felt at home right away, even before I entered the large room where I found a dozen sister cars awaiting me; for on the outside of the building I saw a familiar sight, the last one I saw in Detroit and one of the first to greet me in Omaha. It was a sign reading "Ford Motor Company." The same careful attention was given me here that I had received in Detroit. As soon as I passed through the big open door a man took me in charge, rubbed me down, shined all my brasswork and wheeled me into a much finer room which, at the time, I supposed was to be my permanent home.

Here I had a prominent position before a large plate glass window, with a view up and down two streets. Men, women and children, singly, in pairs and in groups, stopped to admire me, but modestly forbids my repeating the complimentary remarks they made about me. I am afraid I was responsible for a good deal of covetousness. How I did enjoy the time I spent before that window! Every minute the scene changed. Night or day, I was never neglected. If I had stayed there much longer I am sure I should have grown conceited.

Receives Warm Praise.

All the attention I received was not from the passersby. Indeed, the warmest praise has come from persons who came into the room and examined me closely, handled me, sat in the seats and asked questions of young men whom I learned were called salesmen.

Before I had time to tire of this life or to wish for a spin through the streets, I heard a man say, "All right, Mr. —, I'll take it and drive it home." Then they went into an inner room and before I could realize what it was all about the stranger took a seat at the wheel, another man turned the crank and away I went through the doorway I had entered only three days before.

At the time I supposed I was being taken out for exercise, but I never again saw the inside of that handsome building that was my first home in Omaha. I often pass it by, but never without a glance at the corner window that once brought me so much admiration. There I

Old Times Recalled



BURT POTTER ON AN ANTEDILUVIAN BICYCLE A FEATURE OF THE AK-SAR-BEN CIRCUS ALL SUMMER LONG.

One of the features of the "surkus" at Ak-Sar-Ben Den all summer was the race of a sprinter against Burt Potter, mounted on an old-time high wheel. It recalled to many that the Den was built to accommodate racing on the antediluvian bicycles; that many sensational

performances were pulled off out there and that many racers whose names are known wherever the bicycle has been heard of took part in the contests. It also serves to illustrate to the owners of autos the long road over which the human race has traveled in its search for perfection in means of transportation.

usually see another car in just the position I occupied. It also must be a Model T, for on the window I always see "Ford Motor Company."

EQUIP CADILLACS WITH WIRELESS FOR TOUR

Entry of two cars equipped with wireless telegraph instruments is promised by the Northwestern Military and Naval academy of Lake Geneva Wis., for the "around Lake Michigan" reliability run of the Chicago Motor club. This will inject into the contest a feature that is really unique. The cars will be the same Cadillacs which the cadets drove in the 1910 Glidden tour.

The announcement was made to Chairman Root of the contest committee of the Motor club by Colonel R. P. Davidson, superintendent in charge of the academy,

who is not only greatly interested in this rough and ready tour, but has always been impressed with the possibilities of the automobile in war when supplied with wireless guns and other equipment for field work. It will be impossible for the students to man the cars because school is in session now, but Colonel Davidson purposes to get graduates to go on the trip.

"My idea," he writes, "would be to send the cars as escorts, or as aids to the officials, or in any other way that would be valuable to the promoters."

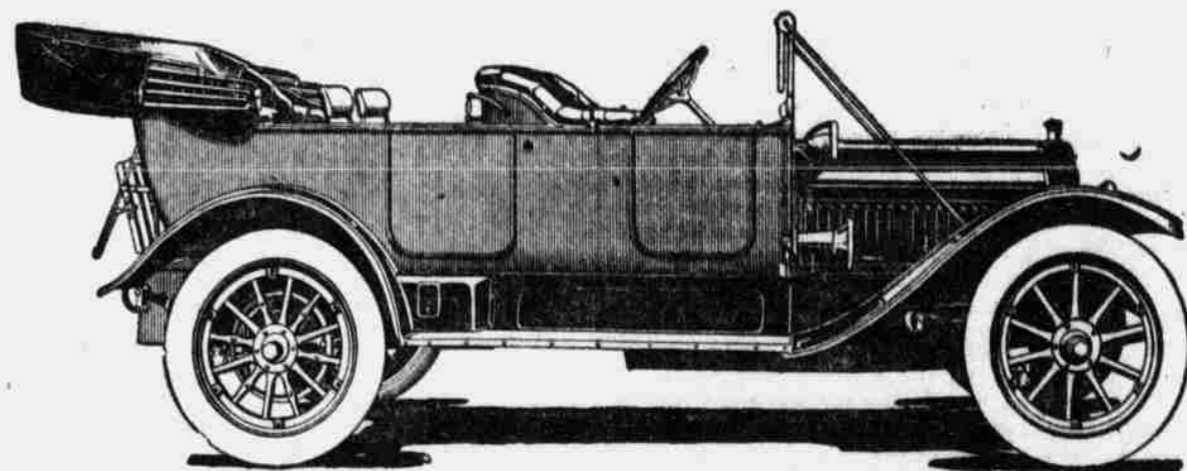
1913 Mitchell Auto Arrives.

The 1913 six-cylinder Mitchell sample car was at the Mitchell Motor company Friday. The 1913 car is electric lighted and has an electric self-starter equipped with two dynamos. Exhibit orders will be taken from the sample cars with deliveries promised as early as October 15.

WHITE CARS

have moved to a new location--in the Old Drummond Building

An advance catalogue of new models is also ready for you, and some of them are being shown to Ak-Sar-Ben visitors in the new salesroom.....



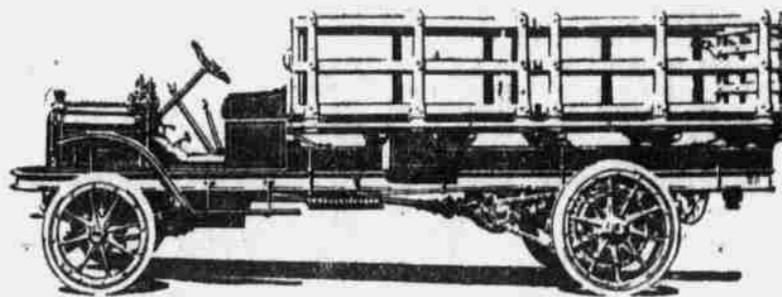
This beautiful self-starting 6-cylinder 60-H. P. 7-passenger model is here.

Also the 4-cylinder 40-H. P. 5 or 7 passenger. Both have electric self-starting and lighting systems.

Simplicity marks every new feature shown in White models.

All working parts are enclosed, running in oil. Carburetor is without adjustments of any kind. The ignition is perfect. (White motors never miss an explosion.) Four speed transmission, ball bearings, throughout and easily adjustable brakes that hold are among exclusive White features.

White Trucks Are Economical



Every merchant should see the White Trucks. Made in four sizes to suit every business requirement—3-4, 1 1-2, 3 and 5-ton capacity.

White Trucks are not made-over touring cars, but each size is designed and built to carry its load at the least possible expense.

Remember the New Location

On Eighteenth Street Between Farnam and Harney

H. PELTON 314-16-18 South 18th St. Phone - - - Douglas 3301.

Lincoln Representative, Mockett Auto Co.

1913 **"Stoddard-Dayton"** 1913

STODDARD-DAYTON AUTOMOBILES for 1913 will be known chiefly for their luxury, beauty and comfort. Four models, embodying refinements developed through nine years of successful production, are presented.

They follow in general design, beauty of finish, completeness and excellence, those features which have always guaranteed to Stoddard-Dayton owners cars as durable, capable and satisfying as can be built. The Stoddard-Dayton "Knight," the only six-cylinder car built in America with the Silent Knight motor, the Stoddard-Dayton "48," "38" and "30" give a range in size, power and price which accommodates all desires.

We know that 1913 Stoddard-Daytons offer extraordinary values in strictly quality cars, and that the distinct pride of ownership enjoyed by those who have driven Stoddard-Dayton cars will continue with increased measure. We are able to make deliveries of touring car and roadster models at once.

No other cars at the price have the size, style and luxury of the Stoddard-Dayton

Stoddard-Dayton "48"—\$2,800

The "48" has no competitor, with an established place in Motordom, at nearly its price. It is one of the models which have built the enviable reputation of Stoddard-Dayton cars — which demonstrated that it is unnecessary to pay more than \$2,800 for a car of real quality.

The "48" is built for comfort, beauty and serviceability — its body is roomy, its lines graceful and modern. Deep upholstery, long wheelbase and springs, powerful and quiet motor, are features to which Stoddard-Dayton "48" owners point with pride and admiration.

Stoddard-Dayton "38"—\$1,850

A large, powerful, quiet car, of a renowned family, at a moderate price. Five passenger touring car; four cylinder, long stroke motor, cast en bloc, 38 h. p.; wheelbase 114 inches; tires 36x4; Q. D. demountable rims; selective transmission; gas head lamps and tank, oil side and rear lamps; mohair top and boot, storm curtains; windshield; jack, tools; color choices. Compartment Roadster \$1,750; Coupe, inside drive, \$2,350; Limousine or Landaulet \$2,750.

Stoddard-Dayton "30"—\$1,440

A "smaller" Stoddard-Dayton with the lines, appearance and careful finish of the larger cars. Five passenger touring car, four-cylinder, long stroke motor, cast en bloc, 30 h. p.; wheelbase 112 inches; tires 34x4; Q. D. rims; selective transmission; gas head lamps and tank, oil side and rear lamps; all metal trimmings nickel plated; mohair top and boot, storm curtains; jack, tools; color choices. Compartment Roadster \$1,350.

Deright Automobile Co.

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