Work of Third Quarter Closes Saturday with Brief Program.

CHARTER IS URGED President Father Mageveny Tells

the Students that First of All They Must Develop Sufficient Character. The work of the third quarter at the

Creighton college of Arts was brought The arts department students will not reto a close Saturday morning when the celve their diplomas until late in June. works made by the students during this

resident Mageviny spoke to the audents upon the necessity of personal industry as an all important factor in the gradient and college initiated several new men doing much to an Your professors can aid them an interestably the design much to an Your professors can all them and materially in the art of the gradient can be also as a series of the control of the gradient of the gradi President Magevny spoke to the students | city Monday.

thy, William McCauley, John Mannion. Second High A-Highest honors, Daniel Dorsey; first honors, Francis Tobin, John Kennebeck, Francis Byford, Joseph Mc-Sharry second honors, John Harrington, Francis Monty, Lee O'Connell.

Second, High B-Highest honors, Vinent Burkhard; first honors, Francis Mc-Henry Mergen, James Dugher; second nones, Adolph Smith, Bernard Hosko-

First High A-Highest honors, Lafay-Kastner, Clifford Mullen, Joseph Has-Winn, Lyle Doran, William Adams,

McCreary, Leo Roach.

O'Connell; first honors, Thomas Tobin; Plott, Leo Dunn, Francis McCartney, Jo-

Frank; second honors, Arthur Goodall, hope this campaign will be a success. Harry Haverly, Francis Neal, Anselm

SIR HORACE PLUNKETT SELLS LANGE HOTEL PROPERTY

The Large hotel, Thirteenth and Howard streets, owned by Sir Horace Plunthe purchaser

National bank, bought two lots in Home- werk, site addition, south of South Omaha. He

property from the Columbian Investment com-

CHRIS'. Arthur Mullen, the attorney, paid \$12,too for a residence at the southeast corner of Thirty-sixth and Burt streets and soon will move into it as his home. The place was owned by L. Gibson.

MARCH FIRST SETTLEMENT DAY FOR FARM LOANS

March 1 is known as settlement day in cal estate and trust company circles and

costate is estimated to amiconthan \$1,600,00.

March 1 has come to be known as clearng day for farm loans. It is the day when the farmers gather at the county seats and negotiate with the banks and rust companies on loans on their prop-Many farmers are in Omaha on business and also are buying and illing lands and paying off and taking on mortgages. One Omaha trust comolved \$50,000 in farm loans, Another estimated its business at \$100,000.

CREIGHTON AWARDS HONORS Creighton Students Are Active in All the Departments

The Delta Sigma Delta fraternity of the Creighton Dental college will give a box party at the Orpheum theater next Real Estate Exchange's Banquet at Thursday evening.

Examination will begin in the professional departments early next month The professional colleges will hold their commencement exercises on April 36. Messrs. Harley Moorhead, J. W. Woodperiod were announced in the university rough, J. A. C. Kennedy and H. S. Danauditorium by Dean F. X. McMenamy, B. | lels, all members of the faculty of the The announcement Tollewed a brief law department and of the staff of Govprogram by the students and the orches- ernor Morehead, left Friday for Washington, where they will take part in the At the conclusion of the exercises, inaugural ceremonies to be held in that

upon the necessity of personal industry | The Phi Beta Phi fraternity of the med-

invitations have been extended to all in-

HOSPITAL ASSOCIATION HAS BUTTON DAY TUESDAY

March 4 is to be button day for the Manus, William Remmel, Marshal O'Neil, Wise Memorial Hospital association, when buttons will be sold on the principal corners of Omaha as a means of raising funds for the hospital. These will be sold by young girls who will be chaperoned ette Gilmore; first honors, Edward Cro- by a committee of women of the assofool. Philip Cogley, Frank Delehanty, ciation. These buttons contain the pic-Wadleigh Barton; second honors, Ralph ture of Woodrow Wilson, with flags and emblems and the inscription, "Our New ford, Francis Burkhard, Harry Barr, President." This is in connection with lames Lovely. Anthony Thornton, James the big charity ball to be held at the First High B-Highest honors, Ralph funds so the hospital may increase its Wilson; first honors, Percy Bell, Victor charity work. While it does a large Alvey, Gerald McCreary, Robert Morton, amount of charity work each month and Joseph Narejko, George Boland, George is absolutely nonsectarian, it is hoped to Wulff; second honors, Clemence Nacke, increase this work. Many of the patients Thomas Maher, Clarence Wagner, Leo are nonsectarian as well as Jewish. Funds are also needed to renovate the hospital First High C-Highest honors, Francis and to furnish the new Brandels Memorial home for nurses given by A. D. second honors, James Clayton, Henry Brandels and Mrs. H. H. Brandels in for the youngsters. memory of Emil and Hugo Brandels. The community has responded nicely in the First High D-Highest honors, William way of buying tickets and the promoters

COMMERCE SCHOOL PUPILS LEARN OF OMAHA INDUSTRIES

The Junior Commercial club of the Omaha High School of Commerce is taking up the study of parliamentary practice under the instruction of Mr. H. C. kett, was sold for \$21,000. Abraham, Joy. one of the faculty. The first install-Kreeful, proprietor of a second-hand ment of this series of instruction took WOMEN'S CHORUS TO SING. store at 508 South Thirteenth street, was place Friday afternoon. It is thought that this work will prove beneficial to John C. Flack, president of the City the members in present and future club

The "Know Omaha" classes went or paid \$1,000 to John L. McCague for the another excursion trip Friday. They visited the Alamito Sanitary Dairy com-Arthur Mets entered the real estate pany and the David Cole creamery, where market. He bought a lot in West Omaha they were very courteously treated. The pupils were initiated into the mysteries of butter making and milk pasteurizing and were refreshed with cream and varlous dalry products.

> A special feature of the second issue of the "Commerce," the school paper, which is just out, is the "Know Omaha" page. It gives the pupils a splendid opportunity to become acquainted with the high standing of Omaha and its excellent opportunities for even greater prosperity.

"LD WAVE IS ON ITS WAY TO THIS VICINITY

, he cold wave flag is out at the weather bureau and the predictions are a fail of twenty-four degrees within the next twenty-four hours. This means weather below zero and is likely to last for a couple of days.

Auburn Saloon Keeper Dead. Reduce Gasoline Bills Ab C. Chambers, a saloon keeper here died at his home yesterday morning of how. I have reduced my gasoline alcoholic poisoning. Mr. Chambers was bills 25 to 40 per cent pany estimated its business Saturday in- about 40 years of age and was a member of the firm of Hauchkolb & Chambers

TIMELY REAL ESTATE GOSSIP Deal Consummated During Week

Showing Douglas Street Values. GET TOGETHER TO LAUGH

University Club Friday Night Proves to Be Quite a

Success.

For the first time in many months Omaha real estate men have gathered around the dining board not to indulge in argument. This was Friday night at the University club when the exchange held its annual Canquet. Wit and humor jokes and badinage made up the evening. Many laughable speeches were delivered, most of them of a type similar to the following one by Harry Wolf. He happened to have a copy written, and a part of it is here given:

Sophomore Class—Highest honors, Ray-mond Traynor, first honors, Isoseph Svoboda, Raymond O'Donnell, Louis Bruckuer, Leo Cusack; second honors, Maurice
Howard John Grady, Emery Planck, John
Albers.
Freshman Class—Highest honors, Emil
Svoboda; first honors, John Cordes; second honors, Arthur O'Rourke, Waiter
Coakley, Max Block, Nicholas Stehly,
Iames Murphy, Thomas O'Toole, Michael
Stehly.

THE HIGH SCHOOL
Fourth High B—Highest honors, John
Broman; first honors, Edward Svobodd, Charles Kanne; second honors,
Marillian Svoboda, Charles Kanne; second honors,
Fourth High B—Highest honors, Norman Bourke; first honors, Edward Svobodd, Charles Kanne; second honors,
Fhilip Daly, Paul McGuire, Leale Williams, Henry Bonkart, Leo Pfaff.
Third High A—Highest honors, William
Kelley; first honors, William McDonald;
StehlyStehly William Svoboda, Joseph
Stehly Virgil McKinstry, Elmer Barr,
Daniel Reifenrath.
Third High B—Highest honors, Charles
Rongardt; first honors, Francis Shaw,
Thomas Mostyn, Edwin Hallahan, John
Thomas Most

Douglas Street Deal.

One of the big real estate deals of the last week was the sale of the Calumet restaurant property at 1411 Douglas street for \$68,000, purchased by Charles Grotte, cousin of Dick Grotte, city purchasing agent, from James Neville. The property will remain unchanged, at least for the present, and be operated as a

The restaurant fronts forty-four feet or Douglas street, making the sale price over \$1,500 a foot. It is said the value of the property was greatly enhanced because of the lease held by the Calumet which keeps up the repairs on the building. The lease has about three years yet to run and probably will be renewed Auditorium March 25. The idea is to raise as the restaurant is one of the best paying businesses of its kind in Omaha.

To Build Hebrew Home.

Announcement was made a few days ago of the purchase of a lot at Twentieth and Davenport streets by the Daughters of Israel Aid society on which they will build a home for aged Jews and on part of the tract will be installed a bath house The property was bought by S. Ravitz

for \$9,000 and turned over to the aid society at the same price, M. Tatel acting as agent. The lot is 80x146 feet and is occupied now by a large residence which will be torn down. It is intended to have the bath houses ready for use by April 1.

The movement many will agree is a step in the right direction, and is one worthy of emulation by other denominations as well as public spirited citizens. Public baths and public playgrounds would make Omaha more livable.

AT MADE IN NEBRASKA SHOW

The Women's Chorus, which is now re hearsing for its concert to be given in the Auditorium in May, has been invited to sing at the "Made-in-Nebraska-Show the evening of March 10. John S. Helgren, the director, has signified his willingness to have his chorus give a few numbers that evening, and for that purpose requests all those who took part in the concert last year to meet with those now rehearsing at the Young Men's Christian association auditorium on Monday night, March 3, at 8 o'clock, and also at the North Presbyterian church Thursday evening.

As the music is somewhat difficult, rehearsals have already begun and are held every Monday night at the Young Men's Christian association auditorium

Sinahed with a Razor, wounded with a gun, or pierced by a rusty nail, Bucklen's Arnica Salve soon heals the injured part. Guaranteed. Ec. For sale by Beaton Drug Co .- Advertisement.

Write to me and I will tell you

J. CHARLES KING; He leaves a widow and several children Room 46, 158 Broadway, New You

This Ad. Deals with the Subject of Shortage of Sixes for 1913

FOR, OF COURSE, THERE'S GOING TO BE a shortage of Sixties. Nothing could be more certain-nothing is giving the trade more concern at this moment. Dealers are wor-

ried and prospective buyers are beginning to be. THIS AD, IS PUBLISHED March 2d in all principal newspapers in the United States. Thirteen days from now is March 15th-then comes the deluge

"WARE THE IDES OF MARCH" we say in the automobile business for we have learned to regard the Roman Soothsayer's warning, though it was not originally intended for us.

SEEMS AS IF EVERYBODY in the world wants his automobile delivered in the six weeks between March 15th and May That's a condition that is at the same time welcomed and dreaded by makers whose product, as ours, enjoys a

WE WELCOME IT BECAUSE it means big business and we dread it because we know it also means disappointment to many good customers-bitter disappointment to some.

IT ALWAYS HAS BEEN SO-it probably will continue to be Tardy buyers are bound to be disappointed. Yet among the tardy buyers are many good friends who have always depended upon this organization to furnish them automobiles of more advanced design, of a better quality and at a lower price than could be had elsewhere.

TARDY BUYERS ARE NOT TO BLAME for being tardy. Mostly they are too busy with other matters, or are unfamiliar with things automobile. Anyway, they are liable to believe there will be plenty of cars to go around.

PERHAPS THERE WILL BE-BUT there never has been, and those best competent to judge know that the shortage of the kind of cars you want will be greater this year than ever

GET THAT! THERE MAY BE plenty of cars. But there won't be plenty of Sixes, and there will be still less of the kind of Sixes that will measure up to the standard of the man who knows and we are assuming that you are one of

WE ARE NOT INTERESTED so much in the man who doesn't know. We are not making cars to meet that demand.

BUT WE ARE VITALLY INTERESTED in those who do know. They are the readlest buyers of cars that do measure up to their standards-and the best customers afterwards.

THAT'S WHY WE ARE PUBLISHING THIS AD .- to warm those who know and we are going to insist on having a Six, that there is not only going to be a shortage of Sixes generally, but a discouraging shortage of Sixes of that kind.

LIET US REPEAT-This ad. is only for those who know what does and what does not constitute a successful Six. Those, in short, who know what they want-want what they want -and whi will not accept a substitute. And we repeat we are assuming you are one of these.

NOW LET'S GET DOWN to brass tacks.

FIRST LET US SEE WHY there is a shortage of Sixes. Reason is simple-greater demand than possible supply. Why? Because buyers came to realize the superiority of Sixes sooner than most makers.

OR. TO PUT IT ANOTHER WAY: Buyers learned the advantages of Sixes sooner than most makers thought they would. Makers knew all the time, but didn't think the average buyer was aware of it.

WE PLEAD GUILTY to having precipitated the trouble. And here's how it happened: In our advertisment announcing the sensational Maxwell "50-6" (then the Flanders "50-6") we said, "if You Are Paying More Than \$1,200 for a Car, You Are Entitled to a Six."

AND WE TOLD YOU WHY. And you and all the rest of the automobile buying world understood—evidently; for a landslide followed immediately after. Buyers began to demand and to insist on Sixes in all cars from \$1,200 upward. And as always happens, dealers echoed the demand of buyers. NOW, YOU'LL RECALL WE DIDN'T say we had a Six at

\$1,200; but we did announce the five-passenger Maxwell "40-6" at \$1,550 at the same time we announced the sevenpassenger Maxwell "50-6" at \$2,350. And we predicted that the man who knew would decide he would rather pay the difference and have a Six than have an obsolete "Four' WELL, EVENTS PROVED the we were right. And it didn't

take long either. In fact, it happened in a remarkable short space of time. Most makers were caught unawares. That's why we have termed it "an avalanche. INCIDENTALLY, WE SUDDENLY BECAME very much dis-

liked in the trade. We had committed the unpardonable sin of telling the buyer something that other makers protested was "none of his business." However, we will probably survive that. We're used to it.

WHAT WE ARE UP AGAINST-and the only thing that really matters to you or to us-is the fact that there aren't enough Sixes to go around. We know it. Everyone in the trade knows it. And we are telling you.

AND WHILE WE ARE TELLIN', LISTEN-for here's something perhaps you don't know.

THE IMMEDIATE RESULT of our sensational announcement aside from the impression it made on prospective buyerswas to upset all carefully made plans of competitors. . There were conferences, meetings of the "Ways and Means Committees," and anxious discussions between directors and engineers. The problem was, how to meet the new conditions. how to meet the insistent demand for Sixes.

FOR YOU MUST KNOW that while all makers foresaw the conquest of Sixes in all cars of 40 horsepower or over, most of them agreed that, except in cars of the highest price (say \$4,000 and over), buyers would be willing to accept "Fours for yet another season. There's where they miscalculated, and the matter had suddenly assumed a very serious aspect.

THE PROBLEM THAT CONFRONTED THEM was how to produce Sixes to meet the insistent demand. And most of them went about it by the shortest and most obvious route.

NOW GET THIS IT'S VITAL. Demand always creates sup ply. The Six demand was no exception. It resulted in a supply of Sixes but not the kind of Sixes you want if you know the difference between what constitutes a successful Six and the other kind. And we are assuming you do.

MANY CARS ARE OFFERED under the name of Sixes-but most of them are only converted Fours.

glad you ask, because we know the answer. A "converted Four" is a Six that has been hurriedly produced to meet an unforseen demand by the simple process of adding two to the Four the maker already had.

THAT'S SIMPLE, ISN'T IT? It's the obvious-in fact, the obviously obvious way to do it-

BUT "IT SIMPLY CAN'T BE DID." You can produce a "Six," but not a successful Six that way. There are engineering problems in a Six that do not arise in the designing or making of a Four. Space does not permit us to enter into this important matter in detail here, much as we should like to do so. For it is important-vitally important to the buyer.

WE HAVE HOWEVER TREATED THIS matter exhaustively in a little booklet, which we will be glad to send you, the title of which is "Two Added to Four Do Not Make a Six."

IF YOU WANT TO KNOW about Sixes so as to be able to choose intelligently, you'll find more real information in this booklet than you'll find elsewhere. And it's authentic. Without being too highly tecnical, its contents emanated from the engineer who knows, perhaps a little more about designing Sixes than any other in this industry. He's the man who designed the Maxwell "50-6."

BETWEEN THE LINES we tell you wherein and why the Maxwell "50-6" is superior. But you are just as much interested in learning that as we are in telling you. Its perusal will be worth while-you'll be able to tell the average salesman more than he knows about Sixes, and once you've digested its contents you will be able to tell, by simply lifting the hood, which is a "converted Four" and which is a true Six-designed from the ground up as a Six.

MEANTIME, YOUR CHIEF CONCERN is how to get your Six, despite the shortage of Sixes generally, and especially of the type of Sixes you want-Sixes that have been designed by makers who believe in Sixes and who know how. That's

ANSWER is, GET IN LINE QUICKLY—see your local dealer and place your order, specifying delivery when you will want the car- and you will get it while others will be waiting and cussing as in years past because makers cannot make enough of the kind of cars that are in most demand.

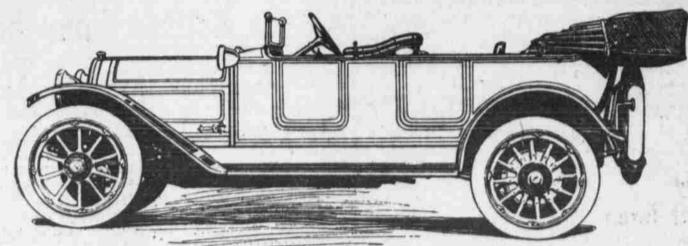
YOU'VE NOTICED, DOUBTLESS, that we have said little in this Ad. about our own particular product-Maxwell Sixes. Reason is we don't need to. When by a process of elimination you have excluded from your consideration the converted Fours and other Sixes that do not come up to your standard, there will be few left to select from-and foremost and most desirable among these few will be the Maxwell

THE MAXWELL "50-6" is a car of such power, such beauty, such capacity and of such quality throughout, as you had expected to pay at least \$4,000 for-and we contend it cannot be equaled even at that price.

BODY DESIGNED BY BRUCE OTT and already being copied by other makers. Motor designed by William Kelly, one of the earliest advocates of the Sixes and an engineer who is recognized by his contemporaries as one of the foremost, if not, indeed, the foremost authority on six-cylinder cars.

OUR PRICE (\$2,350) is made possible only by our superior manufacturing facilities, and the fact that we are the largest makers of Sixes.

IF YOU HAVEN'T SEEN and ridden in this magnificent car, you owe it to yourself to do so at once. There isn't a day to lose. Orders placed within the next ten days will be sure of delivery almost on the day specified. After that, we don't know. Each buyer will have to take his own chance.



Maxwell "50-6" Biz-Cylinder, 7-Passenger \$2,350

THE MAXWELL MOTOR COMPANY

DETROIT, MICHIGAN

DISTRICT MANAGER: J. M. OPPER, Headquarters, United Motor Omaha Company, Omaha, Neb.

Lincoln Auto Co., Lincoln, Neb.
L. Madsen, Council Bluffs, Iowa.
Ed Dubrova, Monroe, Neb.
Hill & Everson, Alma, Neb.
Workman & Rozesen, Auburn, Neb.
O. W. Elsenberger, Seward, Neb.
Wherry Bros., Pawnee City, Neb.
Red Cloud Auto Co., Red Choud, Ned
Good Beam, Daverport, Neb.
H. J. Breunig, Humphrey, Neb.
Cane & Nebergall, Gresham, Neb.
Fred Frahm, Ft. Calhoun, Neb.

Fletcher Auto Co., Tecumseh, Neb. Farragut Auto Co., Farragut, Iowa. Gus Gocks, York, Neb. C. H. Green, Elgin, Neb. Helwig Implement Co., Rising City, Neb. Hooker Bros., Carson, Iows. J. J. Jantze, Aurora, Neb. K. C. Knudson, Fullerton, Neb. A. H. Krauss, Blue Springs, Neb. W. A. Kurz, Scribner, Neb. Leigh Motor Co., Leigh, Neb. A. F. Larson, Holdrege, Neb. B. F. Lamb, Villisca, Iowa.

J. S. Minton, Kearney, Neb.
M. W. Myers, Onawa, Iowa.
Bert Philpot, Weeping Water, Neb.
J. E. Petersen, Persia, Iowa.
Swanson Bros. Hestings, Neb.
H. C. Sattler, Norfolk, Neb.
Stration & Hansen, Wahoo, Neb.
J. P. Spearman, Papillon, Neo.
F. P. Schmitt, Madison, Neb.
Seward Auto Co., Seward, Neb.
Wittrock & Lichty, Falls City, Neb.
Welch Bros., Tekamah, Neb.
J. D. Whitmore, Grand Island, Neb.

WARNING:-Dealers with good intent sometimes oversell their allotment, hoping by extra pressure on the factory to get a few more cars of the popular types. In the case of Maxwell Sixes for 1913 this is dangerous. We have allotted to dealers (nd there are over 1,000 Maxwell dealers) every Six we can hope to make, even with our tremendous facilities. Buyers will do well, therefore, to insist on knowing how many Sixes the local dealer has been allotted, and how many he has sold. Also we are informed some dealers are claiming to represent the new Maxwell line who have not been authorized. If in doubt, write us and we'll tell you frankly. Then place your order, pay a cash deposit to bind the sale, get a definite delivery date—and you are secure. Your car will be delivered within ten days of the date specified, if not on the exact date. But get the order in at once.