

questionably in a class
without competition
quality or price and be-
le of criticism.

"Q" at \$850 to \$1,
new four-cylinder model
five different styles of
model marks a new
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een and are now being
the MAXWELL "Q"
ST and ONLY low-
to be offered that fol-
ERY DETAIL of con-
he higher priced and
models, including DE-
TERIAL and WORK-
Full 22 H. P., 3
ard and reverse, Slid-
transmission, Thermo-
ling, Three-point sus-
mit power plant and
s are only a few of its
uperiority.

"E" at \$1,500 is the
ion of a desire to pro-
verful, luxurious 5-pas-
ing car at a moderate
s the result of refine-
e possible by three
and while the car has
materially improved,
s been reduced. Rated
P., the 4 1/4 x 4 1/4 motor
velops much more pow-
es, 108-inch wheel base
ptic scroll springs, to-
the standard points of
n used in all "MAX-
rs certainly give the
e that can not be ob-
where at competitive

to remember that the
L" is not one of the

with safety attire for the austere
gathering.

AUTO INDUSTRY MEANS MILLIONS TO INDIANA

Indianapolis Will Distribute Cars Valued
at \$2,000,000 Next Year in the
United States.

More than \$2,000,000 worth of automobiles
will be distributed throughout the United
States, carrying Indianapolis's good name,
as a result of the three-day convention of
Premier dealers.

These figures are large and remarkable,
but what they stand for can best be appre-
ciated by the fact that nine years ago the
entire product of the United States did not
amount to as much as \$3,000,000. The Pre-
mier output is not considered among the
largest of American makes at that.

There is little wonder that the foreign car
is waning in popularity when one stops to
consider what the American car has proved
itself capable of doing. The development in
this new means of annihilating distance and
saving time is one of the marvels of the age.

The state of Indiana is one of the first
pioneers in the manufacture of automobiles.
Kokomo, Ind., disputes the claim for actual
first position, and Indiana now claims a po-
sition second only to one state in the Union
in the number of automobiles produced.

The features of the Premier convention re-
call a startling surprise which this company
sprung a little over a year ago, when it
started what has become famous as the
Century car, on June 1, 1908, to cover 100
miles every day for 100 days.

This was successfully accomplished, and
one can only appreciate the value of the re-
sults, and the grit of the makers in under-
taking it, by considering what it would have
meant if this car had on any one day failed
to make its 100 miles. The company says
this same car has covered a total distance
of a little more than \$0,000 miles.

One of the unique features of the Premier
convention was the starting of a number of
cars in a two-days run to French Lick and
return, a distance of almost 300 miles, with-
out a spare part or any tools beyond a pair
of pliers and tire tools. These cars had
never run a mile prior to the start. In-
cluded in this run were the two perfect-
score 1909 Glidden cars, and in addition to
the Premier Century car, a six-cylinder Pre-
mier which laid out the 1908 Glidden, later
piloted the tour, and served in official ca-
pacity in many instances, having to its
credit more than 50,000 miles. Even these
cars covered the entire distance without an
adjustment or repair aside from tires.

MAKE TRIP FROM FLORIDA TO CANADA IN AUTOMOBILE

Jacksonville (Fla.) Man With Wife and

ING AT N

NEW YORK, Sept.
traveled about 2,000 mi-
land runabout since Ju-
wife and son arrived in
17. During the two mo-
the road most of their
in tents. From the th-
Louis they camped ab-
cooking their own meal
getting back as close
possible.

With the little runabo-
with camping paraphern-
Louis with no other th-
to get to New York whe-
to do so, their only pl-
out of doors as much
they did about all the
their car all day, pitch-
ing in it at night when
at what they thought
Hotels were patronized
cities, and these were av-
possible owing to the
doors and enjoy camp-
possible.

Cook Own

In this way the tour-
travel when they cared
and when they please
meals and eating them-
sired to; in a word, tra-
care or a worry. Poin-
several hundred miles
the general route were v-
erally good time had.
that offered good fishin-
tourists camped on its l-
a time enjoying the spo-
ing that goes to make u-
life was omitted or lost.

In some localities the
bad, making traveling
heavily laden car at th-
All kinds of weather,
tered, yet even these
car failed to mar the tri-
ried was big enough for
size of the Overland, b-
finish Dr. Tully had abs-
with it.

When New York was
showed signs of the tw-
posure, otherwise it w-
though just out of stock
tanned as a result of
were as happy as scho-
vacation, the picture of
a way, was one of the
trips a runabout was ex-
count of exposure to we-
and load carried.

questionably in a class without competition quality or price and be- of criticism.

" at \$850 to \$1,000. The new four-cylinder model in five different styles of model marks a new low-priced cars. While the four-cylinder models seen and are now being offered that fol- the MAXWELL "Q" ST and ONLY low- priced four-cylinder to be offered that fol- EVERY DETAIL of con- ne higher priced and models, including DE- RIAL and WORK- Full 22 H. P., 3- speed and reverse, Slid- ing transmission, Thermo- mit power plant and are only a few of its superiority.

" at \$1,500 is the result of a desire to pro- perful, luxurious 5-pas- senger car at a moderate price. The result of refine- ment possible by three times and while the car has been materially improved, the weight has been reduced. Rated at 22 H. P., the 4 1/4 x 4 1/4 motor develops much more power than the standard points of comparison used in all "MAX- well" cars certainly give the impression that can not be ob- tained elsewhere at competitive prices.

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These figures are large and remarkable, but what they stand for can best be appreciated by the fact that nine years ago the entire product of the United States did not amount to as much as \$2,000,000. The Premier output is not considered among the largest of American makes at that time.

There is little wonder that the foreign car is waning in popularity when one stops to consider what the American car has proved itself capable of doing. The development in this new means of annihilating distance and saving time is one of the marvels of the age.

The state of Indiana is one of the first pioneers in the manufacture of automobiles. Kokomo, Ind., disputes the claim for actual first position, and Indiana now claims a position second only to one state in the Union in the number of automobiles produced.

The features of the Premier convention recall a startling surprise which this company sprung a little over a year ago, when it started what has become famous as the Century car, on June 1, 1908, to cover 100 miles every day for 100 days.

This was successfully accomplished, and one can only appreciate the value of the results, and the grit of the makers in undertaking it, by considering what it would have meant if this car had on any one day failed to make its 100 miles. The company says this same car has covered a total distance of a little more than 30,000 miles.

One of the unique features of the Premier convention was the starting of a number of cars in a two-days run to French Lick and return, a distance of almost 800 miles, without a spare part or any tools beyond a pair of pliers and tire tools. These cars had never run a mile prior to the start. Included in this run were the two perfect-score 1909 Glidden cars, and in addition to the Premier Century car, a six-cylinder Premier which laid out the 1908 Glidden, later piloted the tour, and served in official capacity in many instances, having to its credit more than 50,000 miles. Even these cars covered the entire distance without an adjustment or repair aside from tires.

MAKE TRIP FROM FLORIDA TO CANADA IN AUTOMOBILE

Jacksonville (Fla.) Man With Wife and

NEW YORK, Sept. 17. (AP)—A man and wife and son arrived in New York after a 17-day trip. During the two months they traveled the road most of their time in tents. From the St. Louis they camped and cooking their own meals, getting back as close to home as possible.

With the little runabout with camping paraphernalia, the man and wife left St. Louis with no other thought than to get to New York where they would do so, their only plan being to get out of doors as much as possible. They did about all they could with their car all day, pitching camp and sleeping in it at night when they were tired. At what they thought were the best Hotels were patronized in the cities, and these were as close to home as possible owing to the weather. They got out of doors and enjoy camping as much as possible.

Cook Own Meals

In this way the tourists traveled when they cared to and when they pleased. They cooked their meals and eating them in the tents. They were tired to care or a worry. Points on several hundred miles of the general route were very good time had. The man and wife that offered good fishing. The tourists camped on its banks a time enjoying the sport. The life that goes to make up a life was omitted or lost.

In some localities the weather was bad, making traveling very heavy laden car at times. All kinds of weather, however, entered, yet even these little car failed to mar the trip. The trip was big enough for the size of the Overland, but the man and wife had a good finish. Dr. Tully had absconded with it.

When New York was reached, the man and wife showed signs of the two months' exposure, otherwise it would have been just out of stock. They were as happy as school children on vacation, the picture of a vacation. The picture of a vacation was one of the best of the trips. A runabout was even count of exposure to weather and load carried.