

PRATT & INMAN
HIGH GRADES OF
STEEL
WORCESTER, MASS.

October 15, 1916.

Mr. D. L. Goff,
Routenot, R. I.

Dear Sir:

I have yours of the 12th relative to an Owen Magnetic car. I have now run mine over 9000 miles and consider it to be the best thing that there is built for an automobile and if I had occasion to get another car I would get one of the same kind.

It is a easier car to ride in than any other and the sensation of ~~run~~ covering the ground without hearing or feeling any of the machinery of the ordinary automobile is most pleasing.

Truly yours,

W. H. Inman

AHI'S

NEW YORK OFFICE
194 EIGHTH AVE.

ESTABLISHED 1844

NEW YORK OFFICE
1320 BROADWAY

MOALENNAN'S

489 FULTON STREET
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GOODS SHIPPED TO ALL
PARTS OF THE UNITED STATES

BROOKLYN, N. Y., December 15th 1916. 191

The Baker R & L Co. Inc.,
Broadway at 57th Street,
New York City.

Gentlemen:-

Having had experience with many makes of automobiles I hesitated ordering yours until time and mileage confirmed and converted me to your car.

"Hasty Enthusiasm" is a disloyal companion, for the reason that it frequently deserts us after we have gone on its paper, so for this good reason I have waited six months before expressing to you my keen satisfaction over the splendid service given us by the "Owen Magnetic".

I may sum it up in a few words. "I have never ridden in an automobile before! The sweep up hills and the dip down, and the easy glide over the highways resembles flying rather than automobilizing, to this add the mental comfort in the thought, 14 miles to a gallon of gas, and the answer is a real pleasure.

We have covered close to 11000 miles in a bit less than six months time without delays, disappointments or repairs. This is a record performance in my experience and I am not only delighted to say so but think it my duty to inform you, so that you too will experience pleasure in the satisfaction your product has given to your people.

Very truly yours,

Joseph McKeen

ENGLAND & WALTON & CO., LTD.
PHILADELPHIA, PA.
SOLE IMPORTERS FOR THE UNITED STATES
OF ENGLAND & WALTON & CO., LTD.

England, Walton & Co.
Leather
PHILADELPHIA

MAIN OFFICE
300-302 N. 10TH STREET
PHILADELPHIA, PA.
CHICAGO OFFICE
300-302 N. 10TH STREET
CHICAGO, ILL.

December 15th, 1916.

Mr. Julian A. Halford, Mgr.,
Owen Magnetic Motor Co.,
Philadelphia.

Dear Sir:-

In the early part of July of this year, I was looking around for a touring car, and my attention was called to the Owen Magnetic by one of your representatives, who stated that the transmission you were using was a new idea and was thoroughly practical in every way and that it carried with it features that had never before been put on the market.

I was a little doubtful in regard to the representations made by your agent and finally decided to purchase the car. Up to the present time, the car has been on the road probably every day since I purchased it. I use it continuously, and mileage is really the test of any car. The car has been run between seven and eight thousand miles.

The car is all that your representative claimed it to be and the sensation which I have in riding in this car is a very pleasant one, and different from all other cars that I have ever ridden in.

Up to this time, I have no fault to find with the car in any way. The mileage which the car has made attests to its virtue.

Very truly yours,

Spencer Tinsford



The writers of these letters are not only well known people, of high attainment, but they are experienced motorists of cultivated tastes and the ability

LIVINGSTON L. BIDDLE
BRYN MAWR, PENNSYLVANIA

Owen Magnetic Car Co. of Phila. Inc.,
1835 Chestnut Street,
Philadelphia, Pa.

Gentlemen:-

I take much pleasure in giving my opinion of the Owen Magnetic Car itself, but especially of the Owen Magnetic Transmission.

I have been driving my car personally for some time, and have not had the slightest trouble with any part of it. Since there are no gear-shifting levers or clutch to operate, the handling of the car requires no physical effort at all, and this feature would necessarily make it an ideal car for ladies.

As for myself, although at the present writing, I possess two other cars of different manufacture, I find that I no longer drive them owing to the superior results and far greater satisfaction derived when using the Owen Magnetic. In spite of its comparatively low rated horse power, the car can pass most others on grades, while in its "get-away" ability and easy manipulation when driving in traffic I feel confident that it stands alone.

For some fifteen years I have been driving cars personally, and during that period have owned a number of different types. When it comes to a question of giving all-around satisfaction, I do not consider any of them in the same class with the Owen Magnetic.

Very truly,

Livingston L. Biddle.

Dec. 10/16.

C.B. HEWITT & BROTHERS,
PAPER, BOARDS, GLUE,
48 BREEDMAN STREET
New York, December 11th, 1916

The Baker R. & L. Co.,
Broadway at 57th Street,
New York City

Gentlemen: Since purchasing my Owen-Magnetic #206 last April, I have personally driven it between four thousand and five thousand miles, and I can only say that it has more than fulfilled my expectations. The manipulation of this car is an ever increasing delight, and I cannot imagine that I shall ever again purchase a machine with the old gear driven transmission.

Very truly yours,

George F. Hewitt

GPH/J

JAMES F. JACKSON
COUNSELLOR AT LAW
60 STATE STREET ROOMS 211-212
BOSTON

October 18, 1916.

Mr. D. L. Goff,
Box 494, Pawtucket, R. I.,

Dear Sir:-

I purchased an Owen Magnetic - large model touring car - last April. This car has been run a little over eleven thousand miles, the magnetic transmission working perfectly. The special advantages which the car seems to possess over others is in facility of control, smoothness of operation and lack of noise, effort and expense connected with gears. The magnetic brake is very useful as an additional safeguard over and above the ordinary equipment. The coasting facility of the car is unusual and means substantial saving of gasoline and convenience to operator. In mechanical features the car has occasioned us no trouble, the construction apparently being of excellent quality.

To sum it up in ease of control over speed, smoothness of running, economy of fuel, completeness of braking apparatus, the car is all that was promised and has given great satisfaction.

Very truly yours,

James F. Jackson

25 WEST FORTY-EIGHTH STREET
New York, December 12th, 1916.

Mr. R. M. Owen,
Broadway at 57th Street,
New York City.

Dear Sir:-

I have used two Owen-Magnetic Cars since last April, one a limousine car, has run about 6,000 miles, two, a touring car, has run about 7,000 miles. The cost of operation has been lower than the cars I have previously used. This especially applies to gasoline and tires. I have had no trouble with the transmission, and have fully appreciated the flexibility of speed control and quietness of operation.

Yours very truly,

Robert M. Owen

100 BROADWAY
NEW YORK

December 12th, 1916.

The Baker R & L Co. Inc.
No. 1767 Broadway,
New York City.

Gentlemen:

Attention Mr. F. J. Titus.

I am very pleased to inform you that the Owen Magnetic Car sold to me last Spring has up to date run in the neighborhood of seven thousand miles, all of which distance I have had the pleasure of driving, and the car never has run so well in all respects as at the present time.

The Owen Magnetic is the first car I have had the enjoyment of driving myself to any extent, and the simplicity of the control and the lack of clutch and gear shifting makes it a delightful car to run, and from my personal experience I cannot recommend the car too highly.

Very truly yours,

John F. Perry



to gratify them. In view of these facts, their testimony is perhaps the most convincing evidence that could be brought forward in behalf of any motor car.

481 Baylston Street
Brookline Mass.

Oct. 14, 1916.

Mr. D. L. Goff,
Pawtucket, R. I.

Dear Sir:-

Yours of the 12th. at
hand, enquiring as to my opinion of the
Owen Magnetic.

The car I have is the large chassis,
and it is in every way all that is claimed
for it. In fact I have become quite an Owen
enthusiast, and as I drive and care for the
car myself, I feel that I am in a position
to highly recommend it to any one seeking a
freedom from noise and jerks.

Yours very truly

C. W. Schwartz

CWS/R

LAW OFFICE
OF
THOMAS DEWITT CUYLER
R. GORDON BROMLEY
JOHN LEWIS EVANS
GEORGE DOUGLAS HAY
HAROLD EVANS
WILLIAM A. SCHNADER

701 COMMERCIAL TRUST BUILDING
CITY HALL SQUARE
PHILADELPHIA December 11, 1916

John C. Halford, Esq.,
General Manager, Owen Magnetic Company,
1835 Chestnut Street,
Philadelphia.

Dear Sir:

I beg to say that I have owned an Owen Magnetic car for
about a year and have had it in constant service. Last summer I
motored down to Bar Harbor in it and used it there on the hilly
and rough roads in Maine during the summer with perfect success.
It is now in service at my home here and doing excellent work. I
regard the mechanism of the car as superior from every point of
view and the transmission and its operation is all that could be
desired. I consider myself fortunate in owning such a car.

I am,

Very truly,
Thomas D. Cuyler



GEORGE W. C. DREXEL
729 Drexel Building
CHESTNUT AND FIFTH STREETS
PHILADELPHIA, PENNA.

December fifteenth, 1916.

The Owen Magnetic Car Co. of Philadelphia,
1835 Chestnut Street,
Philadelphia.

Gentlemen:

After having tried the Owen Magnetic transmission in
my automobile over all kinds of roads and hills I wish to express
to you the great satisfaction and pleasure it has given me to
handle it. It is in my mind a wonderful thing to be able to
apply the power so quietly and gradually. I can only add
that I wish all my cars were equipped with your magnetic trans-
mission.

The strongest endorsement I can give is the fact that
I have ordered a second car so equipped and intend to keep the
old one as well.

Wishing you every success,

Yours very truly,

G. W. C. Drexel

A car is not only "known
by the company it keeps,"
but even more truly by
the esteem in which it is
held by that company.
This is especially true when

the company in question
is so distinguished and em-
inently qualified to express
an opinion as is that rep-
resented by the signatures
appearing upon this page.

THE WORLD'S LARGEST ESTABLISHMENT DEVOTED TO THE SALE OF WEARING APPAREL BY MAIL.

BELL HESS & CO

WASHINGTON, MORTON & BARROW STS.
NEW YORK CITY'S LATEST STYLES SENT TO YOU WITH OUR
POSITIVE GUARANTEE OF PERFECT SATISFACTION
OR MONEY BACK INCLUDING TRANSPORTATION CHARGES BOTH WAYS.

"WE TAKE ALL THE RISK OF PLEASING YOU"

New York City, N.Y. Dec. 16th, 1916.

R. M. Owen,
1767 Broadway,
New York City.

Gentlemen:

I take pleasure in answering your inquiry of Dec. 3rd, regarding the merits of the Owen Magnetic automobile which you sold me some two and a half or three years ago.

During this entire time, as you probably know, my car has never yet been in the shop for any adjustment or repair of the electrical transmission or entire electrical system. I naturally was, of course, rather skeptical regarding the merits of this new device when I purchased the car, but am now an enthusiast over this transmission and the whole car.

It has, during these two and a half to three years, worked perfectly under all conditions and I surely have given it some severe tests through deep mud on country roads and in the crowded traffic of New York City.

If I have any complaint to offer, it is the fact that it has absolutely spoiled me for driving any other car. The ease of operation, the electrical brake, and the all-round absolute control which one has in driving this car, has convinced me that this is the car of the future and really makes the driving of any other car a hardship.

Yours very truly,
A. Bell Hess

BBH/CS

WE PAY ALL MAIL OR EXPRESS CHARGES TO YOUR TOWN.

ASTORIA VEHICLE MILLS & DOCK COMPANY

LONG BEACH, CALIF., NEW YORK

Dec. 16, 1916.

Messrs. Baker R. & L. Co.,
57th Street at Broadway,
NEW YORK CITY.

My dear Mr. Partridge:-

an expression from me as to the satisfaction given by the two Owen Magnetic cars purchased from you and in brief would say "100% perfect."

The first car I drove over 15,600 miles; the second car not quite 10,000 miles and have not had one cent of repair bills and have yet to experience the first fault of the Magnetic Transmission.

I made one run of 1700 miles - 14 miles to the gallon - more or less level country - and on the run you made last fall over the Mohawk Trail averaged 12 miles to the gallon.

Owing to the elasticity of the Owen Transmission, time and the \$36.21 bill which I recently paid you represents the change in the pump and changes about the body of the car, not connected with the power or transmission, and from my own experience I am satisfied that any one using any car at all in driving your car can have identically the same results. I have proven by demonstration the increased power and its flexibility and do not hesitate to recommend your car to any prospective buyer. The original tires are on each car.

I have not had a dollar's worth of engine trouble during this time and the \$36.21 bill which I recently paid you represents the change in the pump and changes about the body of the car, not connected with the power or transmission, and from my own experience I am satisfied that any one using any car at all in driving your car can have identically the same results. I have proven by demonstration the increased power and its flexibility and do not hesitate to recommend your car to any prospective buyer. The original tires are on each car.

Congratulations you on the high development of your car, I remain,

Yours respectfully,
Alvin S. Williams

ASW/R



One of the most gratifying accompaniments of our success with this wonderful car is the spontaneous outburst of approval on the part of distinguished car owners, who, after

NEW YORK EVENING JOURNAL
Office of A. BRIDGEMAN

December 15th, 1916.

My dear Mr. Owen:

I have driven your Owen Magnetic car about 25,000 miles. You and your associates might like to hear something about my individual experience. I find that what your salesman said about economy in tires is absolutely justified, as well as all other representations made. I drove one tire 9,000 miles before I took it off -- then had it recovered and continued driving it. My tires have averaged at least 7,500 miles. The car has had absolutely nothing done to it since I got it. In justice to the machine I should have had the carbon taken out, but I have not done it, and still the car runs perfectly.

You know that I use an Edison Business Phonograph in your car, dictating on my way to and from the city. The smooth running quality of the car, the absolute absence of jolt in stopping and starting in traffic are of great importance to the work for which my car is used. That use means a saving of three hours of time daily. I believe that thousands of busy men would use your car for "commuting" if they realized that the time spent in the car could be made useful for dictation.

You have in your transmission a new principle, and so far as I know the ONLY new principle. A novelty today, it will I presume be as much a matter of course in a year or two as the electric lighting and electric starting. You have rendered a public service, going courageously into a new and difficult field and I congratulate you upon your success.

Yours sincerely,
Arthur Brisbane

years of motoring in the very best cars that earlier methods could produce, have found at last, in the Owen-Magnetic, their ideals of motor car perfection.