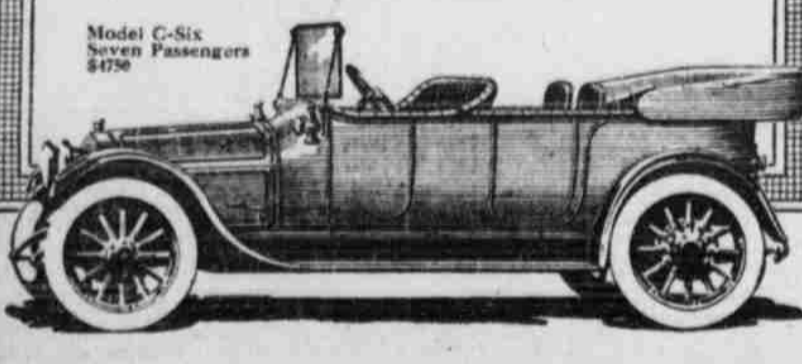


Stevens-Duryea
 Nearly a Quarter-Century of Leadership
 Don't you want to know?
 If there is a motor-car
 more beautiful
 more comfortable
 more convenient
 with more active power
 inspiring more confidence
 than any car you have ever seen,
 don't you want to know about it?
 Model C-Six has set a new
 standard for the fine motor-car.
Houser & Howes
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 "Pioneer Builders of American Sixes"



The Tire That Surprised Them All
 The Motz Cushion Tire is the sensation of tiredom. Three years' use on thousands of cars has proven it the only easy-riding tire that is puncture-and-blowout proof. That's why the demand in two seasons has increased over 1,000 per cent. That's why all leading electric pleasure car makers have adopted the Motz Cushion Tire. That's why every electric car owner who once tries Motz Cushion Tires will use none other. How much longer are you going to endure treacherous, costly pneumatic tires on your electric—or hard-riding, jolting, solid rubber tires?

Easy Riding
 No tire can be more comfortable, more resilient, more easy-riding than the Motz. They ride like air. Note their patented construction. Note double, notched treads (A in picture), which prevent skidding and distribute the weight to the sides. The sides are undercut (see B), which allows free action of slantwise bridges (see C). These bridges are elastic. They give and yield like the air in a pneumatic tire. Note D in the picture, showing shock-absorbing qualities when tire runs over a stone.

Trouble-Proof
 Users of Motz Cushion Tires are never delayed by punctures or blowouts. They have no extra tires to carry; no tire repair bills to pay. And each Motz user has a specific guaranty of 10,000 miles—two years. If you want freedom from tire troubles, here it is. If you want to economize on tires, here's the way. You can never know the real meaning of pleasure till your electric is Motz-equipped. Why not make the acquaintance of Motz Cushion Tires at once?

Send Postal Now for Tire Book
 This book is a revelation to users of pneumatic or solid tires. It introduces you to the best friend any motorist ever had—a genuinely dependable, practical and economical tire. The book is yours for the asking. Give specifications—name of car, model, size of rims, etc.

The Motz Tire and Rubber Co.
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MOTZ Cushion Tires



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THE TWENTIETH CENTURY FARMER
 is the Leading Agricultural Journal of the west. Its columns are filled with the best thought of the day in matters pertaining to the farm, the ranch and the orchard, and it is a factor in the development of the great western country.

AUTO ASSOCIATION GROWING
 Successful Meeting of Organization Held Recently at Lincoln.
PLAN TO IMPROVE THE ROADS

Interesting Talks Are Made by a Number of Influential Men, and Officers Are Elected for Ensuing Year.

The second annual convention of the Nebraska State Automobile Association was held in Lincoln on November 19 and 20.

Delegates were present from county associations throughout the state, and the meeting was a most enthusiastic and successful one. The president's and secretary's report showed a very substantial growth during the last year. Especially encouraging was the presence at the convention of many influential men.

Dr. George E. Condra, head of the geological department of the state university, who is himself an especially well informed, good roads booster, pointed out that concerted action on the part of the farmers would bring about big results in the progress of the good roads movement and in his speech strongly endorsed a state highway commission bill.

Prof. Chase of the state university also gave an interesting talk. Mr. Parsons of Minden, Neb., secretary of the Omaha-Denver Good Roads' association, in words of great eloquence pointed out the ruinous cost to farmers, because of lack of roads over which to haul his produce to market, and made an earnest plea that all individuals and clubs, who have at heart the interest of the highway unite for the common welfare, and insist upon the enactment by our legislature of a highway commission bill.

Following this rousing, enthusiastic speech, B. A. George, president of the Lincoln Automobile club, moved that the state secretary be instructed to invite the following named associations to appoint a committee of three from each association and confer with the legislative committee of the Nebraska State Automobile association, in order that all good roads interests in the state might unite upon a uniform highway commission bill, which it was planned shall be introduced at the coming session of the Nebraska state legislature:

Omaha-Denver Good Roads association.
 North Platte transcontinental route.
 State association of commercial clubs.
 State live stock association.
 Conservative commission.
 State association of organized agriculturists.
 State association of threshers.

Legislation is Wanted.
 Inasmuch as the automobile association has already taken a most aggressive interest in this matter and has pledged a large number of senators and representatives to the cause of the highway commission bill, as well as to the use of convict labor on the roads, it seems positively assured that an effective state highway commission will be established. The absolute waste of 80 per cent of all road funds paid into the various county treasuries of the state because of present negligent methods was clearly shown by various speakers, and this fact more positively emphasizes the extreme need for such a legislation.

Dr. H. E. Glatfelter of Central City gave an interesting review of the good roads movement in his county.

Charles Epperson, former state senator, Fairbury, Neb., presented a new and interesting plan providing for good roads instruction in the public schools. Senators Laverty and Wols, Representatives C. H. Gustafson and J. D. Haak were among those present who strongly endorsed the highway commission plan. The opening address of welcome was by the genial Mayor Armstrong of Lincoln. The guest of honor at the banquet was Congressman Dan V. Stephens.

A. G. Batschelder, chairman of the executive committee of the American Automobile association, was present on Wednesday and gave a most interesting talk on the work of the national association, showing the great progress that has been made in the efforts of the national body to encourage and secure federal aid for the principal highways of the country.

Officers Are Elected.
 The following officers were elected for the coming year:

President—Dr. A. P. Overgaard, Fremont, Neb.
 First Vice President—Lee Huff, Omaha, Neb.
 Second Vice President—G. E. Pariseo, Minden, Neb.
 Third Vice President—G. E. Glatfelter, Central City, Neb.
 Treasurer—E. R. Wilson, Omaha, Neb.
 Secretary—O. C. Turner, Omaha, Neb.

Directors for the coming year are:
 B. A. George, Lincoln, Neb.
 C. O. Johnson, Havelock, Neb.
 Lee Huff, Omaha, Neb.
 E. R. Wilson, Omaha, Neb.
 Dr. A. P. Overgaard, Fremont, Neb.
 I. E. Doty, David City, Neb.
 D. S. Dally, Beatrice, Neb.
 Ray Harrison, Grand Island, Neb.
 E. H. Mason, Bloomfield, Neb.

An invitation by the Hall County Automobile association to hold the next annual convention at Grand Island was unanimously accepted.

Vote of thanks were extended to the various speakers, also to the Lincoln Automobile club and the Lincoln Commercial club for their splendid entertainment afforded the association.

FALL MOTORING AT HOME
 Beauties of the Home Land an Entrancing Panorama for the Tourist.

It does not need the experience of foreign travel, however, to open the eyes of the automobile tourist to the beauties of his own land. At no season of the year is the natural loveliness of America greater than when seen through the golden haze of autumn. The lush greenness of the springtime has its charm, of course, but spring has not the diversity of color, the keen, crisp air, the varied pungent, smoky odors that autumn has. In a day's ride in the autumn, following the long road that seems to lead straight toward the sunset, you may climb up 1000 hills and swoop down through stretches of forest, some dark with pine and hemlock, some flaming with the gleaming glory of the maples. On level ground you may sail for miles through some of grain tossing in the harvest wind or past vineyards rich with purple clusters. Later in the season, when the haze has lifted from the landscape and the air has almost a celestial clearness, the dull-hued earth shines in the brilliant sunshine like an expanse of dull gold. They are not the muddy roads of spring then, but firm-packed highways that are beginning to exfoliate with the frost, another than at any other time of the year. You keep your eye on a road-map in your pocket and see before you a picture of a road as long as 2000 miles, and you pause long enough, when you reach the village about it, to lean over the side of the car and ask its name. Then you speed on—bushes with the needles above the twenty-mile mark—and in five minutes have forgotten the name of the place you just passed through. Your mind is intent on some new beauty along the road or some hint of a charming prospect miles ahead.

—Thaddeus S. Dayton in Harper's Weekly.

Gigantic Cranes Do Work of Many Men

DETROIT, Nov. 18.—Many gigantic cranes, almost human in the work they do, yet possessing many times the strength of human arms, have replaced the truckman in the big factory of the Ford Motor company.

Not the least important problem arising with the tremendous growth in size of this factory each year has been that of distributing materials from storing places to the machine by which they were formed into parts of automobiles.

When it is considered that the factory covers more than twenty-eight acres of floor space and that more than 75,000 cars were built there this year, it can be understood just how big a mechanical problem the proper placing and transferring of materials, once inside the factory, has been.

This company early began to eliminate truckmen from among its force of workers by making their services no longer necessary—wherever possible, giant cranes have been installed.

Running through the factory proper is a wide crosswalk more than 800 feet long, up and down which runs perhaps the most important factory arm, a five-ton crane. This makes countless voyages from one end of its tracks to the other each day and does more work in one day and does it better than several men could do in three or four days.

Auto Makes Long Run Without Any Stops

"When I went into the motor car business eleven years ago our chief occupation was trying to exceed the last non-stop record, which at that time was about eighteen miles," said a representative of the Peerless Motor Car company the other day. "Most of the cars then were steamers. The first gasoline cars did not increase the distance greatly. The carburetor, timers or spark plugs usually developed some ailment that effectively stopped the progress of the car."

The contrast between those cars and our present product is simply staggering. For instance, the Peerless Motor Car company received a telegram the other day from the owner of a 1913 Peerless 48-Six, saying that he had run the 900 miles from Wichita to Denver in twenty hours—a speed, including incidental stops, of thirty miles an hour.

"That's a passenger train speed sustained hour after hour over a rough road. The car was heavily loaded, and at the end was no worse for its experience. Eleven years ago such a thing would have seemed beyond the limits of possibility."

FRANCE'S NEW AIR VEHICLE
 Successful Trial of "Rotative Wing" as an Automobile Pusher.

The last summer has been the realization in France, after a long series of experiments, of an entirely new system of mechanical traction. For some time attempts have been made to solve the problem of "aerial traction," as it is technically called, by which vehicles are moved not by force applied to turning the wheels, but by a propeller working in the air, which pushes or pulls the vehicle as in an aeroplane. These experiments led to nothing, it being found that the force generated was insufficient to propel a solidly built automobile, for instance, at anything like a satisfactory rate, while the propeller itself was so large as to form a serious incumbrance.

Things were at this stage when M. Filippi, a French inventor, who has devoted years to the study of aeronautics in general, came to the conclusion that existing theories on the action of helical propellers were all wrong and perfected what he calls his "rotative wing," which, although worked in the same manner as an ordinary propeller, is constructed on entirely different principles, and with which it is claimed, the problem of aerial traction is finally solved. It can be applied, it appears, to the traction of any vehicle—those of the automobile type, sledges, barges and other river craft, vehicles of a special build to travel over the desert in regions where no system of transport has yet been possible, and with extraordinary advantages over the present method in every instance.

The absolute practicability of the "rotative wing" as regards automobile traction was conclusively demonstrated by a trial run, in July last, from Paris to Lyons—distance of 36 miles—in a single day, with only hasty stops for fresh petrol, made by Count Bertrand de Lesseps, on a machine designed by himself and fitted with the new apparatus. The run was a brilliant success, and the time taken—nine hours—would have been far less but for the fact that by an oversight a very small petrol reservoir had been provided, which necessitated an undue number of stops. The average speed was sixty miles an hour.—C. F. Bertelli of Paris in Leslie's Weekly.

FILL COOLING SYSTEM WITH GOOD ANTI-FREEZE

"These cool nights and nippy mornings ought to make the car owner think of his cooling system and how to keep it from freezing up, if he intends using his car during the winter," says J. P. Davis of the local Jackson agency.

"It is well to put a good anti-freeze solution into the radiator in good time. It should be remembered that the water in the cooling system, particularly in the cylinder jackets and the pump, and in some types of radiator, lies in thin sheets. Thus it freezes more readily than a large bulk of water would. So the anti-freeze solution should not be neglected too long."

Humbugs Ahead.
 "Once upon a time," writes an American woman from Munich, "the humbug was looked upon as a strictly American product. With its habitat in the land of Uncle Sam, the echo of its 'hum' might sometimes reach beyond the sea, but the humbug, as we supposed, could never live and thrive except in the country which had produced the wooden nutmeg, Card of giant and the army of worthless mine promoters. But the humbug has become an institution in Germany. I have seen many tourists who climb mountains incoherently and discover to their regret that their deeds are not as good as they seem. A distant discovery, with intent to deceive."—New York Tribune.

Service—Security—Comfort
 — These are the extra values, which are yours at all seasons, when you protect yourself and your car from road mishap with

Firestone Non-Skid Tires

The sharp edges, abrupt angles and deep hollows of the common sense "Non-Skid" tread, form the sure way in which these results are obtained.

Increased Service **Increased Security**
 The Non-Skid tread is built up to an unapproached thickness of tough, yet resilient wearing surface. Most miles per dollar has its supreme proof in these Non-Skid Tires. The service rendered by your car is increased by a resiliency which absorbs all jolts and bumps.

Increased Security
 Their edges, angles and hollows are the logical skid-preventing design. They grip as no other tread, or mechanical device can yet obviate the tire and road ruin so common with metal appliances.

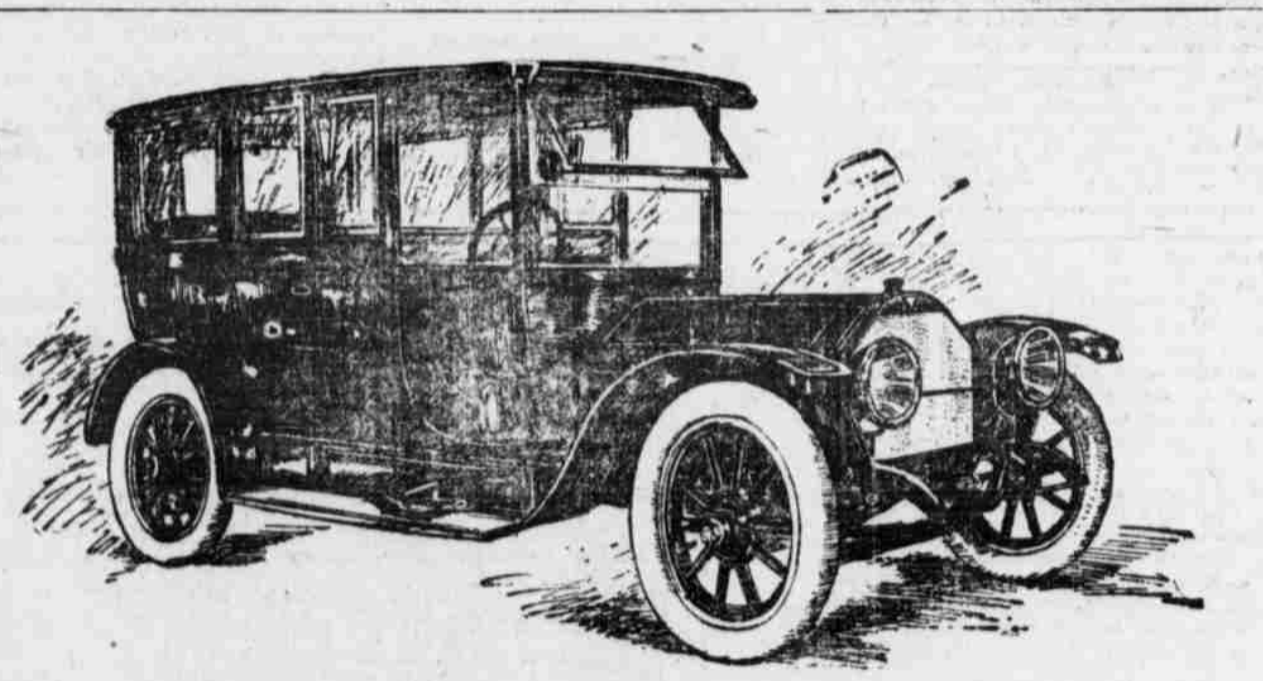
Increased Comfort
 The same extra thickness and resiliency which protect the car, give an added give and take, an increased cushion and comfort in riding.

The Reduced Tire and Car Bills of the Firestone User are the Proofs.

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—the Secret of this Rich Luxuriousness

The Master Stroke in Body Building is Embodied in The Hudson Limousine and Coupe—the Achievements of Noted Body Builders

Mechanical Perfection—How Secured
 AND the mechanical perfection of the car is taken care of by this fact: it is the creation of 48 picked engineers from 87 famous factories of the world. These men had a hand in building over 200,000 automobiles. In creating the 1913 HUDSON cars they worked under the direction of Howard E. Coffin, America's foremost designer—the man who built six cars, more than any other engineer, and never had a failure.

Our closed cars are electrically self-cranked. They are electrically lighted, and have a full complement of lamps, consisting of beautiful dome lights, running board illuminators, head lights and side lights.

If we were to describe these cars, what we would say would be identical with a description of the highest priced closed cars. By building 10,000 chassis instead of 1,000 or 2,000, the New HUDSON "37" limousine is \$3250. The large output is responsible for the saving of \$1750. And the only absent thing is the uncertain something suggested by cost alone—a quality that does not signify true value.

May we show you these luxurious cars? They are the Masterpieces of America's great body builders. Come and see them at our Exhibit Rooms.

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