

Women Influence Car's Design

THE 1914 automobile season will go down in history as an important epoch, for it has strengthened a grand move of womankind—absolute domination of gasoline motor car driving, says the Seattle Post-Intelligencer. And the stride, if present indications are a criterion, will find that womankind's mastering of space eliminators will take a more progressive and stronger step toward her future in man's category than any other one thing—partial domination in politics exempt.

Could one have the opportunity of close study of the daily work of the automobile designer and engineer today there would be no doubt of the interest displayed by them in seeing to comforts for the woman motorist.

Try to Please Her.

A few days spent with any prominent engineer in the motor car manufacturing world who is building a reputation around a successful product would find that hours, days, yes, weeks, of study are put on problems so that a woman can drive and master a motor car. The tension on the clutch, ease of steering, simplicity of construction, control, set operation, are all figured out with the idea that they must be as simple to manipulate for the woman automobile driver as they are rugged in construction.

And all of this argues for predominance of the woman at the wheel of the motor car. One has only to tour Seattle on a Sunday to see the increased number of women at the wheels of motor cars. A thrill of satisfaction of the conquering of this wonder method of transportation and pleasure immediately creeps over the less fortunate woman. It is not a disagreeable thrill, nor a silly envious thrill.

There are a goodly number of women who sit on their porches on Sunday or at the wheel of their electric who are unconsciously laying a foundation for a position behind the spider of a gasoline pleasure car.

Then again, what of a woman driving the motor car from the hygienic standpoint? To my way of thinking it rejuvenates the nerves, changes the feeling of dullness to one of energy, gives a keen joy into the beauties of nature, stimulates circulation. The woman who is affected with ennui finds her troubles quickly dispelled by a spin in her motor car, no matter whether it is a small or a large car. Through the medium of fresh air and

sunshine she will soon be physically and mentally superior to the woman who dawdles away her time over a piece of fancy work or talking the latest gossip.

One of the Advantages.

Air, light and space are said to be essential to health, and, deprived of these, the result is bound to be physical deterioration. There is no way to obtain these three life-giving qualities quite as satisfactorily as with the motor car.

The motor-loving woman does not have to remain at home on account of the weather, for with the many kinds of motor raiment procurable, the weather has little effect upon the true lover of the sport. Another prime necessity of a woman's life is the alternative of distraction or occupation, and there is absolutely nothing that fits so exactly every requirement as the motor car.

There are many women who do not realize their great need for physical as well as mental exercise, and find themselves exhausted and incapable of further effort when they have accomplished a certain amount. They do not realize that unless one has a healthy body it is impossible to have a healthy brain, and without this one can not do good work of any kind.

A change of scene is also a necessity, for upon the difference of surroundings one must depend, to a great extent, for new ideas. These can be readily obtained by going abroad from the beaten track, and for the woman of affairs the motor car is the best medium for this rapid transition from one environment to another. The need of the out of doors is a need felt by every one.

Of course, one can walk and walking costs nothing, but unfortunately the things that cost nothing are not always those that appeal to us, and so, for those who can afford it, the motor car is the ideal mode of locomotion.

Those women who have never experienced the pleasure that comes from motoring have missed one-half the joys of living. When a woman gets the appeal to drive her own motor car she is perfectly at home and soon rivals masculine alleged drivers. She knows that a brisk spin into the country will drive the cobwebs from the brain and fit her for renewed activity.

Motoring is the most perfect cure in the world for overwrought nerves. There are untold possibilities for good in it as a rest cure in this restless age. It gives a healthy appetite and is a pastime which demands sensible living. It gives a delight to life that can not be found in elaborately decorated drawing rooms. There are many women who can prove that their health has been improved by it to a really wonderful extent.

The motto of the woman who can motor should be, "motor early and motor late, but surely motor," for each and every woman who does can find pleasure, good health, youthfulness and an unequalled exhilaration with the motor car.

BUILD A SILO.

If you want to save on feed,

Build a silo.

It will help in time of need,

Build a silo.

Build of concrete if you would,

Build of brick or build of wood,

Build of anything that's good,

But build a silo.

Dairy feeds are soaring high,

Build a silo.

Summer seems to be goin' dry,

Build a silo.

Cows, too, go dry fed on hay,

Sort o' seem to fall away,

They need silage every day,

So build a silo.

Pasturage costs quite a heap,

Build a silo.

Winter feeds are never cheap,

Build a silo.

Build it wide and build it deep,

'Cording to the cows you keep,

And for milk you'll never weep,

So build a silo.

That's the burden of my song,

Build a silo.

If you've cows you can't go wrong,

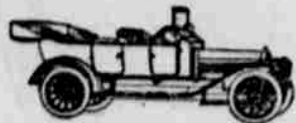
Build a silo.

Milk will flow and smiles'll come,

With the separator's hum,

And you'll shout "I'm glad, by gum,

I built a silo."



Getting Your Money's Worth

When you buy a "used" Winton Six from the Winton Company you know exactly what to expect in point of service, for the Winton Six has a reputation to sustain and nothing is ever allowed to interfere with the standard of excellence up to which every Winton Six is brought before the car leaves the shops.

Furthermore, in purchasing a "used" Winton Six you obtain the same quality of material and workmanship that is put into every new Winton car.

And you get this for just about half the original cost. In other words, you buy a standard product of an established reputation that will give many times the satisfaction that can be bought for the same money if put into a new car of cheaper construction.

Isn't it much better, while you are about it, to get the car that you've always wanted? A re-built Winton Six solves this problem and you'll be agreeably surprised to find how easy it is to own a fine six-cylinder self-starting Winton Six.

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