

**MACHINE TO RUN LIGHTS AND POWER**

**Lalley Plant Will Operate All Modern Equipment for Home; Charge Automobile Batteries With It.**

Farmers appreciate the addition of comforts and conveniences to farm life should not fail to visit the exhibit of the Lalley-Wilson Electro company on the Tractor Show grounds.

The Lalley Farm Light plant will here be shown in operation. At a small cost for operation it will furnish a brilliant, steady light for the house, barn and other buildings. It also will operate the churn, pump, separator, electric washing machine, vacuum cleaner and electric fans. It also can be used to charge an automobile storage battery.

Though so simple in construction that anybody can operate it, the Lalley light plant has many distinguishing features that appeal strongly to the man who knows anything about engines and electricity, and the cost of operation is only a few cents a day.

No technical knowledge is required to operate the plant and keep it in good working condition. It is of substantial design and rigid construction throughout—built to last. It has been on the market six years and has stood the test.

As for a description of the plant, it may be said that the engine is a one and one-half-horsepower Lalley, with cylinders ground to insure accuracy, all parts machined and all revolving parts carefully balanced. It has a Berling magneto and carburetor of the float feed type, Lalley design. The entire engine is lubricated by putting oil in the gasoline tank. This obviates damage through lack of lubrication, for if the engine runs out of oil it also runs out of gasoline and stops.

The batteries are specially designed Willard. The generator is splendidly designed for the plant. The switchboard is very simple. In charging the battery the engine is stopped automatically when battery is full.

**Krefeld, City Where Where "Die Wacht Am Rhine" is Born**

Krefeld, the city of Prussia from which comes the news of the death of Lieutenant Schaefer, one of Germany's star aviators, who had been credited with the destruction of thirty airplanes belonging to the allies, is the subject of a bulletin issued by the National Geographic society, which says: Krefeld, the great silk and velvet manufacturing center of Rhenish Prussia, from which America and England annually received \$5,000,000 worth of these fabrics before the war, is one of the most progressive of modern German municipalities. Its population at the outbreak of the war was 130,000, having increased fourfold during the last half of the nineteenth century. Unlike most cities dating from medieval times (the first mention of it occurs in the annals of the twelfth century), Krefeld was always an open town. The four great boulevards which enclose it form a great rectangle instead of a circle, such as the boulevards which have replaced the fortifications of walled cities.

The city is situated three miles from the Rhine on the left bank and is thirty-four miles northwest of Cologne and fifteen miles northwest of Dusseldorf. Its water commerce passes through the large harbor of Linn, which it owns.

The prosperity of Krefeld is attributed to the fact that it offered an asylum to Protestants and Mennonites in the sixteenth and seventeenth centuries. These peoples, fleeing from religious persecution, brought with them the art of velvet, linen and silk weaving, the last named being introduced from Holland in the eighteenth century. Now, or at least in the prosperous times just before the outbreak of the war, there were more than 20,000 looms in operation in the city, producing fabrics valued at \$20,000,000 annually. Other industrial activities of the community included the manufacture of cellulose, chemicals, leather, dyes, carpets, cravats, cotton goods and machinery. The Krefeld Technical school for the study of the textile industry is world-famous, and in times of peace enrolls students from many countries.

Three miles to the south of the city is the Gradbach road, a memorial of the battle of Krefeld, in which Frederick the Great's general, the Duke of Brunswick, defeated the French during the seven years' war. From a sentimental standpoint Krefeld derives its chief importance to the people of Germany from the fact that it was here that Karl Wilhelm, composer of the national air, Die Wacht Am Rhein, was living at the time that he gave that music to Prussia. Wilhelm was born at Schmalkalden in 1815, but for twenty-five years (1840 to 1865) he was a music teacher and director at Krefeld, where a monument has been erected to his memory.

**Fremont's Finest Men's Store**



**WAR BRINGS TURKISH WOMEN INTO VIEW**

**Gentler Sex Is Now Employed by Offices, Warehouses, Posts Telegraph and Telephone Exchanges.**

Rotterdam, Netherlands, July 3.—(By Mail.)—Even in the land of the harem the war is bringing women into public employment and the public eye. Hard shocks are being administered to old prejudices in Turkey, woman's alonged seclusion is being assailed, and it will be strange indeed if the facts recorded in the latest letter of the "Nieuwe Rotterdam Courant's" Balkan correspondent do not have a lasting effect on the general position of women in the east.

Such announcements as "the Ministry of War requires women for office and warehouse duties, at a commencing salary of 400 piasters (equivalent to normally about \$19) a month," emanating from the department of imperial posts, telegraphs and telephones, the Turkish Red Crescent (Turkish Red Cross), the railway companies and the municipality can now be read daily in the papers of the Turkish capital, says the writer quoted. The notices particularly add that the candidate must present a written statement from the head of her family that she had been given permission to accept such work.

**More Pay Than Men.** They are signs of the times, testifying to the prevailing dislocation of ordinary life, in Turkey. Women are not only permitted, but openly invited to come and do men's work, beside and among men, and even in public. Moreover, they are offered immediately a salary of \$19 a month, while, in ordinary times, a male beginner had to serve the first few months for nothing.

Since the beginning of the war living at Constantinople has become two or three times as dear as before, and before, and longer hours are worked even in the public departments. Nevertheless, the conservative old Turk, cannot yet bring himself to grant his womenfolk the permission required by the government.

The more levies of young and older men are called to the colors, however, the greater the need of substitute labor becomes. Women and girls are more and more in demand for occupations which, according to Turkish ideas, are unsuited for them.

**Few Moslem Women at Work.** It is still for the greater part Greek, Levantine and many Jewish women, and women subjects of countries allied with Turkey, who have given ear to the calls for women labor. Practically no Moslem women are to be found engaged in office work; it is chiefly in the telephone service, and the offices of the Red Crescent that Moslem women are to be found, and then only a few. Some Moslem nurses have also recently made their appearance in the dressing stations and the war hospitals, but they wear a white cloth so wound round the head, and pinned together under the nose, that only eyes and nose are visible. Armenian women show just as little inclination for public occupations.

**Swedish People Hear Of Anti-Draft Rioting**

Stockholm, July 15.—The pro-German portion of the Stockholm press republished with evident satisfaction a telegraphic dispatch to the Berlin Tagesblatt, reporting anti-conscription riots in the United States. The police, the dispatch said, were compelled to restore order in Cleveland and Chicago. Resistance to conscription is declared also to be especially vigorous in Montreal.

**War Revives Latin as Useful to the Nations**

Latin is getting a little revival as a result of the war. Latin phrases abound in law, diplomacy, etc. For instance, the European pacifists are demand peace on the basis of the "status quo ante bellum," which being interpreted means simply the conditions existing before the war. Latin is valuable because it is so crisp; it usually takes more words to express the same idea in modern languages. But the phrase "status quo ante bellum" is too long, and so the initial letters of it are used for brevity: "S. Q. A. B." The war is making lots of language. For example, the new form of German machine gun pit, protected by reinforced concrete, is known as a "mebu." The word will not be found in any dictionary. It is made up from the initials of the German terms, "Maschinen Eisen Betum Understand." In this country we constantly abbreviate "high cost of living" to "H. C. L." The initiative, referendum and recall are likewise telescoped into "I. R. R." "Anzacs" is another word which the war has created and which the professors would hunt for in the dictionaries in vain. It, too, is a made-up word, in which the "A" stands for Australia and the "nz" for New Zealand; it refers to the troops from those countries. No doubt some term will be found to distinguish the forces which this nation is to throw into the war. "American" is really too broad a term, for it includes the whole western hemisphere. "Usoma" may possibly be adopted—standing for "United States of North America," though it sounds too much like a breakfast food or a brand of crackers.—New York Tribune.

**Biggest Locomotive in World Sent Out for Road Service**

The greatest steam locomotive in the world has been put into service by the Baldwin locomotive works.

It is so gigantic that its boiler had to be made flexible at three different joints so that the locomotive could turn around a curve. It is over 100 feet long and weighs some 420 tons. Twenty-four driving wheels, each standing as high as an average sized man, afford it traction. The driving wheels are distributed along the

length of the locomotive in sets of four pairs, the wheels of each set being coupled together and driven by the giant steam cylinders. Under full steam, the locomotive can exert an eighty-three-ton pull on the cars behind it—which means that it can easily haul a freight train two miles long and 23,000 tons in weight over an

ordinarily good road-bed at an average rate of about fourteen miles an hour and possibly more. Bad roads will retard it only slightly.—Popular Science Monthly.

For best reports of the Fremont tractor demonstration read The Bee from day to day.

**Repairing Tractor Engines**

*Is a Specialty With Us*

Our machine shop is particularly fitted for the reboring of cylinders, making new pistons and new rings. In many cases we can save the owner much time and great expense by welding broken parts, either in steel, iron, brass or aluminum. We also operate a foundry, where new castings are made to take the place of broken ones where they cannot be welded.

As Fremont is the center of the World's Tractor Demonstration, so is the

**Fremont Foundry & Machine Co.**

the center for tractor repairing.

Corner 2d and H Streets

**Service First**

**Service First**

**SOUTH OMAHA**

**Receipts for Years Ending December 31, 1916-15**

	1916	1915	Increase	Increase
Cattle	1,434,303	1,218,342	215,952	17.7
Hogs	3,116,820	2,642,973	473,747	17.9
Sheep	3,170,908	3,268,279	- - -	- - -
Car Loads	112,187	101,786	10,401	10.2

**Why the Increase?**

**BECAUSE**—It is a Clean Market for Clean Live Stock. It is the most modern Live Stock market in the world, over \$1,750,000.00 having been expended during the past seven years for improvements and betterments, insuring shippers the very best and most efficient facilities for the prompt handling and marketing of stock.

The South Omaha yards are open for your inspection, as well as for the handling of your Live Stock.

Enormous increase in Live Stock receipts during 1916 over previous years means—

**Service That Satisfies**

**Union Stock Yards of Omaha**

Limited

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**Service First**

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**Monnich's Garage**

Authorized Ford sales and service. Complete stock of tires and Ford parts. Ladies' waiting room in connection. First-class service our motto.

**Military and Main St. FREMONT, NEB.**