

# FARMER'S WIFE PROFITS BY NEW LIGHTING PLAN

Is Now Able to Do the Churning, Sweeping, Ironing, Etc., by Means of Electricity.

Mr. W. L. Killy, president and general manager of Killy & Noyes company, Willys-Light distributors for eastern Nebraska and western Iowa, says:

"The farmer's wife, after generations of irksome toil, is coming into her own.

"With the universal adoption of the auto and the more recent perfection of individual electric lighting and power plants, her home life has undergone an epochal change.

**Churns by Electricity.**

"For the most part she churned by hand, washed by hand, swept by hand and sewed by uncertain light. The result was that she grew old before her time and enjoyed none of the pleasures to which she was rightfully entitled.

"No development of the era has done so much to better her condition as the modern electric lighting and power plants. With the perfection of these a decided change has been brought about in her daily life. Where once she bent over a tub she now has a power washer. The hand churn she has discarded for one operated by an electric motor. The old broom has been supplanted by a vacuum cleaner. The smoking oil lamp has been replaced by an electric portable. The sewing machine and milk separators are now equipped with motors.

"The ironing is done by electricity. There is modern sanitary plumbing and running water in the house—improvements which may be traced directly to the new plants which furnish the necessary power for pumping.

"For the first time the women folks of the farm are living like their city cousins. The recent announcement and demonstration of a new electric lighting and power plant known as Willys-Light, by the Electric Auto-Lite corporation of Toledo, has done much to bring the potential value of these modern home electric systems to the attention of the farmer.

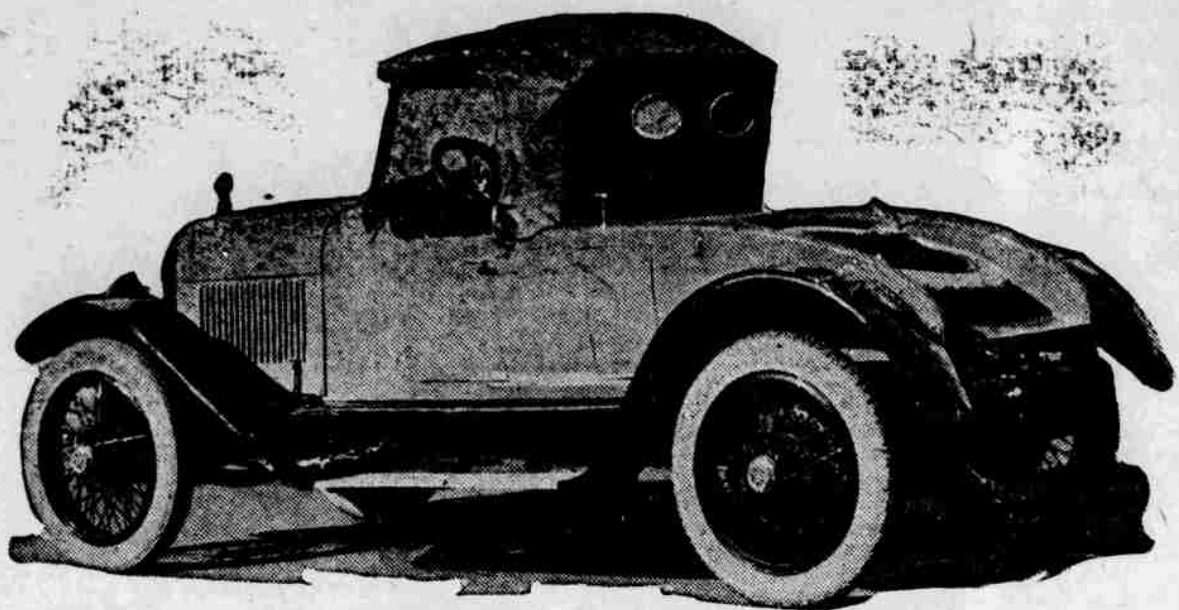
**Milk Prices in Boston Jumps Cent a Quart**

Boston, Oct. 4.—An increase in the price of milk of 1 cent per quart is predicted. The contracts between the milk concerns of Boston and the New England Milk Producers' association expire, and because of the advancing prices of grain and other dairy essentials, it is believed the farmer will demand more money for his product, with the result that the milk companies will be forced to boost their price another notch.

Sixteen and one-half or 17 cents will be the new price in the event that an increase is effected, dealers declare.

An artificial silk of much strength has been developed in the Philippines by crossing certain fibre plants.

# Noyes-Killy Again Handles King Car



The Noyes-Killy Motor Car company has again contracted with the King Motor Car company for the distribution of King cars in this territory, and judging from all reports, both the factory and the local concern are very happy in regard to the new arrangement. Both hope to bring the King back to its former place in the community within a very short time.

"It is certainly a great satisfaction to produce something new, which upon exhibition immediately takes the public eye," W. L. Killy of the Noyes-Killy Motor company was giving vent to some of his enthusiasm on the post-war model of the King "B."

The particular car under discussion is one of the handsomest and snappiest looking two-passenger cars that has ever graced a show room floor.

The factory has christened it the Road-King, and it is a most appropriate name. Everything about the Road-King radiates that indefinable something that suggests character, class, speed, strength and comfort.

"Everyone who inspects the Road-King goes into ecstasies over it," says Mr. Killy, "whether they can afford one or not.

"During my long career in selling automobiles, I don't believe I have ever handled a car which won favor and pretty compliments so instantly as does this Road-King."

# Car Owners Should Give Thought to Wheels of Auto

They Are Among the Hardest Working Parts of the Machine and Yet But Few Pay Any Attention to Their Care.

The modern automobile wheel is among the hardest working parts of the car, and yet so well has it been perfected that it rarely gives trouble, and the average car owner is almost oblivious to anything except its bare existence. And yet, strange as it may seem, it looks as if it were on the verge of some change in the wheel field, though it is not likely to be the complete revolution that some authorities seem to imagine.

Wheels at the present time in use may be divided into four major classes—wood, wire, disk and steel spoke wheels. The latter type is practically confined to motor truck construction, but cannot be entirely neglected in any comprehensive view of the wheel situation.

The predominant type of wheel at the present time is the wood wheel, made of second growth American hickory. There is no real cause of complaint against the service rendered by this type of wheel, although many academic flaws are picked in it by experts who favor other types. Until recently it was assumed that failure of the supply of second growth hickory would eventually compel our wheel makers to switch to another type. Recent government forestry figures, however, seem to show that we have a supply of this wheel material sufficient to last for some time. This being so, it is scarcely likely that any other type of wheel will oust the wooden wheel from its position of pre-eminence in the American motor car industry.

**May Go to Pieces**

While the wooden wheel is generally efficient in service, occasionally this type has been known to go to pieces under excessive strains. Wire wheel advocates claim that this can never happen with their favorite type. The commonest failure of wooden wheels is the development of annoying squeaks. This trouble may be remedied by driving wooden wedges into the spiders where the spokes have become loosened. Car owners frequently neglect to give due attention to the hub bolts of their wooden wheels. These bolts pass through the wheel and hold the hub plate in position. In the case of the rear wheels the hub bolts also hold the brake drums. If these bolts are permitted to become loose, the wheel will be thrown out of alignment. This will make driving difficult and inevitably tire wear will be enormously increased.

Next in popularity to wooden wheels comes the wire type. Strangely enough the wire wheel was the original automobile wheel, but it was simply lifted bodily from the bicycle and was quite inadequate to stand the strains of its new service. Later considerable changes in design were effected and the wire wheel was made entirely practicable for the motor vehicle. In Europe, where no second growth hickory was available and no other wood efficient for wheel construction at hand, wire wheels became standard and still are. Here in this country, with our supply of hickory, we early abandoned the crude wire wheels of the early days and switched to wood.

**Wire Wheel Superior.**

As a matter of fact the modern wire wheel has certain undoubted points of superiority over its wooden rival. The wire wheel is somewhat stronger in resisting shocks than even the best wood wheel. The latter, too, it is claimed, with continual service becomes somewhat distorted, a condition that increases tire wear. The wire wheel, supported at the rim by a greater number of spokes, is not liable to this distortion trouble.

A further point of advantage claimed for the wire wheel is that the metal more easily dissipates the heat engendered by running. Wood is undoubtedly a poor heat conductor and steel is an excellent one. The wire wheel never gives annoyance by developing squeaks. But the wire wheel demands a considerable amount of care to keep it in good condition. The enamel must be watched and whenever it cracks off, as it does occasionally, the spots must be painted over or else moisture will cause rusting. This is particularly dangerous around the nipples where the spokes join the rim. Wire wheels must be kept clean if they are to continue to be an ornament to the car. The mud must be rigorously cleaned out from between the spokes after every run.

**Watch for Broken Spokes.**

Car owners using wire wheels should give these parts of the equipment a thorough inspection once every three weeks or oftener to see that no spokes are loose or bent and that no rust has formed around the nipples. In one type of wire wheel a serrated drive is used and these serrations must be kept perfectly clean. If nicks should develop in the serrations there will be difficulty in mounting the wheel. Should rust form on the driving surface it should be removed immediately with kerosene.

The tendency toward covering the wire wheel with steel disks is of comparatively recent origin. The disk wheel is considered a distinct addition to the appearance of the car and it serves to keep the wheel beneath from dirt, rust, etc.

In France and England they are using steel spoke wheels for passenger car service, and they are giving excellent results. They are stronger, and their heat radiating qualities are better. In appearance these wheels are just the same as our familiar artillery type wooden wheels. It is not impossible that the steel spoke wheel may be the type of the future.

There are certain details of care which must be given alike to all types of wheels. Every wheel runs on a bearing, and they are kept packed with grease. Once a month each wheel on the car should be jacked up and turned to see that it moves freely. At the same time the spokes at top and bottom should be grasped and the wheel be pushed and pulled to see whether excessive play has developed. Wear in the bearings or hub may cause this trouble. In the case of wooden wheels, distortion of the wheel sometimes makes it difficult to mount the rim, or the rim may get out of shape and the same trouble will result. When this occurs, it is an easy matter to force the rim into place by placing the jack against the hub and the troublesome place in the rim. Occasionally the rims creep a little, so that the spokes are bent or even broken off. This may be caused by loose lugs or by a distorted rim or by a rim with worn shoulders. It is well to keep an eye on the valve stems, for by their angle one is warned that the rim is creeping.

**Letter Men Return.**

Manhattan, Kan., Oct. 4.—The expected return of 15 letter men to the Kansas State Agricultural college foot ball squad has brightened the school's fall athletic prospects more than in any recent year, according to Coach Clevenger.

The returning letter men include two fleet backfield stars, Hinds and Gallagher. Hinds was a 1917 half-back and Gallagher, a 1918 man, defeated Loomis of Chicago, setting a world's record in the 50-yard hurdles at the Kansas City Athletic club meet last winter. Gallagher also won the 220-yard hurdles at the Missouri Valley meet last spring. The Aggies also will have in Huston a kicker to compare with any in the Valley. A star punter, drop kicker and place kicker, Huston last fall drop-kicked a goal against Ames from the 52-yard line. Other backfield letter men include Burton, 1918 quarter; Cowell, Ottawa University halfback in 1916; Fairman and Pisceck, 1917 backs, and Hixson and Miller, 1918 men.

# ROAD BUILDING PROGRAM WILL NEED MACHINERY

Nebraska and Neighboring States to Secure Equipment Early for Spring Work.

C. C. Dawson, district representative of the Lee Road Body company, builders of road building machinery trailers and body equipment, spent the latter part of the week with Kopac Brothers, who represent their line in this section.

Mr. Dawson feels that Nebraska and other western states will buy a great deal of their equipment during the coming season in order to facilitate the road improvement program which is now under way.

According to Mr. Dawson the old day of building roads with a road scraper and a drag is past. It is now necessary to employ modern methods far more efficient than the old style road drag. Many of the western counties are already figuring on machinery and equipment which will enable them to build good roads and permanent roads in a short period of time.

Mr. Dawson aside from having been connected with many big engineering projects throughout the country is known to the sportsmen of almost every country on the globe. Dawson has been a "big game" hunter for years and has visited almost every corner of the United States on his hunting expeditions.

Lacking rubber, Japanese make water vessels, air cushions and mattresses from a strong bamboo fibre known as leather paper.

# Leaves Street Car Co. To Become Manager Of Baking Concern



Carl I. Palm, for 10 years with the Omaha and Council Bluffs Street Railway Co., and for the last three years manager of Manawa park for the corporation, has formed connection with the Skinner Baking Co., as vice-president and general manager.

A. Louie, who has been secretary and manager of the company, will still retain his interest, and remain as secretary, acting in an advisory capacity to Mr. Palm.

At least \$75,000 worth of new equipment and improvements have been made in the plant during 1918, and Mr. Palm contemplates doubling its business in the next year.

# Order Is Placed for Over Million Worth Of Tractors for Year

Word has recently been received from the home office of the Hart-Parr company of Charles City, Ia., to the effect that the Omaha Hart-Parr company has recently placed one of the largest tractor orders ever received by the company. This order is for 750 tractors the total cost of which will be \$1,042,000.

John Van Dohren, who is responsible for the organizing of the Omaha Hart-Parr company seems to feel that this is a very modest estimate of the number of tractors which can be sold in Nebraska and western Iowa during the coming year. He

feels that they will have no trouble whatever in disposing of this number of tractors.

**Shooting at Husband an Amusement; Pays Tax.**

Kansas City, Mo., Oct. 4.—Now it is paying the amusement tax for those women who indulge in the pastime of shooting at her husbands. This is the ruling of Judge A. J. Harrod, of the Kansas side police court, when he fined Mrs. Anna Young, a negro, for shooting at her husband.

"Your fine will be \$25 plus 25 cents," the judge said.

"What dat 25 cents for?" asked the woman.

"The 25 cents is an amusement tax, payable to the city treasurer," replied the judge.

# UNIVERSAL DOUBLE TREAD TIRES At Big Saving



**INNER TUBE FREE With Every Tire**

These tires are made to give service. The material is carefully selected, carefully blended, made practically puncture proof and will wear like iron. In some instances our customers get from 7000 to 8000 miles out of them. Remember you get a brand new Perfection inner tube with every tire ordered.

30x3 1/2	..... 7.50	32x4	10.95	36x4 1/2	14.15
30x3 3/4	..... 8.40	32x4 1/2	11.40	36x4 3/4	14.85
31x3 1/2	..... 8.95	34x4	11.75	36x5	15.15
32x3 1/2	8.50 Only 9.35	34x4 1/2	12.40	37x5	15.20
31x4	..... 10.60	35x4 1/2	13.65		

**RELINER FREE WITH EVERY TIRE**

Orders shipped same day received. In ordering, state whether S. S. Clincher, plain or non-skid required. Send \$2.00 deposit for each tire, balance C. O. D., subject to examination, 5% special discount if full amount accompanies order.

**UNIVERSAL TIRE & RUBBER CO.** 1018 West 21st Street Chicago, Ill.

THERE is a definite reason for the oval shape and rounded surface of Staggard Studs.

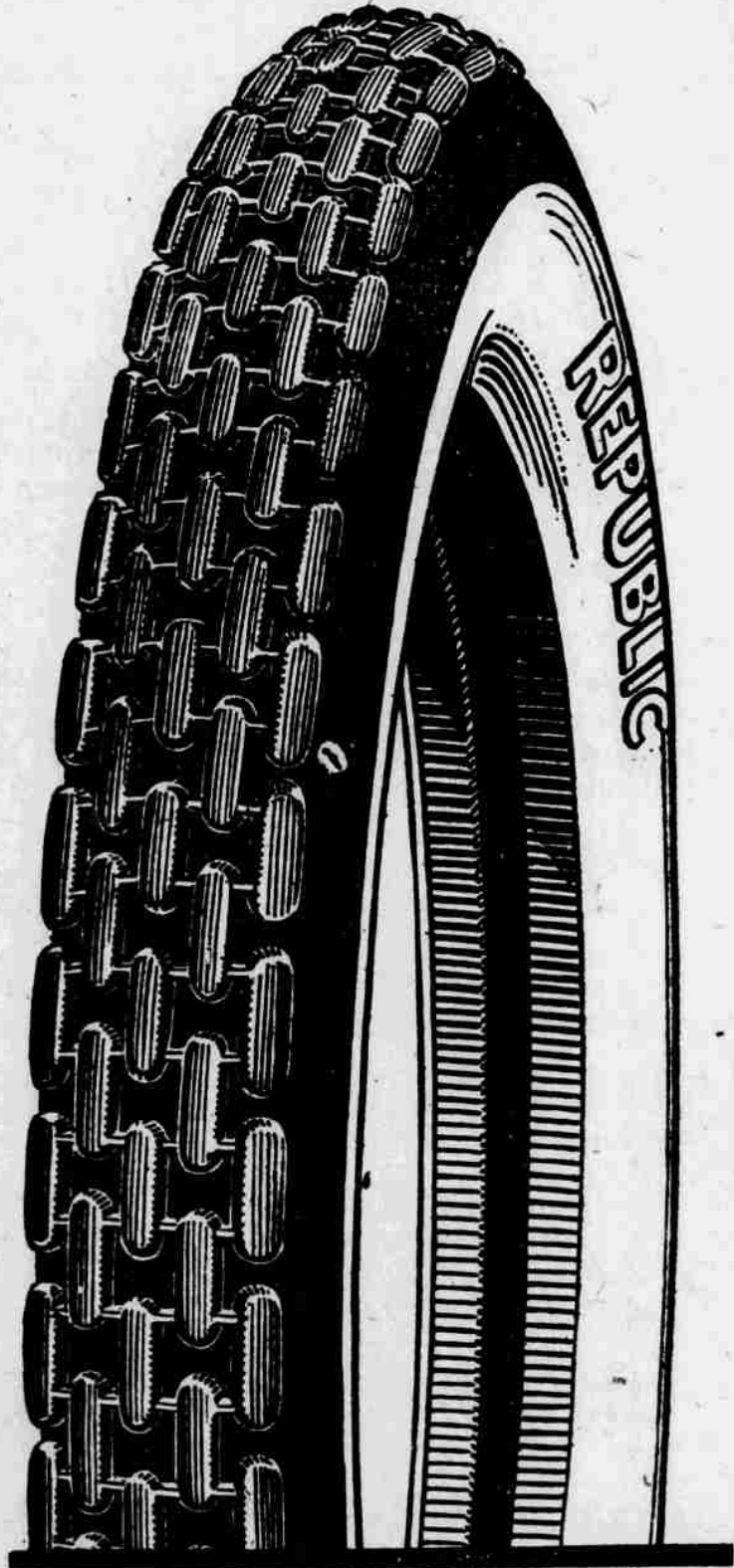
There is a reason for their precise number and the exact location of one stud in relation to the other.

Staggard Studs scientifically produce maximum grip with minimum friction. They reduce shock and side swing because the tire travels always on rounded surfaces.

The Prodim Process of compounding the rubber assures slow, even wear, comparable to the contact of metal against the road.

The Republic, thanks to the logical construction of the Staggard tread, is in our opinion, the best and probably the one truly scientific non-skid tire.

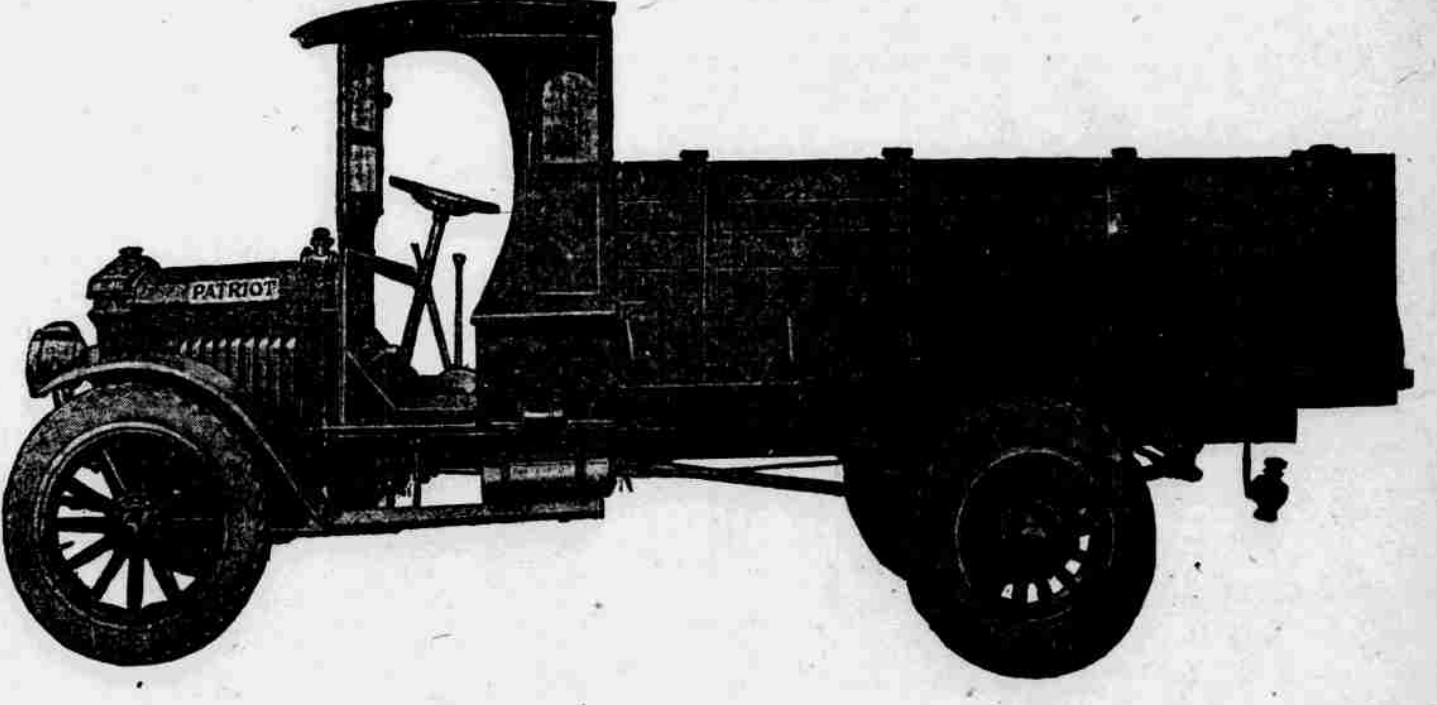
**KOPAC BROTHERS**  
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**REPUBLIC TIRES**  
With STAGGARD Studs

# PATRIOT

# Motor Trucks



Only 8 oil cups—only 8 places to remember. All other lubrication is automatic—it takes care of itself.

Not only with lubrication, but in every other way, the Patriot truck was designed to operate satisfactorily in the hands of drivers of very limited experience.

There is nothing mechanically about the Patriot Truck but what the average driver can readily keep in operation.

Patriot Trucks are making a wonderful reputation for dependable service over the gumbo roads of Kansas and Nebraska, in the mountain sections of Colorado and Washington, in the oil fields of the Southwest, in the lumber districts and ranch country of Texas—in fact, wherever unusual truck service is required, Patriots are proving their superiority.

Write for information.

**HEBB MOTORS CO.**  
Manufacturers  
Lincoln, Nebraska