

### New Take-Down System Is Added Mitchell Feature

W. L. Killy Says Simplified Disassembling Already Has Won Admiration of Car Owners.

Discussing the new feature of the Mitchell car, by which disassembling is simplified, W. L. Killy, president of the Noyes-Killy Motor company, distributors of Mitchell cars in the Nebraska territory, declares the readiness with which this new process, if possible, already has won the admiration of many car owners.

"No matter how nearly perfect an automobile may be, there comes a time when it must be overhauled," says Killy. "Like any other piece of machinery, it must, from time to time, receive attention."

"The far-sighted motor car builder recognizes this fact and constructs his product in such a manner that it may be readily disassembled and inspected and taken down in the new series Mitchell. It seems almost a contradiction that the Mitchell, one of the most staunchly put together of cars, can be so readily taken apart."

Yet the second fact is the natural result of the first.

"What is termed as the Mitchell 'suspension' construction provides not only the most scientific distribution of weight and simplicity of design, but facilitates ready access to every part of the car. This construction consists of two units, and either unit so constructed that any of the component parts can be quickly and easily removed without disturbing any other."

It is his contention that this is a big consideration, now that automobiles are thought with the idea of rendering service over a number of years.

### April Business Good, Says Cadillac Dealer

"Business for the month of April," said J. H. Hansen of the J. H. Hansen Cadillac company, "was very satisfactory and encouraged us considerably in our feeling that warm weather will do a great deal toward bringing conditions in the automobile business back to normal."

"During the month of April we sold 12 new Cadillacs and 18 used cars, which, considering the price of the Cadillac, is a very substantial business."

"Dealers in the territory are also showing some signs of activity, which is a further indication of return of prosperity among the farmers."

### Tucker Again to Take Active Management Of Auto Company Here



Charles A. Tucker.

Seventy officers and department heads of the Olds Motor works assembled at the Elks' home, Lansing, Mich., Thursday, April 28, at a farewell dinner given to Charles A. Tucker, recently resigned sales manager of the firm. Mr. Tucker left Lansing the following Saturday for Omaha and will again resume active management of the Nebraska Oldsmobile company, which was organized by him several years ago and in which he always maintained the controlling interest.

Tucker recently erected one of the finest automobile buildings in the midwest and it has been his plan for some time to build up under his own guidance one of the strongest automobile selling organizations in the United States. Owing to his deep interest in the company which he organized here, Tucker was rather reluctant to accept the position of sales manager for the Olds Motor works and his return to Omaha is not altogether unexpected.

E. J. McMullen presided at the farewell dinner. Talks were made by General Manager Edward Ver Linden, Vice President Leon German, Frank Gross, Thomas O'Brien, Thomas Costello, Ed C. Shields, Guy Peasley and Charles G. Groff. While general regret was expressed because of Mr. Tucker's resignation, the wisdom of his decision to return to Omaha business was admitted.

Mr. Tucker was well liked and given loyal co-operation in the Olds sales organization from factory to dealer, and while sales manager for the Oldsmobile line has accomplished much to foster the organization and make it into a big, smooth working machine.

Mr. Tucker's family will remain in Lansing until the close of the school year, at which time they will return to Omaha to live. Mr. Tucker is looking forward with a great deal of pleasure to the renewal of his many acquaintances here in Omaha.

### Labor Turnover at Studebaker Is Cut

Co-Operative Plans of Corporation With Employees Reported Successful.

Labor turnover with the Studebaker corporation for the first three months of this year was 61.6 per cent as against a percentage of 269.7 for the year of 1920, according to announcement now being made by the management. No small credit for this extraordinary reduction is attributed to the functioning of the company's unique and complete co-operative plans as instituted in all the plants during the summer of 1919.

The co-operative plans, which embody the payment of anniversary checks, vacation wages, life insurance and pensions, together with stock-purchasing rights, were formulated for the fundamental and primary purpose of securing prompt attendance, loyal application to duty and continuous service, and the employees are so informed in plain statements.

There is no savor of paternalism or any intention of giving something for nothing; the employees are assured that their prompt, loyal and continuous service, the only thing demanded in exchange for the right to participate under the provisions, increases the company's profits until it can well afford to pay the benefits.

Under the co-partnership provisions employees are permitted to buy stock in the concern to the amount of \$300 annually, 10 per cent of the amount being payable in cash at the time of purchase and 40 per cent payable in equal quarterly payments over a period of four years. The remaining 50 per cent is paid by the company in exchange for continuous service. Approximately 28 per cent of the total number of employees now own stock under these provisions, the majority having purchased the maximum amount.

What is considered most remarkable in this connection is the fact that there was little effort on the part of the company to induce the employees to take advantage of the stock-purchasing rights, almost all of the sales being made at the voluntary request of the purchaser.

The company has spent in excess of \$2,000,000 in building homes for its employees in the past year and a half. In building these homes the company has made use of its enormous buying powers and, in turn, furnishes the homes to employees at actual cost with monthly payments not more than the rental value of the property involved.

Prevailing wages have been paid at all times in addition to the co-operative benefits.

Pres. A. R. Esch says he hopes to see the day when each employee will own stock under the co-partnership provisions.

### Letters of a Home Made Father to His Son

On Royal Coops.

Dear Son:— I been thinkin' of knockin' off work for a month or two this summer an' takin' your mother to Switzerland. She's always wanted to climb the Alp mountains for the view, and fer my part I'd like to see some of these royally that's been collectin' there fer the last two years.

I guess Switzerland can boast of more kings than any other republic 'goin'. You can't tell when you speak to a man if you ought to call 'em 'er' or 'Your Royal Highness.' Most of 'em answer to both. The countryside is dotted with 'em sittin' around on shalleys writin' books exposin' the family life of their friends an' explainin' why they was obliged to leave home.

Aside from writin' the great pastime of royalty out of work is makin' coops. Royal coops ain't the kind you think of that's square an' made of laths. They ain't as strong as the ordinary kind an' don't usually last but a few days.

In fact a royal coop ain't a coop at all, but is more like communitin'. It consists in returnin' to your native country on the 9-15 train in the mornin' accompanied by a brass band, declarin' yourself king, an' returnin' to Switzerland in the evenin' disguised as a lunch basket.

Royalty may be short sighted, but it makes up for it in hearin'. A deposed king can hear his people callin' him when they ain't even aware of havin' opened their mouths. He's like a man in a hotel lobby what hears his name on the lips of every passin' bell boy.

As take the case of Emperor Charles some weeks ago. "Your people is waitin' fer you," says Count Popover, leavin' across the bridge table.

"Waitin' fer me with what?" asks Charles, trumplin' his pardner's acc nervously.

"Open arms," says the count. "You're sure you said open?" asks Charles. "Cause if you did you can call me a taxi. I'm goin' to make me a coop."

A Great Reform. Next mornin' finds him rollin' through the fertile dust of what used to be his royal kingdom.

"Tis wonderful to see my country again," says he, lookin' out the train window at the presents, plowin' the ground with a bent stick. "Tis my heart's desire to help these simple souls. My minister of agricultur taught 'em to plow like that. Before they used to do it with their fingers. Progress is a wonderful thing as long as 'tis government-controlled."

When they get to Hungery they take a hack an' drive to the magnificent castle of a starvin' dook. One of the nice things about bein' royal is that you don't have to be invited anywhere. You can ask yourself an' family fer a week-end without even botherin' to telephone if the spare room is empty.

The streets is deserted. Nothin' breaks the peaceful stillness but an occasional rifle shot. All night autos is comin' an' goin'. Great nobles is flockin' from all sides to pay their respects to their lord. It's all they can afford to pay. In another week they'd 'a been forced to go to work. It was a close shave. The emperor, with his usual generosity, offers them the freedom of the dook's house, includin' everythin' in it, not over-lookin' th' liquor.

### Letters of a Home Made Father to His Son

The next mornin' the people hear that their Emperor is back. They stand outside the castle an' show their pleasure by throwin' bricks at the walls. The Emperor walks up an' down very nervous. Nobles hurry to an' fro. Messengers run back an' forth. But it don't seem to do any good. The people just stand, heavin' bricks.

A Misunderstood Call. It's a great disappointment to the Emperor.

"Queer thing, Popover," says he. "I distinctly heard my subjects callin' me. This is the result of lettin' the people monkey with a democratic government. You can't understand what they're sayin'. Do you s'pose if the White Hussars was to ride quietly among 'em at a gallop it would bring back some o' their old love?"

"Alas, your Majesty, the White Hussars has all gone to America to wait on table."

"What'll I do, Popover? I can't walk up an' down the room fer the rest o' my life just to make good readin' fer the school histories. I think your Majesty came a little early. If you wait a few months there won't be anybody left in the country. Then you can have it all to yourself. Fer the time bein', I suggest you wrap yourself up in a pair of false whiskers an' drive quietly down to the 9-25."

So the Emperor, proudly disguised as a butcher's assistant, buys a second class ticket back to Switzerland.

### Magneto Failure

A common cause of poor magneto action is dirt on the interrupter points. When the points are suspected of being dirty a few drops of kerosene will remedy the trouble and restore the parts to good working order.

you couldn't hardly tell that I was better than the people." It was a fatal mistake. Instead of pleasurin' the crowd it made 'em mad.

"Is this the fellow everybody said was divine? If that's the case so am I. Why, he's partly bald. His trousers bag at the knees. Yesterday I saw him drive three balls in the bunker an' break the club over his pry minister's back. An' I hear he don't get along with his wife. He's no king. He's just a man what looks like Cassidy the grocer, only not so refined. Away with him an' the man as can make the palace first is ruler by papal choice."

An' the wretched monarch slinks from the country in a Rolls Royce to eke out a life of miserable poverty among the Alp mountains, deserted by all but twelve valets, half a dozen doctors, three doctors, a couple of press agents an' a number of poor relatives. Who supports 'em all the papers fail to state.

If I was a monarch I'd look forward to the time when my limousine crossed the Swiss border as the happiest mornin' of my life. The Cooper's life fer mine.

Democratically yours, Amos H. Amesby, Path. (Copyright, 1921, by Ed Streeter.)

### Signs of Spring

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The high rate of speed attained was 76 miles per hour and at one time the car was held at 72 miles per hour for 20 miles.

Only tourists who have traveled the Lincoln Highway in Pennsylvania from Pittsburgh to Chambersburg can fully appreciate what this performance really means.

They know that it is nearly all up or down the mountains with but few stretches of straightaway for any considerable distance.

They know that no ordinary car will mount the abrupt and long ascents without change of gear.

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