

**Professional Cards**

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Graduate Midwife  
26th Ave., between Jackson and  
Monroe Streets  
Covington, La.

MRS. J. BERNE  
Registered Nurse  
Residence on Military Road  
Phone 377.

MRS. R. J. LITTLE, R. N.  
Graduate New Orleans Sanitarium  
Phone 58      516-91, La.

MRS. J. BRETHER  
Mandeville, La.  
Practical Nurse—Massage Treatments  
Will answer calls to any place.

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Office: Located at the City  
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Phones: Office, 16; Residence 248.  
COVINGTON, LOUISIANA

E. C. GEINZ, M. D.  
Evans  
Covington—1:20 to 5:30 p. m.  
Phone 844.

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W. H. FISHER  
Dentist.  
Office in Covington Bank Building  
Hours from 9 a. m. to 4 p. m.

S. F. BUDON, M. D.  
Physician and Surgeon  
Office 219 Columbia Street.  
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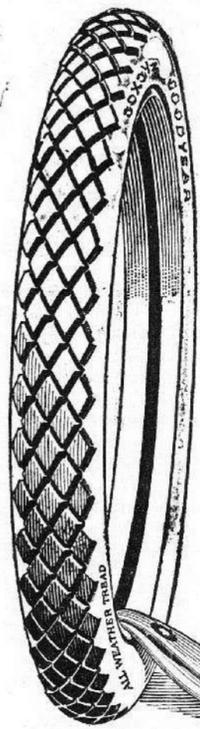
DR. A. H. GRIMMER.  
Dentist.  
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Hours: 9 a. m. to 5 p. m. Phone 113  
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HOWARD BURNS  
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MASONIC LODGE NO. 188.  
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Meets every second and fourth  
Tuesdays at 7:30 p. m.  
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Advertising in The Farmer pays  
big dividends.

# Get Goodyear Tire Economy for That Smaller Car



Just as owners of the highest-priced automobiles get greater mileage and economy out of Goodyear Tires, so can the owners of smaller cars similarly enjoy Goodyear advantages.

The 30x3-, 30x3½-, and 31x4-inch sizes of Goodyear Tires are built to afford a money's worth in performance and satisfaction which only the utmost in experience, resources and care can produce.

This extraordinary money's worth begins not only with the merit of these tires, but also with the first cost, which in most cases is no greater, and sometimes actually is less, than that of other makes of the same types of tires.

Go to the nearest Goodyear Service Station Dealer for Goodyear Tires for your Ford, Chevrolet, Dort, Maxwell, or other cars taking these sizes. He is ready to supply you Goodyear Heavy Tourist Tubes at the same time.

30x3½ Goodyear Double-Cure Fabric, All-Weather Tread..... \$2350

30x3½ Goodyear Single-Cure Fabric, Anti-Skid Tread..... \$2150

Goodyear Heavy Tourist Tubes are thick, strong tubes that reinforce casings properly. Why risk a good casing with a cheap tube? Goodyear Heavy Tourist Tubes cost little more than tubes of less merit. 30x3½ size in water—\$450 proof bag.



## INCREASED USE OF TRUCKS AND TRAILERS WILL HELP OUT COST OF TRANSPORTATION



Fresh Country Produce Being Loaded Into Truck for Quick Shipment In- to Near-by City.

Our faulty distribution of food-stuffs and other necessities of life is responsible to a considerable degree for high prices to consumers. Official investigations show that it costs as much to deliver farm products from railroad terminals at New York to city consumers as to ship them by rail from points as distant as Buffalo, or to deliver a ton of coal in Chicago as to ship it from the mines in southern Illinois.

**High Cost of Hauling.**  
On the other hand the cost of hauling products from the farm to the shipping points and to take manufactured goods back to the farm is double or triple what it need be. These transportation costs at both ends of the rail haul must be added to the prices charged for farm and factory products and the consumer "pays the freight."

Rail and water haul are the cheapest forms of transportation and there is no prospect of any substantial reduction of freight charges. The only possibility of lowering the cost of transportation materially lies in the

haul at either end of the rail and water routes—that is, in haulage by highway. There are tremendous possibilities in savings in this direction. Careful investigation by the department of agriculture last year show that haulage from farms to shipping points costs less than half as much by motor truck as by horse and wagon, even under present conditions of the highways. Thus, the average cost of hauling wheat by wagon was 80 cents a ton for each mile, while the cost with motor trucks was only 15 cents; to haul corn by wagon cost 33 cents per ton-mile as against 15 cents by truck, and to haul cotton by wagon cost 48 cents compared with 12 cents by motor truck.

**Trailers Lower Rates.**  
Even these comparatively low rates for hauling with motor trucks can be cut in half by the general use of trailers, since the hauling capacity of a truck can be doubled or even tripled in many cases by towing one or two loaded trailers behind the truck, using a semi-trailer with the truck.

## REGULAR OILING OF CAR SPRINGS

Cleveland Auto School Head Thinks Neglect Is Often the Cause of Breakdowns.

## EASY WAY OF LUBRICATION

Put Lifting Jack Under Body of Car and Spring Leaves Are Separated by Means of Small Tool—Prolongs Life of Car.

The reason you feel completely tired out after a day's ride in one car—or on the other hand, thoroughly refreshed after a similar trip over practically the same road in another car, is due to a difference in the action of the springs of the two cars, says Clyde H. Pratt, president of the Cleveland Automobile School company.

The most important part of the car's mechanical construction as far as the riding qualities are concerned is the springs. If the reader will take the trouble to look at the springs of various cars he (or she) will note that there are a number of general types of springs. These may be classed under various names, among them full-elliptic, semi-elliptic, three-quarter elliptic, cantilever and platform springs being the most common.

**How Springs Are Made.**  
All springs, regardless of their type, are made up of a number of separate layers of flat pieces of spring steel placed one above the other, short pieces being in the middle and the longer ones extending through to the eyes of the spring. The spring is connected to the frame by means of a spring shackle which is fastened to the end of the spring by a spring bolt through the eye.

By watching the springs carefully when someone else is testering the car up and down you will notice that these separate leaves slide on each other instead of simply bending as most people suppose. In order to keep the vibration of the axle from being transmitted to the body of the car it is necessary to see that the spring leaves slide easily on each other, and in order for them to do this there must be a film of oil between the separate leaves through their entire length.

Without this oil film these springs cannot slide without excessive friction, which means that they will not bend properly and the spring action instead of being smooth will be stiff and jerky, with the result that the car will ride hard and the springs are more liable to break. In fact, most of the broken springs can be traced to a lack of proper lubrication of the spring leaves.

**Easy Way to Oil.**  
An easy way to oil these is to put a lifting jack under the body of the car, so that the weight will be taken off the springs. The spring leaves are then easily separated by means of a screw driver or a small chisel and a little graphite in oil is easily inserted. Graphite is usually used with the oil in the spring leaves, because the graphite does not work out as quickly as the oil alone would.

**Many Spring Oilers.**  
There are many different kinds of spring oilers on the market. Some of these are good and others are good only because the spring needs oiling and these help to call your attention to it. The spring bolts must also be oiled practically every day or they soon wear so the springs work hard

and then at an unexpected moment break, allowing the car to drop down.

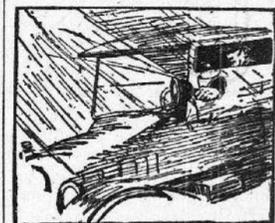
The market also offers many auxiliary springs and various shock absorbers which will very often make quite a difference in the riding of the car. But with the instructions that come with all of these various attachments you will find that one of the very important items which they bring out is to have your springs thoroughly oiled or greased before applying the spring sustaining device.

As you travel around in various makes of cars you will find that it is not so much the make of spring or the type of spring which makes the car ride easy as it is the proper care and lubrication of the springs. This more than anything else will keep your car ride easy, cut down your gasoline consumption and prolong the life of the car and tires.

## CIRCULAR HOLE IN CURTAIN

Handy in Operating Searchlight During Storm When Windshield Is Filmed Over.

Driving through rain, snow or fog is dangerous business at night if the storm curtains enclose the car. The searchlight at the left of the driver



A Means of Operating the Searchlight Is Necessary When the Windshield Is Filmed.

cannot be used unless the curtain is unbuttoned.

A circular hole, large enough for the arm to be thrust through, can easily be cut in the curtain and patched in the manner shown in the illustration. This will prevent the rain from entering the car but allow the driver to get at the searchlight.—C. C. Spreen in Popular Science Monthly.

## AUTOMOBILE NEWS

Finesse in driving is essential if maximum pleasure, safety and comfort are to be obtained from a car.

In order to get the best service from your tires it will be necessary to keep careful track of the number of miles run.

Clutch trouble is one of the commonest complaints among car owners. The clutch throwout collar needs daily lubrication.

If the owner should have occasion to dismantle the springs he should take the opportunity to spread a lubricant over the leaves.

An attachment invented in Europe enables a person in any seat in an automobile to regulate its speed without the knowledge of the driver.

FOR SALE—Light Six Buick Touring car, good condition, early 1918 model. Harvey E. Ellis. ja31

## AUTOMOBILE GOSSIP

If gasoline drips from the carburetor when the car is standing and the engine is not running the needle valve connected with the float should be investigated.

The great deal of clutch trouble for which the owner can find no obvious cause is due to the fact that the clutch shaft is out of true with the center of the flywheel.

A drill can be made to cut an oversize hole by grinding one cutting edge a little longer than the other. This is a scheme that is useful in an emergency, when a hole must be made of a size for which there is no drill.

## NEGLECT OF OWNERS WILL INJURE AUTOS

Proper Lubrication Is of Utmost Importance.

Drivers Gradually Form Habit of Doing Everything on High Speed in Shifting Gears—Inspect Car Every Week.

There are many ways in which a car may be unintentionally mistreated, just as there are many ways in which one's own health may be violated to the injury of one's system.

The first point is quite familiar to most motorists, and that is the question of proper lubrication. Still every dealer knows that cars continue to be brought in with bearings burned out, king bolts badly worn and other parts of the car in more or less damaged condition from under-lubrication. Oil should not be used too long, because after a time it loses much of its lubricating qualities. This is an especially important item to watch now, because good lubricating oil is not always available at all filling stations.

Another point is the shifting of gears and the use of gears in hard pulling. It should be borne in mind that all motors have excess power because of the extent to which the valve-in-head principle of design has been developed, and because of this surplus power drivers, as a class, gradually form the habit of not shifting to lower speeds, but do everything on high.

After a time they gradually grow to hate the idea of dropping to lower speeds, as if it were a reflection on the car or on the driver's ability. This is a condition that should not exist.

These same ideas apply to practically all of the little things that may happen to motor cars in general service. A weekly inspection will do a great deal toward getting the utmost

serviceability out of a car. The owner who does not have time or inclination to attend to these things himself will do well to see that they are done by some one who is thoroughly competent. They do not take much time, and the man who is mechanically inclined will derive much pleasure in becoming more familiar with the various working units of his car.

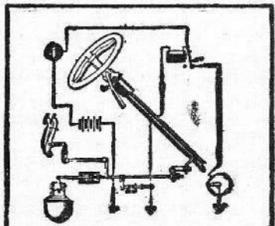
A good motor car responds wonderfully to good treatment, not only from the standpoint of satisfaction, but also from that of giving the owner the full amount of transportation that has been built into his car.

## ELECTRIC CIRCUIT CONTROL

Mechanism Provides Cut-Off for Automobile Engine Which Is Operated Automatically.

An automatic ignition control mechanism, the invention of W. M. Edmont of Duluth, Minn., is illustrated and described in the Scientific American as follows:

The invention relates to electric circuit controlling mechanism for use in connection with the ignition circuit of



Diagrammatic View Showing Automatic Cut-off Mechanism.

an automobile engine. An object is to provide an ignition cut-off for an automobile engine which is operatively combined with the throttle valve operating mechanism in such a manner that upon closing the throttle, the ignition circuit is automatically broken, rendering the engine "dead" and causing it to run against the compression in the cylinders thus providing an effective brake.

## AUTOMOBILE PAINTS

Gasoline saved is mileage earned.

A cowl squeak may often be traced to a speedometer shaft which needs lubrication.

A periodical lubrication of the spring leaves will show a wonderful improvement in their action.

A cause of improper cooling and one generally overlooked in the search for the trouble, is the radiator.

## CLEAN DEPOSITS FROM OIL BASE

Sediment and Muck Accumulate Much Faster Than the Car Owner Ever Imagines.

## NASTY BUT NECESSARY JOB

Small Lumps of Carbon From Cylinders, Sand From Road and Metal Turnings Have Been Found—Give Engine Needed Care.

(By WILLIAM H. STEWART, JR., President of the Stewart Automobile School.)

What a world of trouble you are storing up for yourself if you do not drop the oil base and clean it. Sediment and muck accumulate faster than you think and sooner or later you will have a ruined engine on your hands. It is not sufficient to change the oil regularly, as advised by the manufacturer. The oil base should be taken down and the deposits removed occasionally.

## Nature of Accumulations.

The first time you do this you will be surprised at the nature of the accumulations. Small lumps of carbon from the cylinders, sand from the road, even particles of metal turnings left there when you car came from the factory, have all been found in the oil base. But worst of all is the thick muck of burnt oil and carbon which covers the bottom and sides. The grit and other particles are heavy and sink to the bottom, but the muck remains even after the base is drained of the old oil.

The advice usually given to the motorist may be summed up as follows: "Drain out all the old oil, replace the plug and fill to the usual level with kerosene. Run the engine not more than 30 seconds, and then drain the oil base. Repeat if thought necessary. This stirs up the muck and sediment, which runs out with the kerosene. In this way the base and bearings are cleaned with a minimum of effort and without removing the crank case."

## Grit Splashed Around.

"Stir it up!" Indeed, the grit which should be dormant until scraped out by hand is stirred up and splashed all around the crank case and also carried into the bearings. It forms a fine grinding compound, which either shortens the life of the bearings or clogs up the oil holes, causing the bearings to run dry. The result is even worse if the oiling system is one of the present type forcing oil through a hollow crank-shaft directly into the bearings. Right into the bearings, mind you! and under pressure, too!

Can anyone defend this method after realizing what this means? It is not a sufficient answer to say that the oil must pass through a strainer.

So although it is a dirty job and a disagreeable one to remove the crank case for proper cleaning, it is the only way to give your engine the care it really needs.

## SUPERGLASS ON WINDSHIELD

It Will Not Break When Hit by Heavy Object, Thus Saving Occupants of Car From Injury.

## REMEDY RATTLING CAR DOORS

Defective Part Can Be Detected by Holding Each in Turn While Car Is in Motion.

In the case of a rattling door the defective part can be detected by the simple expedient of holding each in turn while the car is running. Adjustment of the clearance between the spring belt and its recess will cure the trouble.

## TIRE PUMP LESSENS LABOR

One of Painful Features of Automobile Done Away With by Recent Invention.

One of the painful features of automobile has always been the pumping of the tires, that interminable up-and-down stroke that makes the back



Pump for Automobile Tires.

feel like a prize bundle of aches. But now Thomas A. Halleran comes forward to do away with this.

The inventor has patented a pump for automobile tires which provides a rotary motion, as shown in the illustration, so that now the motorist will have the pleasure of cranking his tires as well as his engine.

Classified ads. produce results if placed in The Farmer.