

Farm Department

(Continued from page 7)

els per acre more from such seed than from ordinary seed. The cost of grading this seed, even with the ordinary hand fanning mill, need be but a few cents per bushel for the seed saved. There is absolutely nothing wasted in this way. One may then be assured that he is using the best possible seed for his farm.

Most farmers in selling hogs in the fall save a number of the best in the herd for breeding purposes. It is just as logical and there is just as much room for improvement to select the best individuals in grain as to select the best individuals in animals. Selling or feeding 900 bushels of grain out of the 1000 bushels raised, and leaving the 100 bushels in the bin for seed, is no more logical than for the farmer who raises 100 hogs and wishes to keep 10 for breeding purposes, to make his selection of breeding stock by opening the late and allowing 90 hogs to run out and keeping the ten that remain.

We have often suggested that feasibility of a community getting together and equipping an outfit with a couple of first class, good-sized fanning mills, connecting them up with a gasoline engine, putting the whole outfit on a truck and equipping it with the necessary conveyors, sackers, etc., then using this outfit to go from farm to farm immediately after threshing and run through a reasonable amount of the grain threshed, and grade out the heaviest, plumpest kernels for seed, the balance to be run back into the bin to be fed or marketed as desired. Such an outfit could be fixed up by any good mechanic at a total cost of not to exceed two to three hundred dollars. Here is a job for some Farmers' Club to undertake.—The Farmer.

GUERNSEY CATTLE FOR DAIRY

(By G. L. Martin, Professor of Dairying, North Dakota Agricultural College.)

The Guerneys are a native of the island bearing the same name, and situated only a short distance from the island of Jersey. The home of this breed is a little smaller and not so well protected naturally, yet the climate is very similar to that of Jersey.

The origin of the Guerneys is like that of the Jerseys—are descendants from the same early cattle of Normandy and Brittany in France.



Guernsey Bull and Cow

The environment under which this breed develops has left its influence upon the breed. The island is rather rugged and exposed with a climate a little more severe than Jersey. While the crop and marketing conditions are very similar to those in the neighboring islands yet the Guernsey breeders have paid more attention to utility rather than fancy points; all of which has tended to increase the hardiness of the breed.

The Guernsey cow will average about 1,000 pounds in weight, ranking somewhat higher than the Jerseys in this respect. They are coarser in bone and not quite so smooth in conformation. The common colors are reddish yellow with white markings on the face, flanks, legs and switch. The Guernsey breeders lay much stress upon a deep yellow skin as indicative of rich yellow milk and butter. The breed has been kept pure for many years by means of laws prohibiting importations of cattle into the island.

The Guernsey ranks well with the Jersey in quantity and quality of the milk. The milk from this breed is the yellowest in color of any breed which is a strong factor in marketing the milk, cream and butter.

The Guerneys are very popular because of their strong vigorous constitutions, are good feeders, gentle in dispositions, cross well with the beef breeds and readily adapt themselves to conditions in the northwest.

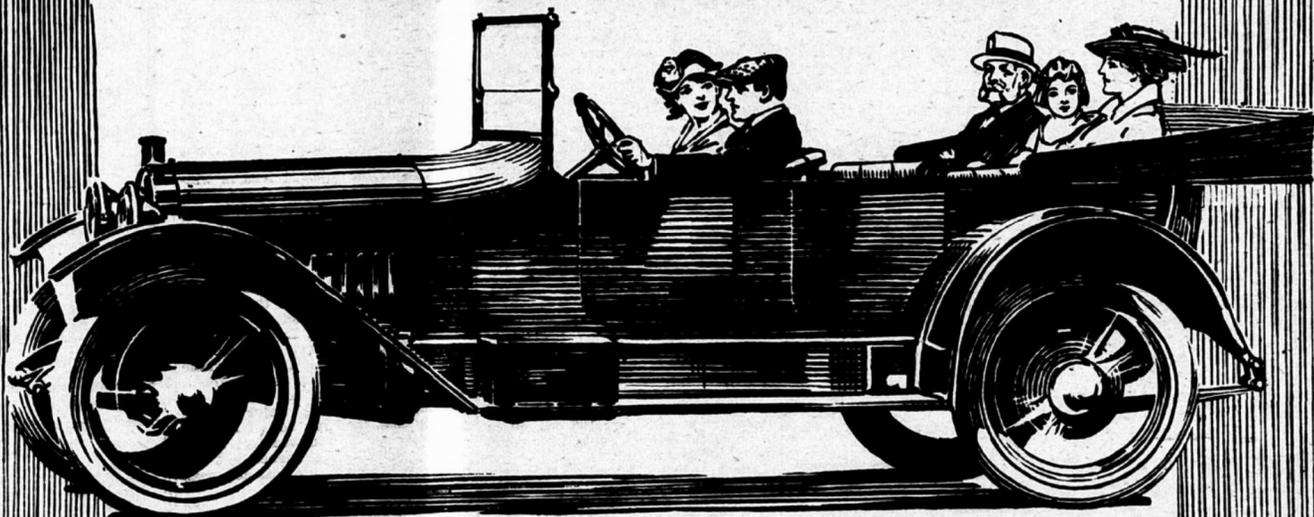
TIME FOR HARVESTING CORN

The best silage is made from corn cut during the glazing stage. In case the season for frost has arrived it will need to be cut at an earlier stage for frosted corn soon becomes too dry to make good silage. Up to the tasseling stage of growth the corn plant builds framework and constructs cells to be filled with food material later. The growth of the corn plant is very rapid until it reaches the tasseling stage immediately after which begins the storing up of food material in the cells.

The storing of food material is rapid after tasseling time. The degree of maturing are defined as follows: the tasseling, silk, milk, glazed and ripe stages of growth. Between tasseling and ripening, the quantity of water in the cells is replaced largely by sugar, starch and fats.—North Dakota Experiment Station.

We are showing a line of Ladies and Misses Ready-to-wear and pressed shapes that has been acknowledged as the seasons standard of merit in millinery because of their Best, Latest Styles. Mrs. Ringo. 10-11.

1915 Announcement Hupmobile



Car of the American Family \$1200

For the third time the Hupp Motor Car Company has produced a car which, we believe, will prove immeasurably superior to any that assumes to compete with it.

The first Hupmobile 20 made for itself, and held against all rivalry, an immense following, at home and abroad.

The "32" put the Hupmobile into another class and surpassed the "20" in world-wide popularity.

This new Hupmobile bids fair to eclipse them both, as *the very utmost a motorist can desire.*

A highly specialized, individualized, *Hupmobilized* motor car which gives you, we believe, more service and comfort for your money than you can find if you comb the market a dozen times over.

Listen to the details:

Every Improvement Important

Ease, convenience and economy of operation are furthered by:

- Left steer with center control
- Larger steering wheel
- Easier steering
- Easier clutch action
- Throttle and carburetor control levers on steering wheel
- Automatic spark advance
- New starter that makes motor non-stallable
- Foot throttle in improved position
- Larger brakes
- Swiveled pads on foot pedals
- Lighting and ignition switches at center of cowl board
- Non-skid tires on rear
- More power
- Larger valves
- Heated intake passage
- Improved carburetion
- Improved ignition
- Improved motor lubrication
- One-man type top

The passengers are afforded greater ease and comfort by:

- A larger body
- Ample room for five passengers
- Deeper seats, with same comfortable Hupmobile tilt
- Larger wheels and tires
- Semi-elliptic rear springs
- Deeper, softer, full-tufted upholstery
- More leg room in front and in tonneau
- Longer wheelbase
- Wider doors
- Side curtains to swing with doors

Specifications

More Power

Motor, 3 1/2-inch bore x 5 1/4-inch stroke; cylinders cast in bloc, with water jacket space between barrels; valves 1 1/2-inch clear diameter, mushroom tappets, with special shape cams, very quiet; valve spring chamber closed by oil-tight cover, so that contacts are made in an oil bath. New shape combustion chamber, larger valves and larger cylinder bore produce more power. Multiple disc clutch, with thirteen 13-inch plates.

New Type Carburetor

Horizontal type bolted directly to cylinder block. Gas passage between cylinders, so that intake manifold is heated its entire length, assuring complete vaporization of even the heaviest gasoline.

Improved Oiling

A system already highly efficient made still better. Pressure feed from flywheel to main bearings and connecting rod bearings; cylinder walls lubricated by mist from crankshaft.

Modern Ignition

Ignition from storage battery, with automatic spark advance. Type rapidly being adopted by progressive engineers.

Single Unit Electrical System

Generator and starting motor combined, driven by silent chain from front end of crankshaft. Supplies current for starting, ignition and lighting. Makes motor non-stallable. Westinghouse 12-volt system.

Longer Wheelbase; More Room

Wheelbase, 119 inches; tires, 34 x 4 inches. Roomy 5-passenger body; 2 inches more leg-room in front, 7 inches more in tonneau; full tufted upholstery; concealed door hinges, flush handles. Front springs, 37 inches long, practically flat; rear springs, semi-elliptic, 52 inches long, swung under axle; springs self-rolling. Brakes, 14 inches in diameter.

Left Steer, Center Control

Steering wheel at left; gear change and hand brake levers at driver's right. Speedometer, starting and lighting switches mounted flush in center of cowl board. Speedometer drive from transmission.

Non-Glare, Dimmer Headlights

Hupmobile design. Upper half of headlight glass corrugated. Kills reflector glare, complying with many city ordinances and giving full illumination on road. One bulb in headlights, dimmed at will through resistance in switch. No side-lamps.

Equipment and Other Details

16-gallon gasoline tank in cowl; rain-vision windshield, fixed uprights, lower half adjustable for ventilation. One-man type top, attaching to windshield. Crowned fenders, with flat edge and without bending. Tail lamp exclusive Hupmobile design, illuminates license plate and entire width of road for considerable distance behind car. Non-skid tires on rear. Demountable rims, carrier at rear for spare rim and tire. Lighting and ignition switches controlled by Yale locks. Speedometer, Robe rail, foot rail and coxos mat in tonneau. Color, blue-black with maroon running gear. Price F. O. B. Detroit.

Model 32 \$1050

With electric starter and lights, over-size tires, demountable rims, tire carrier at rear and all regular equipment \$950 with regular equipment only. Prices f.o.b. Detroit

This new Hupmobile simply declines to be classed with anything of like price—in externals, in performance, in economy.

You can't compare it, because nothing near it in price will bear comparison.

If you've had Hupmobile experience, go see the new car, expecting to find all the good points you have known, and a wealth of added value.

If you know the Hupmobile only by reputation, you will find that the new car goes far beyond the best you have ever heard of former models.

Hupp Motor Car Company, Detroit, Mich.

The Auto Mart, Williston, N. D.

