

Belletonte, Pa., August 3, 1917.

NEEDLESSS WEAR ON TIRES IS DUE TO CARELESSNESS.

Common Form of Mileage Waste Can Be Avoided by Motorist Who Will Follow These Rules.

It is estimated that the stupendous sum of \$350,000,000 was spent for automobile tires last year. Of this vast expenditure, experts figure \$105,000,-000 was squandered by automobile drivers through carelessness and ignorance in the use and care of tires. This is the third of a series of articles written to prevent much of this unnecessary tire expense. These articles were prepared by experts and offer only simple, practical suggestions.

age" is the unnecessary wear on the tire caused by a careless use of the car brakes, the inaccurate adjustment of the wheels or the improper use of anti-skid devices. Of these, probably the most common is the careless use

engine; therefore, the use of foot and emergency brakes is taught to the new car owner early. Locking the wheels will not bring the car to an immediate stop; the momentum and weight will cause the rear wheels to slide along for a considerable distance and grind off the tread of the tires in the same manner that street car wheels are ground flat in spots.

Avoid letting in the clutch quickly while the engine is running fast. Such treatment is not good for either car or tires. Spinning the driving wheels in mud, snow or on slippery roads may grind off the tread rubber and some-

the cross grips to cut and gouge into the rubber cover and fabric under-neath. When cross grips become worn sharp and rough they should be will be result that many of them have been saved.

"Roads which were full of gaping holes caused by exploded mines, bridges, and other public works have replaced, otherwise cutting of the cover cannot be avoided.

wear on a tire tread is faulty alignment of the wheels. Your car should be inspected occasionally by a mechanic to correct this fault.

UNNECESSARY WEAR ON SIDE WALLS and schools. And these, too, will be Probably one of the most common speedily replaced by others." and inexcusable abuses of tires is driving them in car tracks or deep ruts. The easiest riding road is sometimes the hardest on tires.

There may be times when bad roads cannot be avoided, but side wall injury to the tires under such circumstances should not, in fairness, be considered as an indication of fault in the

It is possible, under very severe conditions, to wear through the side wall rubber in a very short time, but ordinarily the wear indicates neglect. If it is necessary to drive occasional to over head of the commission of the com ly over bad roads, reverse the tires, i. e., place the worn side toward the car, the ex-Czar and his family, has apvulcanize rubber over the most worn | plied for a grant to cover their immeparts to protect the fabric from moisture and disintegration, and it will be found that the normal service from the tires will not be greatly af-

for the passengers and may be econoning in car tracks, rather than over as follows: Olga, \$2,650,000; Tatiarough, cobblestone pavements and the na, \$2,000,000; Marie, \$1,850,000; Anrough, cobblestone pavements and the tires won't be injured noticeably by doing this occasionally—it is the condoing this occasionally-it is the continued practice that shortens the amounted to \$8,000,000 annually, but

Quite often the pavement along inside edges of rails is very rough and may result in cuts to the rubber and ture of the Court swallowed up these bruises to the fabric. Rails on hills are to be avoided as much as possible, great possessions, the Czar appears as they usually have sharp, thin splin- to be a poor man, inasmuch as the real ters on the edges, which are liable to estate belonging to the Cabinet will cording to the best figures avaliable. cut or puncture the tires.

The service of tires will be abbreviated to a considerable extent if cuts, and other members of the Romanof punctures and snags are neglected. family will also have to be considered.

tact with the wood. In this way such foreign matter as grit, sand and pebeach revolution of the wheel the accumulation of foreign matter acts as a wedge and further forces itself becomplete separation of the tread.

It is very generally known that gasoline, grease, oil and other fatty substances are solvents of rubber. Oiled | Candy shops were open only for a few parkways and roads are not particu-

If garage floors are not kept clean and the tires stand in a pool of oil, the treads soften and the traction strain in service stretches the rubber to the shop some time ahead of the in a wavy outline.

Probably the most damage is experienced from grease in differential housing, working out into the break drums and then on to the side walls of the take up positions in front of the the tires. This may result from loose candy shop doors, like the crowds in bearings, too much grease or from using grease not suitable for the dif-

### Not Mere Living.

"My salary is \$4,000 a year. Couldn't you live on that?" I suppose I could manage to live on it," replied the girl, "but I expected to do a lot of entertaining after I was married."—Louisville Courier-Jour-

—American women residing in Australia have organized an American-Australian League of Help, one of the objects being to send comforts ture. to the American soldiers co-operating with the Allies.

#### War's Destruction Short-Lived.

Devastated districts in France re-fuse to stay devastated. Nature is a great restorer, and when she is backed up by man as a cultivator, it is hard to wreck a countryside by human agencies so that it is incapable of production. Hence we should not be surprised that the dismal prophets who foretold that the ruined agricultural districts of France would not recover in a generation are now beholding with their own eyes the evidence of their

"Truly remarkable, then, is the announcement recently made by French officials to the effect that work is progressing rapidly in the devastated districts, and that already there is promise of abundant crops in the restored provinces. It appears that the Germans, needful of every bit of food they could possibly raise in any of their occupied lands, planted crops in A very common form of "tire wast-they would reap the harvest. And when, to their surprise, they were driven out, or at least decided to execute one of their inimitable 'strategic retreats, they were unable to destroy their plantings. It so happens that France is an agricultural country, and her army numbers many workers of line. Also the zone of submarine op-Knowing how to stop, when necessary, is considered more important than a knowledge of how to start the German farms. Implements have ed to increase the number of merchant been rushed from the interior to the ships sunk. The Germans apparently newly acquired regions, and work is are being forced to constantly greater proceeding satisfactorily on the military farms. Pens of thousands of acres bear signs indicating that they back slightly. are 'Cultivated by the Army.'

"The fruit-trees which the German invaders ruthlessly slashed and cut down presented a more serious prob-lem. Yet when the French tree surgeons came upon the scene they soon found means of salvaging the grand old fruit-trees which were the pride of the former French inhabitants. Correspondents tell us that thousands of times snag the cover along the entire these fruit-trees are to be seen today in full bloom, with their trunks tied up Anti-skid devices are helpful under with bandages in much the same way certain conditions, but great harm will as a human arm undergoing medical result from continued use when not care. Trees cut down have been raisactually needed. Some devices are ed, straightened, and the trunk propnoisy and there is a temptation to fasten them tightly to the tires, causing with the result that many of them

been leveled and replaced. Indeed, all those provinces were converted into a desert by orders of none else than von Hindenburg are the thousands of wrecked homes, churches, town halls,

#### The Czar a "Poor Man."

Now that the ex-Czar has been deprived of all the revenue from the land belonging to the Russian Crown, there remains to him only his strictly personal property. The London "Times" tells us that the ex-Czar is a

diate expenses.

their private fortunes, it appears that does. Nicholas II owns not more than \$500,-000 in cash and securities. His wife's Rough streets tempt one to drive in car tracks. It is more comfortable Young Alexis is much wealthier, as his allowance has been accumulating. my to protect the car, at times, from He possessess about \$2,750,000. The bumps and unusual vibration by run- fortunes of his sisters are estimated

enormous revenues were derived from

become State property.
"The position of the Grand Dukes Too much care cannot be exercised in this respect.

Some of them . . . own large private properties. The other kinsmen The elasticity of the rubber permits had little besides an annual grant a cut in the tread to expand when un- from the revenue of the Imperial apder the weight of machine and in conpanages, which will also revert to the gardens 200 per cent. Five points

#### bles are forced into the cut. With Hungry Sweet Tooth of German People.

tween the cover and fabric of the tire. It is not unusual for these lumps or "mud boils," if neglected, to cause a to work up stocks on head Points and the cover and fabric of the tire. The German government has per-"mud boils," if neglected, to cause a to work up stocks on hand. Prices, not being controlled on such luxuries, had gone sky high-four or five dollars a pound for mixed chocolates. minutes at a time, usually from 4 to larly harmful, especially after the oil 4:30 in the afternoon. Not more than has soaked into the roadway. to any one person at a time. And onto the shop some time ahead of the opening hour and do up the allotted

amount in quarter-pound packages. About half-past three and often earlier, the eager customers would begin our cities waiting for theatre tickets on great special occasions. By opening time there would often be a crowd of half a hundred or more waiting. As the doors parted they would surge forward and begin calling eagerly for the

favorite kind. I have seen a shop sell its daily quota in less than ten minutes, and the customers go away smiling and hugging their precious packages. Most of the customers were women, but not a few men have I seen taking their turn with the waiting crowd in front of a candy shop, and sometimes soldiers in uniform were among them. Oscar King Davis, in Physical Cul-

-Subscribe for the "Watchman." Boston Transcript.

#### Torpedo Supply Getting Scarce.

There is reason to believe that the German torpedo supply is weakening.
The increasing frequency with which press dispatches report merchant ships as successfully dodging German torpedoes, says the statement, suggests to the technically trained mind that the German torpedo is deteriorating in speed and hence in ac-

curacy of fire at long range. At the outset, the statement contin-ues, the Germans were extremely falsity, says an editorial writer in careful to conserve their torpedoes. the "Scientific American" (New Merchant ships were sunk by gunfire wherever possible. But the arming of merchant ships and the constant improvement in the allies' system of defense against submarine attack has driven the submarines under water and they are now forced to use torpedoes in almost every attack. The increase in the number of submarines has further added to the strain upon the German stock of torpedoes.

An analysis of reports on submarine attacks now indicates that this unprecedented expenditure of torpedoes is beginning to tell upon the effectiveness of the U-boat warfare. The Germans are pressing their sub-

The explanation of this offered by certain naval experts is that the Germans are being so pressed for time in the construction of torpedoes that they can no longer maintain their speed and their accuracy of fire. It is estimated that the German torpedo has lost nearly ten knots in speed from the standard torpedo used at the outset of

It takes normally six months to construct a torpedo and costs thousands of dollars. There is also a chance of Germany running short in some material essental in their manufacture. Whether this has occurred is not known, but the conclusion has been reached that the individual torpedo is

losing in efficiency.

The U-boat warfare as now being waged, it is said, was undoubtedly not thought out and prepared for by Germany before the war. Therefore the r cannot be avoided.

Another common cause of excessive French and their British allies that for the purpose. The deficiency has been made up by increasing the output of terpedoes. But with the tremendous land operations she has essayed, Germany could not have devoted a maximum of her labor or materials to the making of torpedoes. Had she done this it is not doubted she could have kept up the supply. But sacrifices in the torp do supply were made to satisfy the folly of the

crown prince at Verdun. Naval experts are rightly continu-ing to stress the vital importance of atempting to destroy the power of the submarine by some new developnot absolute sense:

"Mr. Titoff, the commissary appointed by the Provisional Govern
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"Mr. Titoff, the commissary appointed by the Provisional Govern
terest of payal expects by the interest of payal expects by the payal ex They are wondering whether Germany can stand much longer the strain of "According to a rough estimate of this staggering expenditure of torpe-

### Large Crop Gains.

A \$350,000,000 crop from vacant lots and home gardens is the way the people of the United States responded to the early spring call of the national emergency food garden com-mission for food F. O. B. the kitchen door, according to the nation-wide survey announcement by Charles Lathrop Pack, the president.

"According to our figures," said Mr. Pack, "there are more than three times as many gardens in the United States this summer as compared with a year ago, the estimated gain being 222 per cent. This increase represents a gain of 1,175,000 acres, ac-

"Middle western States lead all other sections with an average increase in gardens of 295 per cent. New England is second with a gain of 275 per cent. The eastern States show an increase of 250 per cent. while the south Atlantic group show 235 per cent. South central States increased their separate the lake States and the Pacific coast States, the former showing an increase of 190 per cent. and the others 185 per cent. but there are only three States in the Pacific group. The Rocky mountain States made a

-After all, it seems, the important thing is to be ready to do one's duty when the call comes for action. When the people of Belgium were without bread, and no one in all the stricken country seemed to know how to make use of the corn meal which had been provided, it is related that a negro from the United States, who had wandered in some unexplained way into Belgium, volunteered to assist one of Herbert C. Hoover's aids in teaching the people to make corn bread and corn pone. Thousands of rations were issued daily, and, in a few weeks, such food was everywhere The negro's name was Washington Smith, but he was not a hero because of that fact. His chief claim to distinction is that he was ready to "do his bit," and did it. That, in the end, is the real mark of the hero, in all walks of life.—The Monitor.

### Innuendo.

"I took first prize at the dog show," emarked Flubdub. "What were you entered as?" in quired Wombat with an irritating smirk.—Kansas City Journal.

## Poultry Note.

"She made a goose of herself."

"How?" "Trying to act like a chicken."-

#### FAKING FILMS IN BELGIUM

Germans Take Pictures Showing Soldiers Distributing Bread Among Hungry Populace.

That seeing is not necessarily believing, where a motion picture camera is employed for purposes of influencing public opinion, is shown by an article in the Princeton Alumni, describing a visit to a Belgian village, occupied by German troops. The correspondent

In the middle of the scene was a little line of ragged Belgian men, women and children. They had been gathered from the nearby streets. They seemed much frightened. Appeared a dozen underofficers and privates carrying loaves of bread. These they thrust into the hands of the people in the line, while in a corner the clicking camera recorded the touching scene, to be shown in Germany and Austria and in neutral countries throughout the world, of "Kind-Hearted Prussians Feeding the Belgian Populace."

That was what the camera showed. But what it did not show were the fields of Kansas and Manitoba, or the ships of the American commission that had brought the wheat that had been converted into the flour from which those loaves were made, or the American dollar sign indicating who had paid for the loaves, or even the Belgian agents to whom the distribution was the morning and evening work. That day these agents had been thrust aside and their bread taken from them. "On this occasion," they were told, "our soldiers will perform your task. You can leave the loaves, and go home." I thought I had a story to tell. I was disappointed when my description fell rather flat. "We have heard all about it before," men informed me. "That comedy is being staged from time to time all over Belgium. We don't mind their taking pictures, but we wish they would leave our bread alone."

#### TO THWART THE PICKPOCKET

Safety Chain Which Will Anchor Wallet Safely to Its Owner Is New Invention.

From sad experience, many a mar has learned that placing his wallet in even an inside pocket will not prevent it from being stolen. But if the wal let is attached to the safety chain de scribed in the Popular Science Monthly, a pickpocket could not remove it

without taking the coat along, too! A fine steel chain connects the wallet with the coat pocket. When you pocket your wallet, this chain is wound up on a spring-revolved drum in a very thin casing which is sewed to the bottom of the pocket. The chain, which has its free end secured to your pocket book, is about a foot long, so that you ment in naval strategy. No degree of deterioration in the effectiveness of can draw it out conveniently. Should a pickpocket attempt to rob you, the

### Japan Raising Medicinal Herbs.

Prices of all medicines have increased to such a degree in Japan since the outbreak of the war that the Japanese Medical Investigation association has undertaken, with the aid of the department of home affairs, to stimulate the growth of medicinal herbs of all kinds, and at the same time to prevent the exportation of all medicines from the country. The Hochi of Tokyo regrets that Japan still has to import medicinal herbs to manufacture its medicines. Many varieties of these herbs are cultivated in Japan, but the government has not especially encouraged the industry. An experimental station was established in Tokyo about 1883, many of the plants being brought from Germany, but the station was abandoned in 1889. The Hochi argues that Japan can and should produce most of her own medicines.

### Dogs as Cart Drawers.

The useful work performed by dogs in France reminds us that within living memory dogs were employed to draw carts in England for pleasure as well as for the conveyance of fish. In the first half of the nineteenth century they were largely used by workingmen and the humbler members of "the fancy" for Sunday outings, says the London Chronicle.

The dogs employed were sturdy animals of a mongrel character, generally with a strain of the old English bull mastiff. Twenty miles in and out was nothing to them, and while on these excursions they were sparingly fed on bread soaked in a little beer, which is said to have been a sustaining diet.

### Laurel as National Flower.

England is fighting now with the rose as her national flower. The United States has no national flower, recognized as such, but the mountain laurel comes nearer to being the right candidate for the honor than any other bloom particularly characteristic of the United States.

The mountain laurel is not found in other lands. It is hardy, permanent, beautiful and widespread in its distribution. The great artist, Henry Turner Bailey, finds in it all the symbolism necessary to make it Uncle Sam's flower.

### Why Ships Float.

Steel ships differ from those of wood in that their hulls are made of steel plates riveted together, instead of the old method of using wooden planking They are enabled to float because, be ing hollow, they have what is called buoyancy. A steel ship displaces a volume of water equal in weight to its own. The principle of buoyancy may be tested by floating an iron pail in a bathtub full of water.

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