

TIRE BLOWOUT DEEP MYSTERY TO MANY OWNERS

Few People Understand the Qualities and Limitations of Pneumatics.

One of the most mysterious things that happens to pneumatic tires is the blowout that follows a stone. Brakes, says the B. F. Goodrich Rubber Co.

A tire may sometimes "blow up" while standing still. Likewise it may give way while running over a glassy smooth pavement. In either case the owner curses the tire, its maker and the man who sold it to him.

Very few people who ride on pneumatic tires understand their qualities and limitations. Not one person in a hundred takes into consideration the terrific strain at high speeds over ordinary roads. It is hard to visualize the terrific impact when a tire strikes a stone the size of an egg imbedded in the road while going at a speed of 35 miles an hour.

At the time such a blow is struck possibly only half a dozen threads in one or two of the powerful piles of fabric are broken. These loose threads at once become a source of trouble. The breaking of one layer of fabric permits the threads to chafe each other, setting up an internal friction that causes further disintegration. The other piles soon break down and the blowout comes, usually at a time when circumstances point to no apparent cause.

Tires should be inspected by a good repair man periodically. A bruised tire can be successfully repaired by removing the damaged fabric and rubber and vulcanizing. Motorists, themselves, should occasionally examine the inside of the casing to see if the fabric is ruptured. This should always be done before an extended trip.

FINED \$10 FOR CUTTING HAIR ON SABBATH DAY

BOSTON, Aug. 12.—It cost Jacob Rudkin, of Mttapan, \$10 in the Dorchester court for trying to evade the rules of the barbers' union and earn extra money by cutting hair at his home on Sundays. He was found guilty of violating the Lord's day laws and was fined \$10.

NAVY RECRUITS LION TAMER. TERRE HAUTE, Ind., Aug. 12.—Naval recruiters came near breaking up a carnival company when they enlisted six embryo "sea dogs." The boss canvasman was among the half dozen, and so was the lion tamer.

British merchant shipping sunk by Germans during the war is officially estimated at 2,157 vessels, having an aggregate tonnage of 7,638,000.

Quality Will Guide Auto Manufacture in Future

BY LOUIS A. UDLOW. WASHINGTON, D. C., Aug. 16.—Quality, rather than cheapness, will be the guiding star of automobile manufacturers in the future. The development of the industry in the next few years, at least, is expected to be distinctly in the direction of higher quality, according to government authorities. They point out that with the demand for automobiles far exceeding the capacity of the plants there is no need of producing a cheaper quality in order to stimulate sales. An authority on the subject said:

Turn Out First-Class Cars.
"With a market never before equalled, the sales and engineering departments will insist on the factory turning out the best car it is possible to design with respect to performance and longevity. Prices will be fixed after costs have been determined, instead of being cut to meet competition. The rising price of cars today is largely due to this tendency. Many concerns are bringing out higher class cars than they ever marketed before."

Assembled cars are automatically forced into the high-priced class because parts makers will build only high quality units. This is clear when it is considered that it is utterly impossible to sell a car at \$1,000 or less unless it is produced in very large numbers. Quality production must be backed up by a fundamental control of the sources of material supply. In fact, the tendency in the largest plants is to get further and further back to the one in securing materials. Thus the product of the parts makers in the future will be found in the car selling at \$1,800 and upward.

Increase Comfort.
"This does not necessarily signify that in lower priced cars quality will be sacrificed. The difference in price will be made up in rising comfort as provided by increased space, more luxurious upholstering and fittings, greater speed in range and accessibility, and possibly in greater economy. It is very possible to build a high-priced car with the poorest materials designed on an economy basis. This would be an exception, however, as the difference in value would probably be put into the first-mentioned qualities."

From these considerations it is apparent that there are two real markets—one in which low price is the dominant thought of the purchaser and the other that in which

China's Pagodas and Shrines Are Stately Pleasure Domes

WASHINGTON, D. C., Aug. 16.—China's shrines, including those in the much discussed Shantung, are described in a bulletin from the Washington headquarters of the National Geographic society.

"Coloring could not have selected a phrase more apt than 'stately pleasure domes' had he intended to call attention to the best-known form in Chinese architecture. Like so much of the wrought beauty of China, such as is still seen in parks and gardens, pleasure domes are the work of the Buddhist church almost exclusively," says the bulletin, which is based on a communication from Frederick McCormick.

"The most beautiful specimens are in the Yangtze valley, where pagodas are most numerous. Every important Chinese and Manchurian city is garnished with them. From the walls of Peking a dozen pagodas and towers may be counted within the city, and with a good glass half a dozen famous ones may be seen rising from the surrounding plain.

"Pagodas range in height from 20 to more than 200 feet, and are of various shapes—round, square, hexagonal, octagonal, etc. They always have an odd number of stories, ranging usually from seven to nine, and sometimes possessing 11 and even 13.

"The Chinese have appropriated the pagoda as a counterpoise to evil and used it subject to their rules of geomancy.

"At the city of Tung, in the Peking plain, a region in past years visited by earthquakes, there is a prominent pagoda which at one time had more than 1,600 bronze bells suspended from its cornices, most of which are still in place. The people have this story as to its construction. A water owl lived under ground at this place and when he shakes his tail it causes earthquakes. Geomancers located the end of his tail, and the pagoda was built on it to hold it down. At the same time this did not prevent the water owl from winking his eye, but, as his eyelids have not been accurately located, a second pagoda has not yet been built. As a result, tremblings of the earth still occur.

"The wonder inspired in the breast of the traveler who visits China's vast remains of abandoned capitals, extensive temples ranged in successive court and on terraces of the mountains, its pagodas, p'al-lous bridges, and canals, is equalled by the awe inspired by the silence and splendor of the tombs of China's emperors. The tombs of the kings of the 'Six Kingdoms' in Shantung, though now only earthen pyramids terraced with little fields, have the air of the Pyramids of Egypt.

"The Ming tombs, near Peking, are the most famed in our day, perhaps, because they are relatively in a good state of preservation and are accessible to travelers. They are approached through the five-arched stone p'al-lou already mentioned and by an avenue of stone animals nearly two miles in length. The sacred buildings are placed on the southern slope of the mountains

and nearly enclosed by their enclosing spurs.

"The place has an inspiration to all travelers. In front of the tomb of Yung Lo there is a sacrificial hall that is one of the largest buildings in China, and is perhaps only exceeded in dimensions by the Tai Miao, or ancestral temple of the Manchus, attached to the Forbidden City, Peking.

"In the matter of tomb-building, the emperor of the 'Three Kingdoms,' 220-255 A. D., greatly exceeded the Manchus. He ordered his son to build for him 72 tombs, so that his enemies would not know which contained his tablet. The achievement may be noted of another ancient emperor who constructed his tomb and then built, peopled, and garrisoned a city near by for its protection. Perhaps the Chinese, who have performed the greatest of engineering feats, have surpassed the Egyptians, Persians and Greeks in this direction also.

"Older than these, and what may be called the one shrine in all China given with the devotion of the people, is the tomb of Confucius in Shantung. Here worship continues through the ages, under the patronage of all dynasties, since the fifth century A. D., when the Emperor Kao Tsu set the example of imperial sacrifice there.

"As time went on the different dynasties neglected the tombs of their predecessors, so that now the tombs of the Manchus are the best specimens of mausolea in China. The Manchus followed the Chinese custom in respect to their ancestors. Solemn juniper forests enclose their sepulchers, which are approached through magnificent p'al-lous and are preceded by state-like buildings. There are no less than five imperial Manchu burial places. The original is at Hsin-King, eastern

Manchuria, and is called the Yung Ling. Two are at Mukden and two in the region of Peking."

BERRIEN SPRINGS, MICH.

Aug. 16. Major Murdoch circle met Thurs-

day afternoon in the G. A. R. hall.

Mr. and Mrs. Will Storick have returned from a visit at the Arthur Sturgis home in South Bend.

Jack Colgate of Rochester, New York is a guest of Miss Ellen Dixon at the home of Mrs. R. H. Patter-

son.

Harold Storick has returned to his work in Detroit. His mother, Mrs. Cora Storick, went with him for a week's visit.

Mrs. Alec LaPierre, Mrs. J. A. Hull and Mrs. Chas. Hull of South Bend have been guests at the home of their cousin, Mrs. W. F. Wetmore.

Guy C. Mars of Detroit, formerly of this village, is visiting friends here this week.

Mrs. Geo. Bolt, with her daughter, has returned to Chicago after a visit at the home of her mother, Mrs. Catherine Morgan.

A. W. Haskins was in Benton Harbor Thursday to attend a committee meeting of the Berrien county battalion.

Miss Gladys Rham of Niles is a guest of Miss Vivian Dilley.

Mrs. Frank Pontius, with her children of Chicago, is visiting at the home of her mother, Mrs. Catherine Morgan.

Mrs. Robert Ingleight and son Howard, are guests of Mr. and Mrs. F. C. Johnson in Elkhart this week.

The following officers were elected at the meeting of the American legion Wednesday evening: Commander: Thos. Marz LaCrone; vice-commander, James King; adjutant, Chas. E. Hoopengarner; finance officer, Geo. D. Taylor; historian, Glenn Heim; chaplain, Rev. Wayne O. Kantner; executive officers, Vernon Ellis, Chas. Dowling, Jewell Dilley. Meetings will be held on the first

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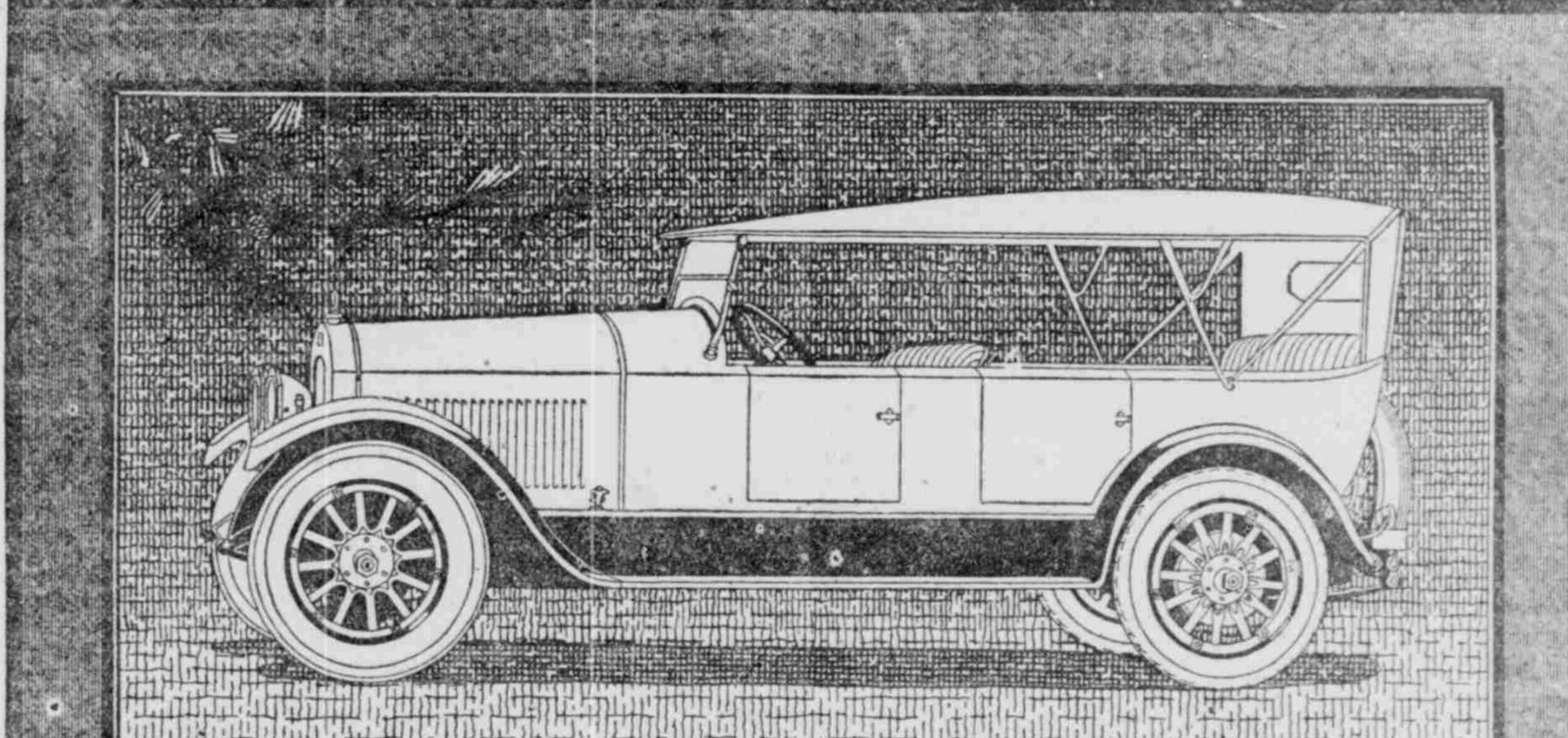
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