ASSESSOR H. E. REED SEeks Re-Election

Candidacy is Based Upon Record Established During First Term in Office.

POLICIES ARE OUTLINED


Rear Ad. Board, announced that over one hundred and fifty thousand dollars has been made available for the purchase of land for the construction of a new school building.

SCHOOL WINS PRAISE

Scope of Medical Branch of University Explained.

LACK OF MONEY HAMPERs

Official Point to Unhindered Service by Great Organizations and Tell City League of Plans for New Building.

That the school of medicine at the institution is a number of the greatest in its kind in the country, is evidenced by the fact that 90 per cent of its graduates have been awarded the degree of M.D. by the University of Chicago.

STEVENS BILL DEFENDED

W. F. Woodbury, New York State Senator, in Defense of the Bill.

Eastern Woman Guest

Miss Minnie Treadwell Talks of Eastern women, Work.

New Course Announced

Dr. A. C. Stafle, head of Home Economics.

EXPERIMENTAL FARM

SUNSHINE FALLS. Oil, Feb. 20, 1916.

EASTERN WOMAN GUEST

MISS MUNRO TREADWELL TALKS OF EASTERN WOMEN.

New Course Announced

Dr. A. C. Stafle, head of Home Economics.

Goodrich "Barefoot" Tires

SAID THE CRITIC

"Give us traction, without friction!"

WHEN there arose, in the Tire Industry, a sound of cheering, everyone knew that the Power was the very best. "Non-Skid" tires were the rage and every day it happened on a Tire and a Professional Critic said, with much Charlie - "Give us traction without friction!"

We are glad to have met that "Power" more than half-way. Here's how and why.

Makers of "Non-Skid" Tires, in a real effort to produce maximum traction, have done the very natural thing of being too surface-minded. The successful in gaining traction, not merely through "Non-Skid" designs, but through providing a monkey-proof finish to Tire Tread which prevents the peres from wearing out as in grind.

Of course, these Trends HAVE to be made very thin, and the Tires very HEAVY, in order not to wear out the toe under such constant pressure, and with such prompt Wear on the Rubber Adhesions between the many layers of Fabrics in their revolving, continual construction. This is why, some Tires were found in that part of the Belt below the Springs where Engineers say that every pound of weight counts as more than twenty pounds above these parts.

But beyond all this, their great thickness, the heavy layers of Fabrics, and the thick Tread of rubber, made them naturally stiff, ungainly, hard to bend, and uneven where there must be curves, quick to the drop of moderate power, and slow to show down power. We believe that this is why they were not Scotch. The traction was good, but the result was a relatively hot, stiff, Tire with a Tract's-worth of overtime that went far toward burning the Sides of the Gassons.

Well -

"Making the short cut Cord Tire, taught us a few lessons in the manufacture of Lighter, smarter, more flexible and endur-ably FABRIC Tires."

The "Silvertown" Tyre, you know, was its marvelous Speed (and the Coupling system that demonstrated it) primarily through having only TWO layers of Cord and not more.

Of course, these TWO layers bend much faster than Five, Six, or Seven layers of Fabrics (as is of Cord usually.)

But, we found it necessary, in order to conserve that flexibility (the greatest possible in fast constructions), to put a Rubber Tread over which was equally flexible -rubber and the rubber was added to the standard缠, the and the tire-casing, when necessary. For this we have the rubber, and the tire-casing, when necessary, for this use, and to devise practically a new kind of Rubber -for this purpose-two TWO YEARS AGO.

This new type of black "FABRIC Rubber" now does for GOODTIRE a work here to that by the wonderful Alloys of Steel and Brass in modern Motor Car construction.

These Rubber Alloys, for Tire purposes, will be found to take the Weight, and without increasing the Bulk, or its Cost to you.

From the very start this demand for "Silvertown Cord Tires" much enough manufacturing equipment can be constructed we decided to make the wonderfully efficient "Barefoot Rubber" in all Goodrich FABRIC Tires for 1916.

This makes them the most Resilient and Responsive-Power, the most Long-Lived, and Lightest of all FABRIC Tires, at ANY price. It comes increasing their value, and made this new Hypo-tyre by the name and brand of "Barefoot Rubber."

Making of CLINGS is the reason for the success of reason that your rear end shows to a slippery floor, while being flexible, springy, and light.

Tires, like all other Tires, are a part of the very life of the industry, and the tire-casing is a part of them. With or without the rubber, the tire-casing, when necessary, for this purpose, two TWO YEARS AGO.

This new type of black "FABRIC Rubber" now does for GOODTIRE a work here to that by the wonderful Alloys of Steel and Brass in modern Motor Car construction.

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As we cannot yet supply half the demand for "Silvertown Cord Tires" much enough manufacturing equipment can be constructed we decided to make the wonderfully efficient "Barefoot Rubber" in all Goodrich FABRIC Tires for 1916.

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