

EDISON STUDIES RUBBER PLANT

Believes American Industry Can Declare Independence Shortly

PORT MYERS, Fla. (AP)—Thomas Edison has found the plant from which he hopes the United States can produce its own rubber.

He believes that if apparatus can be perfected for harvesting the Madagascariensis, imported "rubber vine," and for extracting and separating the fluid it contains, American industry can declare its independence of the British-controlled rubber market upon which it always has relied.

He is taking the problem with him this winter into the old frame laboratory here where in years gone by he has labored over acid-eaten and tool-scarred benches to perfect the electric light, the talking machine and other devices which have made him the foremost inventor of his day.

Into the building, surrounded by palms, shrubs and clinging vines on Edison's estate beside the Caloosahatchee river, a carload of machinery is being moved for use in the experiments. Edison will arrive at his estate this month, instead of coming in January for a month or two, as he usually has done, and he has notified his caretaker that he will remain until May.

Across the road from Edison's estate is a three-acre tract upon which flourish plants and shrubs collected by the inventor from every corner of the world in his search for a substitute for rubber.

He has selected the Madagascariensis, brought into the United States from Madagascar, as the plant with which he will experiment. It is capable, he says, of producing six per cent pure rubber. The vine is a perennial with dense foliage, winding into a thick labyrinth and climbing to great

heights on nearby poles or trees. The base grows to about an inch or two in thickness and is easily cut.

When its branches are broken a thick milky fluid flows freely. This fluid, when dry is plastic and resembles a pure rubber both in color and elasticity.

Edison's self-imposed task is to build a machine which will harvest the plant for rubber production. He wants to devise a way of gathering the entire vine by mechanical means and feeding it—leaves, branches and all—into presses which will squeeze out the sap.

The sap will be run then through a process which will remove rosin and other impurities, and when this is done the fluid will reveal whether it can replace in automobile tires and paving bricks and a thousand and one other uses the refined juice of the rubber trees of the tropics.

Success in his experiments will give the south an agricultural industry, Edison believes, to share supremacy with cotton-growing, for he is sure the plant can be grown throughout Dixie.

"One of the greatest needs in the United States today is an American-grown rubber of commercial value," the aged inventor says. "It can be had, and I am going to do my part to see it through if I have to work 24 hours a day until it is accomplished."

NO SALE.
The salesman was enumerating the merits of the car.
"Why," he emphasized, "it runs so smoothly you can't hear it; it has such perfect ignition you can't smell it, and as for speed, my dear sir, you simply can't see it!"
"Then," retorted the victim, starting for the door, "how can you know for sure the car is there at all?"

WHAT YOU GONNA DO WITH A GAL LIKE THAT?
Limb of the Law: Yer pinched for speeding!
Sweet Young Thing: Why, officer, you can't arrest me. This isn't my car, and I haven't any operator's license.
—Stanford Chaparral.

CHEVROLET TO MAKE NEW CARS

Complete Line of New Models Will Be Brought Out on January 1

DETROIT, Dec. 24 (AP)—The Chevrolet division of the General Motors corporation chief competitor of the Ford Motor company, will bring out a "complete" new line of cars on Jan. 1. It was announced Friday by W. S. Knudsen, president of the Chevrolet company.

Production of the new model, Knudsen said, has been under way in the company's assembly plants since Dec. 12.

No details of what changes have been made nor of prices of the various body styles will be available until the announcement stated, until Jan. 1.

BRIGHT LIGHTS.
The lights at West Colfax and Federal, Lake Place and Federal, Speer Boulevard and West Colfax will operate the same as they have, without change, except to use their own judgment when traffic slows up to change the time of shutting the same off.

Very truly yours,
It. S. Hershey,
Manager of Safety and Excise.
—Denver Police Bulletin.

The two men, each driving a roadster, escaped after a spectacular chase which led them and the marshal, who pursued them, down South Morland Boulevard, through Shaker Heights Village at a six-mile-an-hour clip.
—Cleveland paper.

WHY TEMPT FATE?
Crawford: How is it you never take your wife when you go motor-ing?
Crabshaw: That old car of mine can give me all the arguments I want.—Automobile Bulletin.

Automotive Industry Is Tuned Up For New Year; Outlook Is Bright

(By Automotive Engineer)
If people were as cruel to their dumb animals as they are to their automobiles during the winter months, the officers of the S. P. C. A. would have a busy time of it. But, since all of the damage has to be absorbed by the pocketbook of the owner, he is the victim of his own carelessness or the carelessness of whoever is driving his car.

About a year ago the engineers of one of the large oil companies made some investigations to bring out some facts in regard to the flow of oil in a cold motor. They discovered that it took as long as five minutes before the oil reached certain bearing surfaces. In the meantime these surfaces were running practically without lubrication.

Even the cold weather oils are sluggish and inclined to be gummy when the mercury gets down around the zero mark. The oil cannot flow freely through the rigid pipes and leads. It is much different than in the summer when the oil pump immediately has a supply of oil passing through all the leads just as soon as the engine starts to turn over.

It does not take a good mechanic to see what harm can be done in racing a cold motor before it has had a chance to run a while and warm up. In addition to the delay in getting the oil to flow, imagine the destructive influence on the raw gasoline pulled through the carburetor when the choke is open. This gasoline enters far cooler than it can be burned, with the result that the excess quantities freeze down past the pistons, cutting away the oil film that has gathered there from the last time the engine was operated. The excess gasoline flows down into the crankcase, cutting the oil and greatly reduces efficiency.

It is necessary to use the choke to start, of course, but every one who knows that it is kept open after that time is very bad for the engine. The most destructive kind of running that a car can have, is to be started and stopped frequently during winter weather, particularly if there is enough time between the stopping and starting to let the engine cool off thoroughly.

There are a number of precautions that the owner can take to cut down the ill effects of the cold weather. Of course, the best thing he can do is to keep the car stored in a warm garage when it is not in use. This will eliminate all of the excess chocking in getting started, and it will keep the oil in a fluid state, so that it will begin to circulate as soon as the engine is started.

Another very good investment is the use of a radiator shutter. If the car is equipped with a thermostat control on the water system this is not so necessary, but if not, the shutter greatly reduces the length of time necessary for warming up the car. Anything that reduces the warming up period is a real economy, because it cuts down the period when the engine is running without complete lubrication.

If the car is stored in a cold, unheated garage or left outside as some cars very frequently are, the owner should not attempt to get in and drive as soon as the engine is started. Five or ten minutes before the car is to be driven the motor should be started and allowed to run idle. This will allow the engine to warm up when it is not under load. The reactions on the pistons and the side thrust on the cylinder walls are very much lighter and consequently the tendency towards wear is reduced.

Manufacturers are doing everything in their power to make the car better for winter driving. They are applying shutters on some cars, thermostats on others. The thermostats keep the water from circulating through the radiator until it reaches a temperature of 150 degrees. Good car heaters are available at a very reasonable price to keep the interior warm. Some makers fit an electric primer to preheat the mixture in starting. On one car heat hot gas is supplied by actually burning gasoline around the carburetor mixing chamber.

The new manifolds and hot spots greatly shorten the warming up period, but even then, the engine presents a large mass of metal to be heated, and until it is at running temperature it should be driven gently, not raced.

Dodge Brothers Programs Please.
"Dodge Brothers present..."
Thousands of radio fans in all parts of the country have written to their radio stations, which belong to the NBC Red Network, complimenting them on the presentation of the Dodge Brothers program, which is given every Thursday night over 27 stations to all parts of the country.

The elimination of phrases which have become hackneyed and the simplicity in announcing have appealed to all parts of the nation. Radio fans hear only the NBC announcer in the local station announcements, and then "Dodge Brothers present..."
This new weekly Dodge Brothers feature was inaugurated December 15 and will be heard each Thursday evening on the Pacific Coast from 9 to 9:30 p. m. NBC Pacific Coast network list-

teners hear the program through KGO, Oakland; KPO, San Francisco; KFI, Los Angeles; KGW, Portland, Ore.; KOMO and KFOA, Seattle; and KHQ, Spokane.

If the other drivers' faults were not so conspicuous we could pay much more attention to our own. The officer is all wrong, Your Honor. I wasn't doing anything like sixty miles an hour."

"Were you watching the speedometer?"

"No sir, I didn't need to. I wasn't in any hurry—I was just out for a spin. I wasn't going anywhere."

"Well, you're going somewhere now. Ten days."

—Huntington Motorist.

She: What do you think of the new type of car that can be converted for sleeping?

He: It's the bunk.

Auto Battle Is Foreseen in The Australian Mart

SYDNEY, Australia. (AP)—Three British motor car firms have united to invade what heretofore has been almost an American monopoly, the Australian and New Zealand automobile markets.

Economic experts are predicting a three-year war between automobile manufacturers of the United States and England.

The American cars, which so far has led the field, are slowly declining in public favor. Import figures for the first six months of this year, issued by the Trade Ministry, show that automobile chassis imports from Britain went up to more than 7,000, an increase

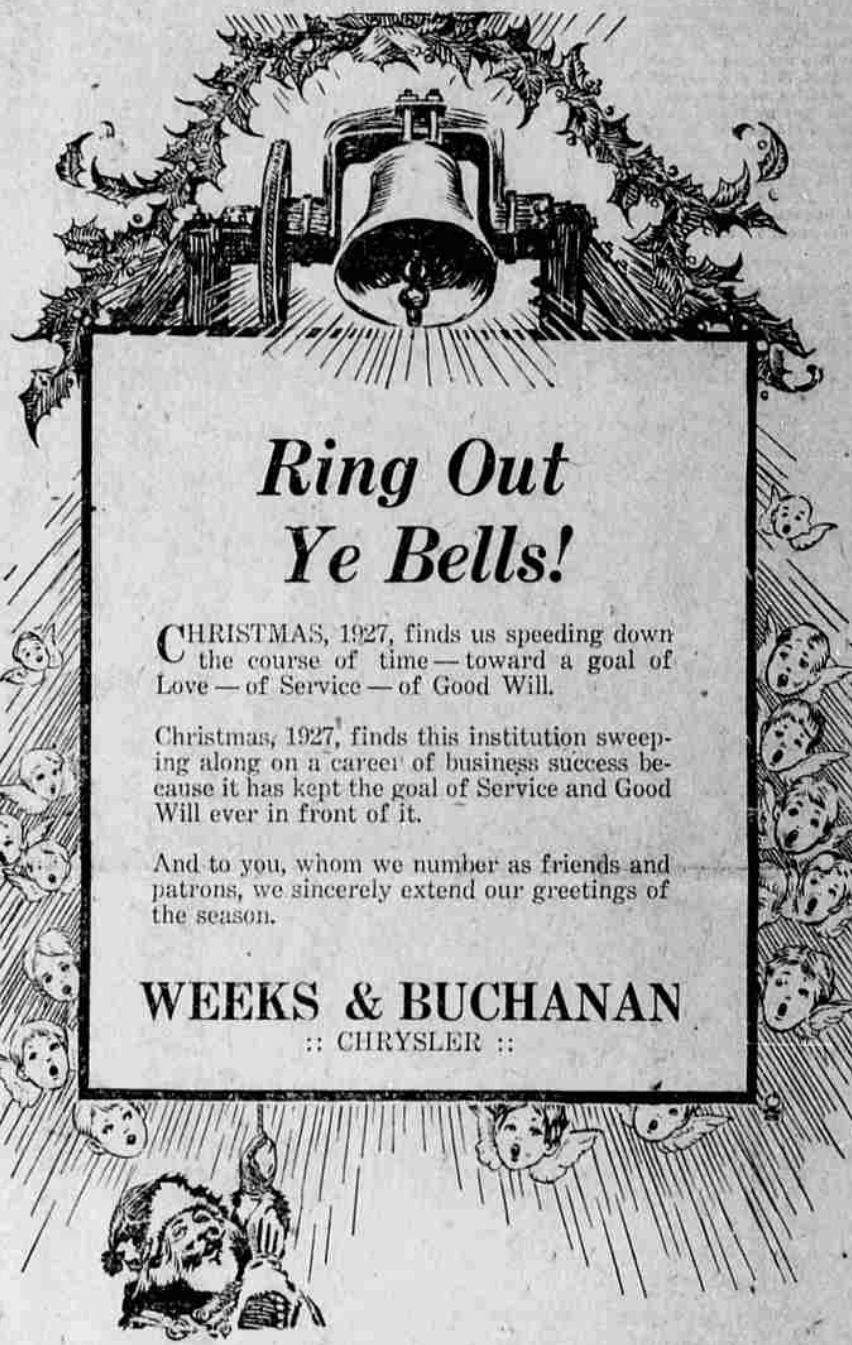
of 150 per cent, while American products reached 10,000 representing only a 40 per cent rise.

Automobile salesmen in New South Wales, Victoria, South Australia and Queensland are preparing a campaign to boost British cars.

Automobile manufacturers in England are being impressed with the belief they should attack the "American monopoly."

British light cars up to 12 horse-power dominate, but they are suitable only for town work. In the medium and high powered car field American products have held the market. The American 17 horse-power and 20 horse-power automobiles have that snapiness and power suited to the bad bush roads.

The Cop: Hey! Pull over to the curb!
She: But this isn't where I live.



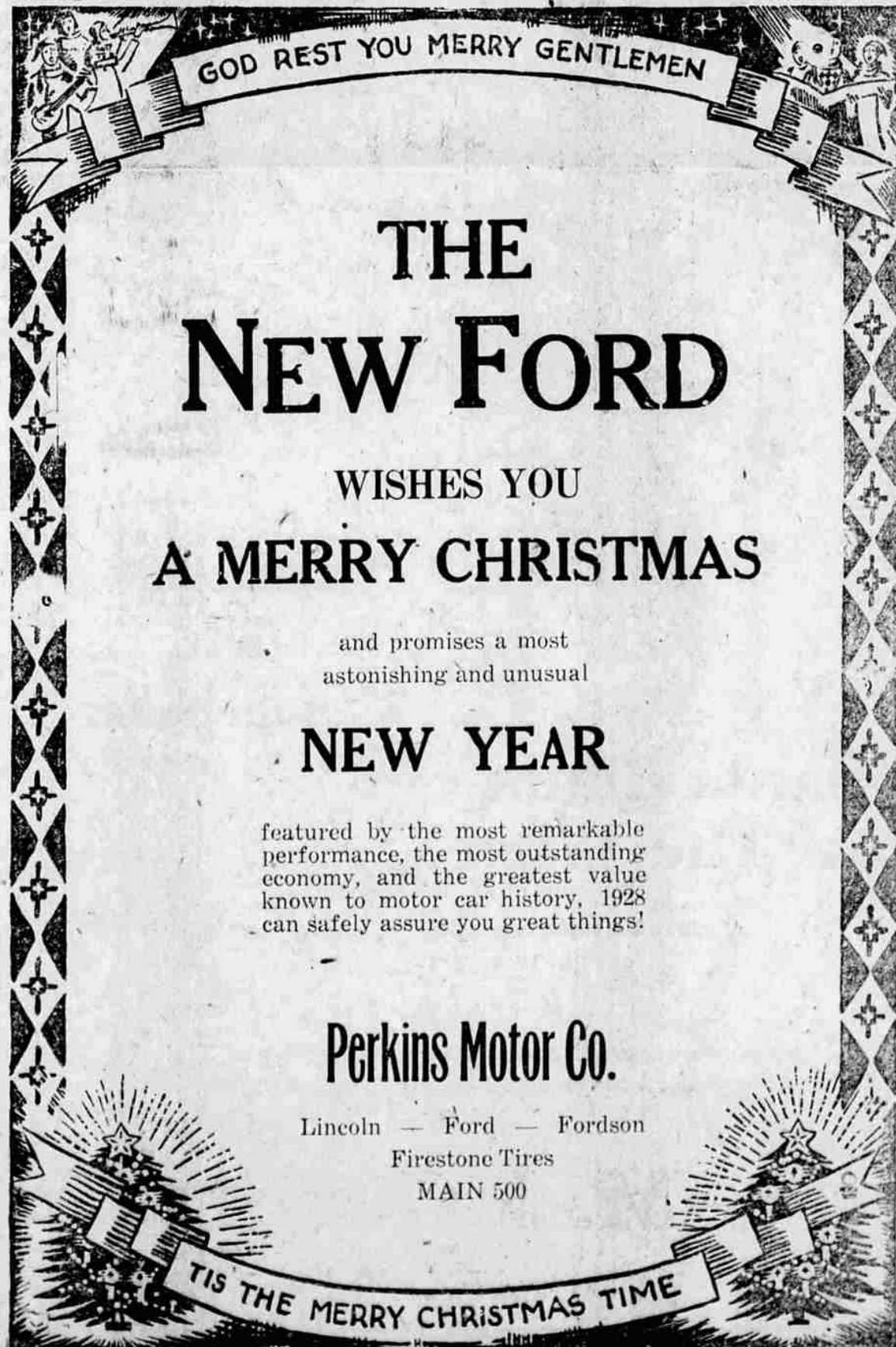
Ring Out Ye Bells!

CHRISTMAS, 1927, finds us speeding down the course of time—toward a goal of Love—of Service—of Good Will.

Christmas, 1927, finds this institution sweeping along on a career of business success because it has kept the goal of Service and Good Will ever in front of it.

And to you, whom we number as friends and patrons, we sincerely extend our greetings of the season.

WEEKS & BUCHANAN
:: CHRYSLER ::



GOD REST YOU MERRY GENTLEMEN

THE NEW FORD

WISHES YOU
A MERRY CHRISTMAS

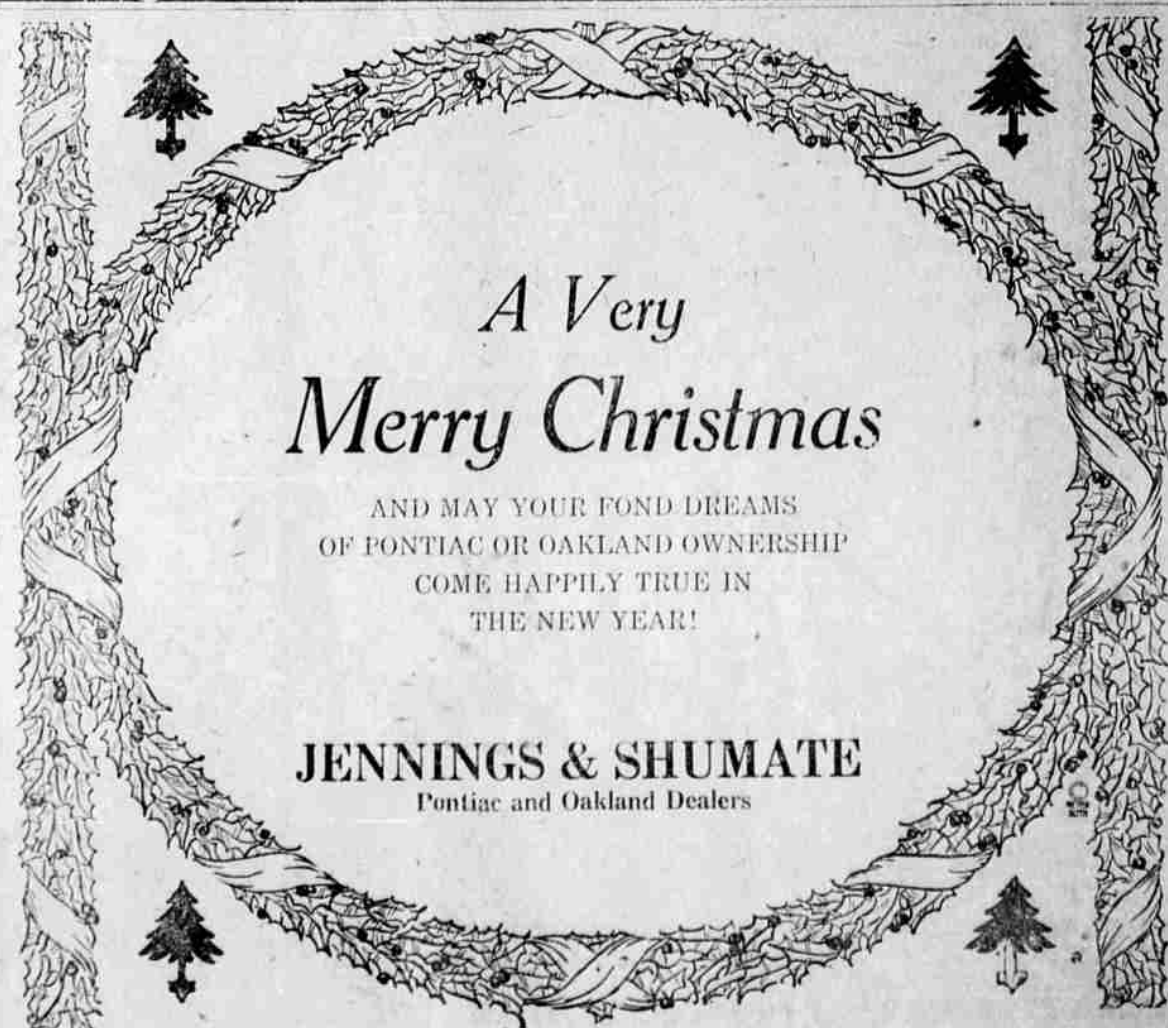
and promises a most
astonishing and unusual
NEW YEAR

featured by the most remarkable
performance, the most outstanding
economy, and the greatest value
known to motor car history, 1928
can safely assure you great things!

Perkins Motor Co.

Lincoln — Ford — Fordson
Firestone Tires
MAIN 500

'TIS THE MERRY CHRISTMAS TIME



A Very Merry Christmas

AND MAY YOUR FOND DREAMS
OF PONTIAC OR OAKLAND OWNERSHIP
COME HAPPILY TRUE IN
THE NEW YEAR!

JENNINGS & SHUMATE
Pontiac and Oakland Dealers