

WOOD GAS USED TO RUN TRUCKS

Expected to Meet Economic Need Where Fuel Bills Are High.

SAN FRANCISCO (AP)—Running automobiles on gas generated from wood is giving a California lumber company what is equivalent to free motor fuel for some of its trucks.

It is being tried out by other industrial organizations following demonstrations before United States army officers of the invention of two brothers of Alsace, France.

The gas generation attachment, applicable to all motors that are operated by the ignition of vaporized wood, is termed a "gasoline." It is a product of the war's aftermath in a part of Europe so impoverished that the cost of gasoline had become burdensome.

Although not expected that wood or "solid" fuel will supplant gasoline as an automotive power, to any considerable extent, Col. Jean P. Imbert, one of the co-inventors, who has brought the device to American for production in this state, believes that it will meet an economic need in fields where fuel bills for rough trucking are a considerable item.

At the San Francisco Presidio, the attachment applied to a Liberty motor hauled 38 tons.

Operated on wood costing up to \$6 per cord, compared to use of gasoline at 20 cents a gallon, the latter cost of 3 cent per ton mile was found to be cut to 1-4 cent per ton mile.

In industrial services such as lumbering or cane sugar, where semi-waste products can be had for burning, the savings in fuel costs are enough to pay the wages of truck drivers, Colonel Imbert declares.

The burner, five feet tall and two square, is attached at the side of the truck. The fire is started with charcoal and fanned by a blower which must be revolved by hand three to five minutes to establish the generation and circulation of the gas, after which the process is automatic.

To offset this disadvantage, carburetors and gasoline tanks have been preserved on the machines at the Presidio. The start is made on gasoline and the switch in power is made after the engine has run a few minutes.

In the burner, all of the gases derived from the destructive distillation of wood are generated out the non-condensable gases are burned.

The others pass through four clarifiers and filters, running crosswise of the machine, under the chassis, and the impurities are removed and washed out in water condensed from the steam. From the clarifiers the gases go to the engine and are ignited by spark in the same manner as gasoline.

The weight of the fuel is two and a half to three times that of gasoline. Refueling is necessary every five hours. The attachment is applicable to airplane engines but the added weight would materially reduce the cruising radius of a plane.

For aeronautic uses the only advantage, Colonel Imbert says, would

BUSINESS IS GOOD, C. W. NASH TELLS DEALERS

KENOSHA, Wis., Dec. 7—Another outstanding American industrial leader today contributed further encouragement to the nation in the way of his expressed conviction that general business conditions were on a most sound footing.

C. W. Nash, president of The Nash Motors company, in a personal letter to the Nash dealer organization which will reach approximately 12,000 Nash dealers, advised them that the country stated, "There is nothing wrong with general business conditions in our country at all."

Continuing, Mr. Nash said, "Now that some parts of the country are sobering up from the effects of their stock market intoxication, it might not be amiss to pause for a moment and take stock of ourselves and of general business conditions."

"Let me say that in my judgment there is nothing wrong with general business in our country at all. It is a fact that in many sections of our country they do not know, neither are they interested, in what has been going on in the stock market."

"I never have known a time when general business conditions were on a more sound footing than at the present time."

WASHINGTON, Dec. 7—Not counting refunds made, the total amount of the gasoline tax collected by 47 of the states and the District of Columbia in the first six months of 1929 amounted to \$175,149,149, says the bureau of public roads, U. S. department of agriculture, on the basis of figures reported to the bureau. In New York the tax became effective May 1, and the Illinois law did not become effective until August 1. A total of 5,992,812,662 gallons was taxed in the 47 states and the District of Columbia. The average tax paid per gallon was 2.97 cents.

In 1928, gasoline tax paid in the first six months of the year in 45 states, the District of Columbia, and in Illinois for one month of the period, was \$146,635,398. The tax in Illinois was collected for January and discontinued in February. Massachusetts and New York had no gasoline tax in 1928. The total number of gallons taxed in the first six months of 1928 was 4,652,235,536 and the average tax paid was 3.02 cents per gallon. All the states now collect a gasoline tax.

Thirty-four faculty members of Texas Christian university received their bachelor's degree at that school.

\$175,000,000 In Gas Taxes Paid In Half a Year

WASHINGTON, Dec. 7—Not counting refunds made, the total amount of the gasoline tax collected by 47 of the states and the District of Columbia in the first six months of 1929 amounted to \$175,149,149, says the bureau of public roads, U. S. department of agriculture, on the basis of figures reported to the bureau. In New York the tax became effective May 1, and the Illinois law did not become effective until August 1. A total of 5,992,812,662 gallons was taxed in the 47 states and the District of Columbia. The average tax paid per gallon was 2.97 cents.

In 1928, gasoline tax paid in the first six months of the year in 45 states, the District of Columbia, and in Illinois for one month of the period, was \$146,635,398. The tax in Illinois was collected for January and discontinued in February. Massachusetts and New York had no gasoline tax in 1928. The total number of gallons taxed in the first six months of 1928 was 4,652,235,536 and the average tax paid was 3.02 cents per gallon. All the states now collect a gasoline tax.

Thirty-four faculty members of Texas Christian university received their bachelor's degree at that school.

Demand For A Second Car Is Growing In U. S.

A growing demand among American families for a light, easily handled automobile as a second car is noted by Willys-Overland dealers who report increasing Whippet sales to families who already own larger and more expensive cars.

Outstanding qualities of the Whippet, its unusual acceleration in traffic, its smooth and positive brake action, and the ease with which it can be parked in places where a larger and heavier car could not be squeezed, have made the Whippet a favorite of women who desire an auxiliary car for use in city driving and of business men generally.

"Finger-Tip Control" featured on all Whippet fours and sixes, removes much of the strain of driving in crowded traffic. This consists of a button handily located in the center of the steering wheel, which controls the starting motor, manipulates the lights and sounds the horn.

This does away with the necessity of searching with the foot for a starter button, found in the toe board of most cars, and makes it unnecessary for the driver to glance away from the traffic ahead while switching the lights on or off, or sounding the horn. A slight pull on the button starts the motor, a turn to the right controls the lights and a gentle pressure downward sounds the horn.

While small enough to meet all the requirements of city driving, the Whippet offers roomy, comfortable interiors and the luxurious upholstery and outward beauty that appeal particularly to the woman driver. The highly perfected steering gear assures the utmost ease in handling.

Unusual economies in gasoline and oil, as well as low maintenance costs are reported for both Whippet fours and sixes.

WASHINGTON, Dec. 7—Not counting refunds made, the total amount of the gasoline tax collected by 47 of the states and the District of Columbia in the first six months of 1929 amounted to \$175,149,149, says the bureau of public roads, U. S. department of agriculture, on the basis of figures reported to the bureau. In New York the tax became effective May 1, and the Illinois law did not become effective until August 1. A total of 5,992,812,662 gallons was taxed in the 47 states and the District of Columbia. The average tax paid per gallon was 2.97 cents.

In 1928, gasoline tax paid in the first six months of the year in 45 states, the District of Columbia, and in Illinois for one month of the period, was \$146,635,398. The tax in Illinois was collected for January and discontinued in February. Massachusetts and New York had no gasoline tax in 1928. The total number of gallons taxed in the first six months of 1928 was 4,652,235,536 and the average tax paid was 3.02 cents per gallon. All the states now collect a gasoline tax.

Thirty-four faculty members of Texas Christian university received their bachelor's degree at that school.

LOUISIANA GOVERNOR HAS BASEBALL HOBBY

NEW ORLEANS (AP)—While other governors follow the calm sports of golf and angling, Gov. Huey P. Long, very young executive of Louisiana, has harked back to his youth and taken up baseball as his hobby.

In his school days, Huey was much feared in the pitchers' box of the sand lots and once or twice professional baseball scouts watched him work but he preferred politics to baseball.

Now he has concluded that politics and baseball make a good mixture and this summer he joined the Tin Can League, made up of pros and scrubs of yesterday.

On Sunday afternoons, he would slip into the box and send over a few fast ones. Although he never pitched a full game, each time his team won and the batters said he has a mean curve and a lot of steam.

Nearly 20,000 miles of film has been inspected by the Kansas motion picture review board in the past four years.

The state historical society of Oklahoma seeks to make its library of rare books the most valuable in the southwest.

Careful Flying Wins Award For Plane Squadron

SAN DIEGO, Cal. (AP)—A record of safety in flying unequaled by any other group of American naval aviators has brought the 1929 award of the Herbert Schiff Memorial trophy to training plane squadron No. 7 of the San Diego naval air station.

When an accident claimed the life of young Lieutenant Schiff in 1921, his family, instead of being embittered, gave a trophy in his memory in an effort to make flying safer.

From 1925 through 1928, the trophy was awarded to individual aviators establishing the best annual records of safe and efficient flying. This year, for the first time, the rules were altered to award recognition to an entire squadron.

Lieutenant Fisher, representing the squadron, will receive the trophy from President Hoover at the White House.

Colorado's "red snow" has watermelon scent.

DENVER (AP)—Science has explained the phenomenon of "red snow" in the Arapahoe glacier region, near the Continental divide of the Rocky mountains in Colorado.

To persons who make the trip by United States forest trails to the great ice-rivers in this region, the reddish tinge of snow is one of the most curious and interesting features.

The color is most noticeable when one walks over a glacier and crosses a great spot where the snow looks red. Footsteps turn a crimson hue. A faint but well defined scent of watermelon emanates from the colored snow.

Scientists have found that this kind of snow does not fall—it grows. It is a minute form of plant life, related to algae.

BIG DECREASE IN MAKERS OF OWN AIR SETS

AUSTIN, Tex. (AP)—The state of Texas has installed radio sets in all eleemosynary institutions. Loudspeakers in each hospital carry programs to all wards. The legislature appropriated \$10,000 for the equipment.

The assessed area of Los Angeles is 24 times as large as that of San Francisco.

Many instances are still being sighted of the deep seated interest in radio building. There is the New York banker who sets aside several hundred dollars a year just to "play around" in his basement laboratory with his pet hobby, radio.

In another section of life an engineer, who certainly should have enough of things mechanical and electrical in his daily tasks, is seldom satisfied unless he is trying to iron out the kinks in a set he has put together.

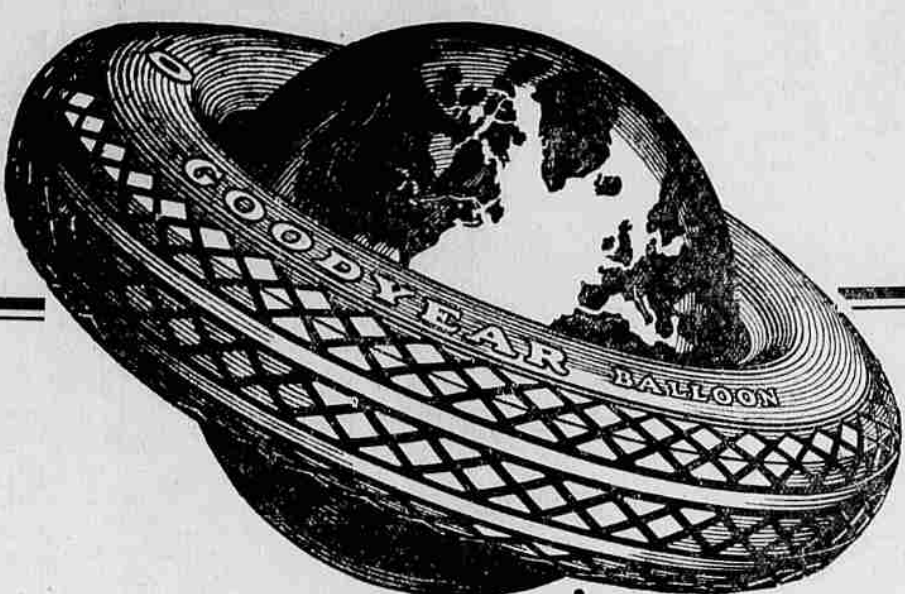
SETS FOR STATE PATIENTS

While without question there has been a big decrease in the home assemblies over the earlier years of broadcasting, enough of the "old timers" still stick to their screw-drivers and pliers to give incentive to parts and kits manufacturers.

In addition hundreds each year take the place of those who get tired of satisfying their experimental bent. These newcomers largely are made up of the youth

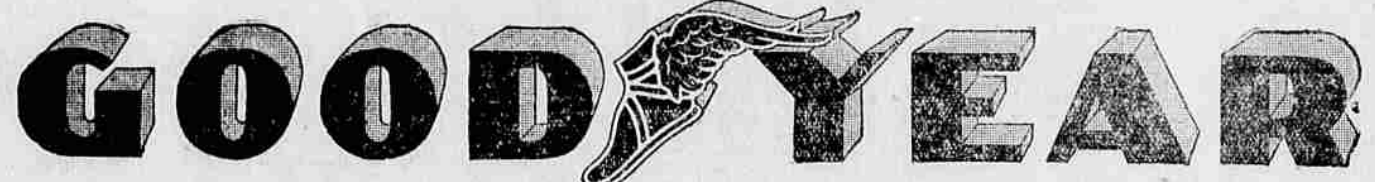
GOODYEAR BALLOON

GOODYEAR BALLOON



ANNOUNCEMENT

We Are Pleased to Announce that We Have Been Appointed Dealer for



The World's Greatest Tire

ALL GRADES ALL PRICES

We will carry at all times a complete stock of passenger car tires and tubes, Truck and Bus tires and tubes, both balloons and high pressure.

Our complete facilities will be used to further improve the service to the many users of Goodyear products in this territory.

We earnestly solicit your patronage.

Double Eagles - All Weathers - Pathfinders

Come In - Let us Show You Why More People Ride on Goodyears

PLAYLE OIL CO.

Stalcup & Zimmerman

Corner Adams & Greenwood

"Always as Near as Your Phone" - Call Main 165

SPEED-POWER-PICK-UP
EASE-OF-CONTROL-SAFETY
QUICK-SHIFTING-ECONOMY

Copyright 1929 Chrysler Corporation

NEW CHRYSLER 70 SPECIAL COUPE (with flexible seat), \$1795 (Special Equipment Extra)

Pick-up-smoothness-speed as never before

FEATURES
Large, Powerful Engines...
7-Bearing Counter-Balanced Crankshaft...
4-Wheel Hydraulic Brakes...
Multi-Range 4-Speed Transmission and Gear Shift...
Down-Draft Carburetion...
Rubber Spring Shackles...
Paraflex Springs...
Rocker Radios.

All evidence stresses the fact that today's Multi-Range Chryslers rule the road. Many new engineering advancements, headed by the sensational Multi-Range four-speed transmission and gear shift have lifted these latest cars to a new plane of performance.

The Multi-Range transmission introduces a new quiet acceleration gear that combines the best features of both the ordinary "second" and "high". It also makes possible faster car speeds at SLOWER engine speeds. The Multi-Range gear shift assures non-dashing ease and quickness of gear-shifting. And a new principle of Down-Draft carburetion, based on aviation practice, adds marvelously to power, smoothness and economy. New bodies of greater width, length and headroom combine the most fastidious luxury with smart distinction of design.

Today, more than ever, the saying is true: "Chrysler ownership brings a pride all its own." 5 6 6

CHRYSLER

THE IMPERIAL \$2000 to \$2475 THE 77 \$1075 to \$1175 THE 70 \$1250 to \$1525 THE 66 \$800 to \$1000

L. W. WEEKS
Greenwood & Jefferson