

**SATURATION POINT  
40 MILLION CARS?**  
(Continued from page 1.)  
40 million. As a matter of fact the motor car, when it has reached its final point of perfection, will be like the telephone and typewriter—it will continue to grow just so long as it contributes more than

it costs to the economic and social welfare of the nation.  
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Most divorces are caused by women marrying the men they do.

**RUBBER FROM OIL  
TO CUT TIRE COST**  
Chemists Salvage Waste From Petroleum Wells for Synthetic "Gum"

Before long, experts say, your car may ride on tires of oil! In place of India rubber from the East Indies may be substituted synthetic or artificial rubber from the waste of petroleum wells, a new wonder of the chemists' laboratories.

One reason why the chemists are busy in this new field, says the July Popular Science Monthly, is the fact that today the world, and the United States in particular, is facing a critical shortage of crude rubber. In four years more, experts say, the world's demand will exceed the supply by some 37,000 tons unless new sources of supply are found.

Some of the fascinating possibilities of synthetic rubber were described the other day by Professor James F. Norris, director of research in organic chemistry at the Massachusetts Institute of Technology, and Earl P. Stevenson, of the Arthur D. Little laboratories, Cambridge, Mass.

Stevenson declared that synthetic rubber is more than a fancy.

"It has not only been realized in the laboratory," he said, "but during the war it was produced in large quantities in Germany. It can be made from a certain class of hydrocarbons that are produced in huge quantities in every petroleum refinery in this country. They are present in crude cracked naphtha, where they are in welcome and a source of trouble to the refiner, who must dispose of them. At present he disposes of them by destroying them."

These are the substances which if left in gasoline, form gums and stick up the valves of your automobile. To remove them the petroleum industry each year suffers a loss close to 90,000,000 gallons of motor fuel, worth almost \$9,000,000. Yet in so doing it throws away what might be of enormous value not only in supplying the demand for rubber, but in creating countless other useful by-products.

"Petroleum is being wasted just as coal once was wasted," said Professor Norris, "because refineries are not sufficiently interested in saving millions of dollars. The profits of the petroleum industry are so great and the supply so immense that petroleum chemistry hardly has been developed."

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**BRIDGE IS OPENED  
COMPLETING HIGHWAY**  
(Continued from page 1.)  
bers of the California Press association and representatives from the metropolitan dailies of California and Oregon were present for the ceremonies, as were a legion of photographers and news reel camera men. To facilitate matters Clyde Edmondson, secretary of the Redwood Highway association, secured an Oakland Six coach to act as a press car and to rush photographs back to San Francisco.

The Douglas Memorial bridge is named in honor of the late Dr. G. H. Douglas who was largely responsible for getting the bill passed at Sacramento. Governor Richardson signed it, after efforts had been made to have previous governors to do the same but in each instance it had been vetoed. Dr. Douglas was elected by the

people of Del Norte, Humboldt and Siskiyou counties and was strongly supported by the Redwood Highway association for the purpose of getting the bridge bill passed and signed at Sacramento. On his arrival there he was made chairman of the bridge committee, regarded as the most important post at the capital. He spent much of his own money and worked very hard for the success of his undertaking but did not live to see Governor Richardson approve the act of the legislature as he suffered an attack of heart failure on the eve of his triumph.

The Douglas Memorial bridge is the longest span in the entire state highway system. It is 1200 feet in length and cost approximately \$400,000. Ray Kennedy was resident engineer in charge and the result is considered a work of art. Four concrete bears guard either side of the structure and each weighs approximately four tons. They were cast in the places they occupy and heighten the decorative effect of the entire span.

Among the leading men in California and Oregon who were present aside from Governor Richardson and Governor Pierce were Will H. March, chief of the division of motor vehicles; Harvey M. Toy, chairman of the state highway commission, as well as A. D. Lee, T. W. Hine, Louis Everding and N. T. Edwards of the California highway commission; W. H. Mixon

secretary of the commission; R. M. Morton, state highway engineer; Dr. L. I. Hewes, deputy chief engineer U. S. bureau of public roads; and William Doby, chairman, and H. D. Vanduzer and W. H. Maloney of the Oregon highway commission.

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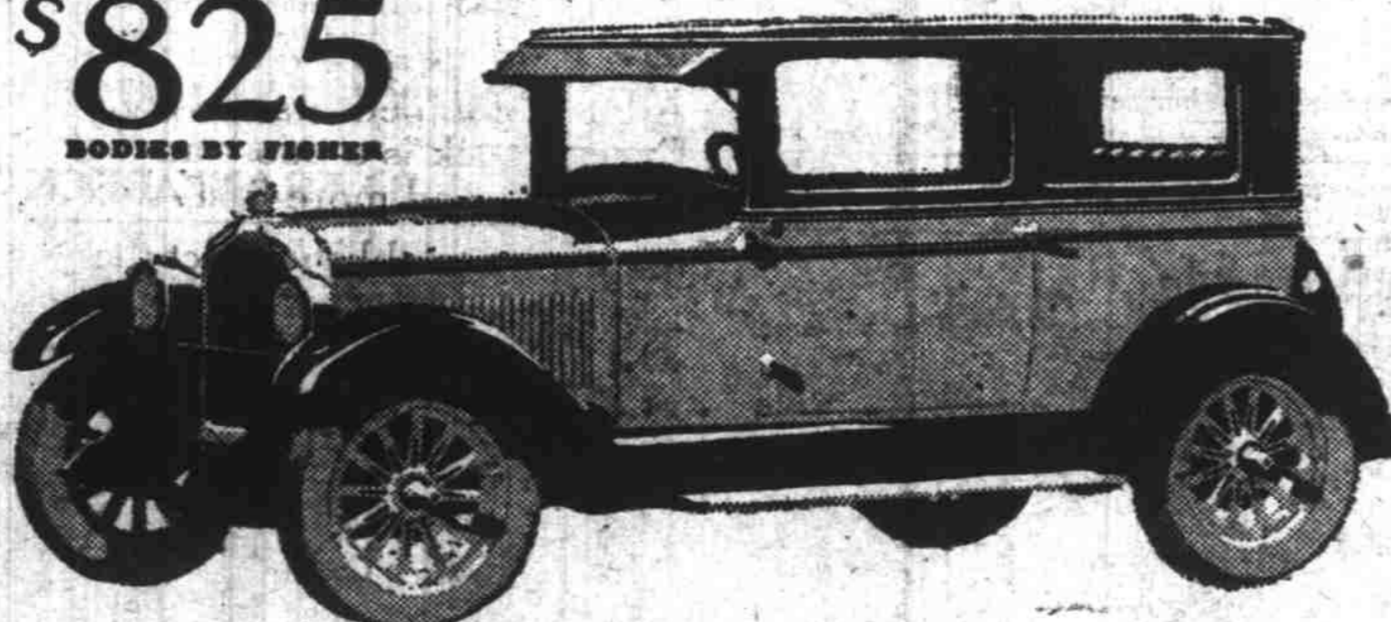
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