

## FORMAL OPENING FIRESTONE FACTORY

LOS ANGELES, Dec. 2.—The program for the formal opening of the new Firestone tire factory in Los Angeles will take the form of a five-day celebration, starting December 4, in which many distinguished guests from out-of-town, Firestone officials from Akron headquarters, the Los Angeles Chamber of Commerce and the automotive dealers will have a prominent part.

The keys of the new plant will be formally presented to General Manager R. J. Cope, by John W. Thomas, vice-president of the parent organization of Akron, Ohio. There will be a number of speakers. Response will be made by Russell A. Firestone, vice-president of the California factory, who will also represent his father, Harvey S. Firestone. Mr. Firestone last June built the first tire in the Los Angeles factory.

Sales have increased so rapidly that orders for additional machinery and other equipment have been placed to increase the facilities of the plant 33 1-3 percent, advancing production from 5000 to 7500 tires and tubes daily.

On Wednesday, the civic clubs will meet at luncheon at the new plant, and will be conducted on a tour of inspection. The following day will bring together the automobile and tire dealers of the district.

On Friday and Saturday Fire-



HARVEY S. FIRESTONE

stone branch managers from ten western states and twenty-three branches and warehouses, salesmen and dealers of the district will gather with company officials in an important sales convention, to discuss the new Firestone plans and policies for 1929.

Plant engineers and tire experts who have visited the new Firestone factory characterize it as a model of efficiency for the entire industry. All its equipment represents new achievements from both a mechanical and tire building standpoint.

The entire west may well be proud of the new Firestone factory; it marks an era of rising and prosperous industrial development on the Pacific coast.

## Ramblings of a Foot Creeker

An Easy Lesson in Astronomy.

To the Editor: City folks have little chance to enjoy the "glory of God in the heavens" for the glare of the city lights conceals the lights of heaven. Farmers have a better chance, but in the modern rush comparatively few even of country dwellers take time to get acquainted with our friends the stars. Every few years however, an event occurs in the sky which it seems would compel the attention of the most careless and demand thought of even the most thoughtless. That event is in progress now, and I am writing in the hope I may help some to discover and enjoy a beauty which they might otherwise miss.

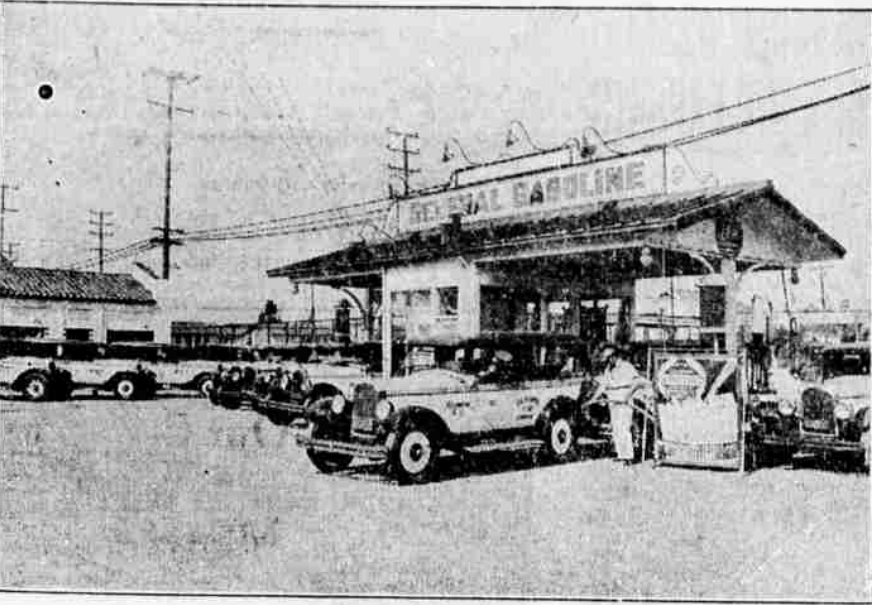
The event has been in progress for several weeks for those whose eastern and western horizons lie low. For those whose horizons are high it possibly is not yet visible but soon will be. I refer to the appearance of two very bright stars to be seen, one in the east, the other in the west, immediately after sunset just above the horizon. To the astronomer these are not "stars," but "planets" or "wanderers" among the stars. This means that they belong to our own family, and, like the earth, are moving around the sun which the astronomers call a "star."

Why these are called "wanderers" will be readily evident if we will watch them closely for several evenings and compare them with the stars. The stars will all keep the same relative positions, but these two can be seen, with only a few nights observation, to be getting closer to some nearby star, or further from it. They are wandering; the others are "fixed" or stay in place.

The last statement about the stars being "fixed" is not absolutely true. Careful observations and measurements with powerful instruments show that they, too, are in motion, but their distances are so very great that the change of position during the life of one person is too minute to be noticeable. They are "fixed" only in comparison with the planets. Perhaps the greatest lesson that astronomy teaches us is that everything is moving except the throne of God.

Of these two planets the name of the one in the west is Venus,

## ALL SET FOR THE "BIG" LOAD



THE END OF THE GAME is always the signal for snappy plays by the taxicab squad. When the cheer-weary throngs begin filing out of the stadium, bewildering traffic formations come thick and fast. The "big" loads go to the boys who can drive their way through to one touchdown and get back on the line of scrimmage in time for another long run. To make certain that none of this important football business is lost, one of the big Los Angeles companies insists that all its cabs be completely serviced just before each game. The photograph shows part of the California Cab fleet getting filled with Violet Ray gasoline preparatory to lining up for the battle of the week.

the goddess of love, and the brightest of all the heavenly bodies. Quite significant, that! The one in the east is called Jupiter, the chief of all the gods, according to the Greeks. Venus is our nearest neighbor, lies between us and the sun, and is almost as large as the earth. Jupiter is much further from the sun than we are, and is the largest of all the planets, larger indeed than all the rest put together, being more than 1300 times the size of the earth.

How can anyone recognize these two planets and know them from each other and from the other heavenly bodies. It is quite easily done. None of the planets will give any trouble except possibly Mars, the god of war, because they are too faint. Mars gets quite bright when it comes close to the earth every fifteen years, but its red color identifies it at once. Only one of the fixed stars is sufficiently bright to make trouble, that is Sirius, which will soon appear in the early evening in the south-east just rising. But the planets are all close to the ecliptic, that is, close to the path made by the sun across the sky. Sirius is too far south to be in the ecliptic. So when we know in what part of the sky to look for Jupiter and Venus, the only question is which is Jupiter and which is Venus. This question is more difficult than the other. But Venus is so much brighter than a little practice makes one quite confident. When both are visible at once the difference in brightness makes it easy, the brighter one is Venus, the brighter star is Venus. We can't forget that. But when only one is in sight it is more difficult to say promptly, "That is Venus," or "That is Jupiter."

If a bright star is near the path of the sun in the evening and somewhere between the eastern horizon and a point not more

than half way between the meridian and the western horizon we can say at once, "It is Jupiter." At midnight Venus is never visible because it never gets far from the sun. In the morning the rule is reversed and a bright star in the west is certainly Jupiter. When however, Jupiter is in the west at sundown it can be recognized by the fact that it has been in sight for the previous six months slowly moving from the eastern horizon to the western. But if a bright star suddenly appears in the west at sundown it must be Venus coming up from behind the sun and will be higher each evening.

That is what has recently taken place, and Jupiter at almost the same time appeared in the east. And now the interesting thing to note is that both stars will get higher every evening, appearing to us on earth to be coming together. Will they come close enough for Jupiter to give Venus a kiss? It is possible. They may come to such a position as to appear as a single star. Or will Venus recede before Jupiter gets that far. I don't know. I am not an astronomer. If I had next year's almanac I could tell. They may pass each other, close or further apart, and then when Venus turns back she may overtake Jupiter and pass him again before he goes below the western horizon. I don't know which will happen, but I like to watch every time the two come into this position.

If you owned a brilliant jewel and were wearing it on your finger you would look at it often and enjoy the shine. A far more beautiful jewel hangs in the eastern sky. You can look at them every night for a few months and not cost you a cent; you can also speculate on that possible kiss.

WM. M. CARLE,  
Aptos, Cal.

## WHO INVENTED FIRST AUTOMOBILE

Who was the inventor of the first automobile?

Don't ask that question, says the Oregon State Motor association, unless a large hail and plenty of time are available. Because that question contains more food for controversial discussion than almost any other that might be named.

"There are several claimants for the honor of being the first, but it seemingly never has been settled just who should get the full glory. And there's the point exactly. No one is entitled to full glory. Many men have worked on the automobile idea.

"For example, There were steam automobiles hundreds of years ago. Then came the pioneers of the gasoline car in the latter years of the last century. There was Elwood Haynes, to whom many assign credit for turning out the first practical gasoline automobile. At almost the same instant appear the names of the Apperson brothers and Charles Duryea. Then came Charles B. King, R. E. Olds, Alexander Winton and Henry Ford.

"Upon the work of these leaders the automotive engineers of succeeding years have built a noble edifice—representing refinement, efficiency, ease of operation, economy, beauty. Trying to determine where to give full credit would be an endless task, but to say that many men have worked ceaselessly to give the world a fine new mode of transportation is to state a great truth."

PORTLAND—Eric Hauser leads drive to raise \$100,000 Pacific college endowment.

## CAROLINA SCHISM OVER AL AWAITS ANOTHER RUMPUS

RALEIGH, N. C. (AP)—A policy of "watchful waiting" has been adopted by democratic leaders of North Carolina as they contemplate the results of the schism which sent the state into the republican column for the first time since Reconstruction days with a majority of 60,000 for Herbert Hoover November 6.

A noticeable exception, however, is Sen. Furnifold M. Simmons, veteran party leader, who championed the anti-Smith forces vigorously during the campaign. Shortly after the election Senator Simmons from his home in New Bern declared that the party in the state should be reorganized.

His suggestion brought forth a prompt rejoinder from Charles L. Abernethy, representative from the third North Carolina district, who supported Gov. Alfred B. Smith, opposing any change in the party organization.

Joseph Daniels, secretary of the navy during the Wilson administration, also came out in opposition to any reorganization of the party machinery in the state.

On the whole, however, the leaders who were active in the thick of the heated campaign have made no public pronouncements of their views as to the future course of the party. The newspapers, generally speaking, have advocated a conciliatory attitude on behalf of the contending factions.

Speculation has turned toward the campaign of 1930, with chief interest centering on the probability that Senator Simmons will have opposition. Although the senator is nearing his seventy-fifth year and is rounding out 30 years of service in his present position, he clinched his last speech of the campaign with a dramatic announcement of his candidacy to succeed himself.

His announcement elicited a declaration from former Gov. Cameron Morrison, national committeeman who was one of Governor Smith's most ardent champions, that he hoped Simmons would be a candidate in order that he might take the stump against the veteran party leader, whose banner he had followed for 30 years.

Morrison is credited generally with intending to seek a senatorial toga himself, but under the unwritten rule of North Carolina politics, which divides the two senatorships between the eastern and western parts of the state, he

would not be eligible to oppose Simmons, because the latter lives in the east, while Morrison's home is in Charlotte, in the western part. Some political observers foresee the possibility that the republican party, strengthened by its victory in the presidential race and by its success in electing two congressmen to replace democrats, will nominate an opponent for Simmons if the latter survives the primary fight in the democratic ranks.

On the other hand, it is assumed that republican leaders generally feel kindly toward the senator, attributing their success in the state largely to his fight on the democratic national standard bearer.

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