

BUSINESS—

# SYNTHETIC TIRES EQUAL TO RUBBER

Rubber Official Says the Two Differ Under Various Conditions, But That One Is Good As Other.

By S. BURTON HEATH  
NEA Staff Writer

AKRON, Oct. 3.—The rubber industry will not reach capacity production on passenger car tires until mid-1946. You cannot hope to walk into a store and be certain of finding the exact size, brand and quality of casing you want, until the end of 1946.

That is the estimate of D. E. Carson, director of business research for the B. F. Goodrich Co. He feels that it will take about two years to satisfy the backlog of demand for tires to replace the ones you have been humoring during the war. But he does not think that demand will land on the industry all at once. He believes it will be spaced out.

WHEN you do get tires for your passenger car or small truck, they will be made from a petroleum-based or alcohol-based plastic. You will think of it as synthetic rubber. They will be somewhat different from the tires you were using when the war began.

In some respects the 1945-46 tire will be better than the 1941 version. In other respects it will not be so good. After the differences had been described in some detail by Dr. Waldo P. Semon, Goodrich's director of pioneering research, I asked him:

"If you were my close personal friend, and if there were in front of me a natural rubber tire and one made from synthetic rubber, both of a size to fit my car and at the same price, would you advise me to take the natural rubber casing?"

"NO," he said. "I would tell you that though they differed in many respects, one was exactly as good as the other."

As of today, if one were able to try out two side by side, he would find these differences:

GRS tires resist abrasion—ordinary road wear and tear—better than natural rubber tread.

GRS, however, shows a greater tendency to crack in the grooves of the tread, which makes for inequalities in the tread and permits water to get under the tread and weaken the fabric. This fault has been minimized.

THE SYNTHETIC tread is harder than the natural. Theoretically it may ride a bit harder, though you probably never could tell. But this hardness does have other effects.

Because of it the GRS tire strips the road better on wet pavement or light mud, but has less traction on ice or packed snow. The extra hardness presumably makes the synthetic tire slightly more resistant to puncture, but the difference is not established significantly.

Synthetic tires generate more heat in the carcass. They can withstand more heat, but the excess that they generate exceeds that which they can endure. This unfavorable factor is being partially compensated for by use of special cord materials that are injured less by heat.

AT LOW speeds and at normal temperatures, natural rubber treads last longer than GRS. At high speeds and in high temperatures the synthetic tread gives more mileage. Tests made by Goodrich in Texas suggest that the two would wear about equally well at 50 miles an hour, while GRS is better at 60 miles an hour.

Synthetic will not stand as much much abuse as natural. If you let your synthetic get hot or run one flat, the piles are liable to separate and the tire to be ruined.

Two types of synthetic have been used for inner tubes, Dr. Semon says. The public has been getting GRS, which is not so good as the old natural rubber. But soon you can buy inner tubes made from butyl synthetic, which heretofore have been confined to military use. These, he says, are much better than natural rubber tubes, holding air so well that one may have to blow them up no more than three or four times a year.

MR. CARSON is less optimistic than the war production board as to how quickly the industry can get going, quite apart from any holdups due to labor troubles. He thinks that output this quarter will be three million tires under the WPB's 12,000,000 estimate. But he expects production to surpass WPB estimates in the second quarter of 1946 and, thereafter, to settle at 20 million tires a quarter as compared with the WPB's estimate of only 17,500,000.

The delay, he says, will be due to the necessity of training men, both to use passenger tire machines that were idle during the war and also to fill the gap created by return of the six-hour day.

**RAIL HEAD NAMED FOR DIVISION HERE**

ST. WAYNE, Oct. 3 (U. P.).—Thomas E. Boyle has been promoted from division engineer of the Philadelphia terminal division of the Pennsylvania Railroad to superintendent of the Indianapolis division, James M. Symes, vice president, announced today. Boyle succeeds Jacob D. Fuchs who has been advanced to superintendent of the Columbus, O., division.

**RAILS PAY LOSSES**

WASHINGTON, Oct. 3 (U. P.).—Railroads in the United States and Canada paid out \$48,756,399 in freight losses and damages last year, an increase of 42.1 per cent over 1943, the Association of American Railroads reported today.

## HIKE IN PAYROLL TAXES OPPOSED

C. of C. Says State Can Save \$60 Million.

Indiana can save \$60,000,000 annually in federal taxes if the automatic increase in old age insurance payroll taxes is halted, the Indiana State Chamber of Commerce reported today.

Urging quick congressional action to stop the increase, the Chamber pointed out that the payroll tax rates will rise 150 per cent on Jan. 1 to 2 1/2 per cent paid by the employer and 2 1/2 per cent by the employee.

**Gives Reasons**

"The unneeded \$60,000,000," it was brought out by Clarence A. Jackson, executive vice president of the State Chamber, "is 50 per cent greater than the entire state gross income tax collections in 1941."

"The savings of \$30,000,000 to Indiana employees alone through stopping this increase would be greater than total gross income tax collections in 1941."

In support of its recommendation to hold payroll taxes at present rates, the State Chamber gave the following reasons:

1. Present rates are producing all the revenue needed currently and for many years to come to finance the old-age and survivors insurance program. The balance in the fund on June 30, 1945, was \$6,613,381,000 and the fund has been growing at the rate of over a billion dollars every year. The balance is 25 times the present rate of expenditure.

2. The rise would reduce purchasing power and increase costs of products when the reconversion period calls for the greatest possible volume of buying to provide high employment.

3. The federal government continually "borrows" from the fund. Therefore, the fund will always be on a pay-as-you-go basis. Money will have to be raised by future taxation to reimburse the fund when the cash is needed to pay the aged and their dependents.

4. Accumulation of a huge balance in the fund will encourage sound raids on the fund. The cash will appear to be there, even though it is actually in government securities, and strong groups will clamor to spend it.

**RAILS PAID BIG TAX**

WASHINGTON, Oct. 3 (U. P.).—Federal taxes paid by the nation's privately operated railroads averaged \$4,000,000 a day during world war II, the Association of American Railroads reported today.

**Livestock Trading Remains Active and Steady at Yards**

The 6275 hogs received today at the Indianapolis stockyards sold actively at the ceiling, the U. S. department of agriculture said.

The 1400 cattle, moved quickly at prices that were steady to strong.

Vealers amounted to 600 and sold steady to 50 cents less.

Sheep totaled 1200, and fat lambs and slaughter ewes sold about steady.

**LOCAL ISSUES**

Nominal quotations furnished by Indianapolis securities dealers:

**STOCKS**

Agents Fin Corp com 7 1/2

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U. S. Aves 4 1/2 pfd 10 1/2

Ayrshire Oil com 27 1/2

Bell & Sisk 2 1/2 pfd 31

Bobbs-Merrill 4 1/2 pfd 33 1/2

Bobbs-Merrill 4 1/2 pfd 33 1/2

Central Boys com 42 1/2

Circuit Theater com 35

Comvith Loan 5 1/2 pfd 10 1/2

Cons Fin Corp pfd 11 1/2

Dalla Electric com 16 1/2

Electronic Lab com 4 1/2

First Nat Bank 10 1/2

Hook Drug Co com 18

Homa IR Pk Wayne 7 1/2 pfd 31

Ind Assn Tel 5 1/2 pfd 10 1/2

Ind & Moh 4 1/2 pfd 10 1/2

Inda P & L pfd 11 1/2

Inda P & L com 11 1/2

Inda Water pfd 10 1/2

Inda Water com 10 1/2

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## And It's for Civilians



Tires for civilians are rolling off the production lines once more, but it probably will be late next year before you can get exactly the kind of casing you want when you want it.

## CORN HERE NEEDS 2 FROST-FREE WEEKS

Time Special

LAFAYETTE, Ind., Oct. 3.—Another two frost-free weeks will "make" much of the Indiana feed corn, Purdue university agronomists reported today.

A good deal of the corn is already far enough along to make satisfactory feed, the agronomists said. They added, however, that even if killing frosts hold off, many late planted fields will make only ensilage or feeding fodder.

The group cautioned farmers that because of late development of corn this year, cribbing should be delayed and special provisions be taken for ventilating cribs where corn high in moisture is stored.

**ALASKA AIRLINES NAMES NEW HEAD**

ANCHORAGE, Alaska, Oct. 3 (U. P.).—Marshall C. Hoppin, regional administrator of the Alaska division of the civil aeronautics administration here, has resigned to become president of Alaska Airlines, to succeed Theodore N. Law, retired, it was announced today.

Alaska Airlines operates 21 passenger planes throughout the territory, from main terminals in Juneau, Anchorage, Fairbanks and Nome.

**CONNELL TO SPEAK TO UNDERWRITERS**

Clancy Connell, National Association of Life Underwriters president, will be the main speaker at life underwriters' meetings this week.

Mr. Connell, who is general agent for the Provident Mutual Life Insurance Co., will address the Indiana State Association of Life Underwriters and the officers and directors of its 18 member associations during its series of meetings Friday and Saturday at the Lincoln hotel.

"The Fringe of Life Insurance" will be Mr. Connell's subject when he speaks at the luncheon given in his honor by the Indianapolis Association of Life Underwriters Friday in the Lincoln hotel.

**RAIN SLOWS WORK ON FARMS IN STATE**

Rain every day last week slowed Hoosier farm activity, the Indiana weather bureau's weekly crop report said today. Some flooding was reported at Lafayette and Edwards.

Corn is in fair to good condition, but dry weather is needed to mature it. Some silo filling and tomato picking was reported, but it was too wet for plowing and some tomatoes are rotting from wetness.

Soybeans are in fair to good condition and some are ripe. Tobacco and gardens are fair to good, and meadows and pastures are mostly good.

The apple crop is mostly poor to fair.

**TWO G. M. PLANTS FOR SALE IN INDIANA**

WASHINGTON, Oct. 3 (U. P.).—Two General Motors plants are among 17 plants listed for sale or lease today by the Reconstruction Finance Corp.

The Indiana plants are the General Motors Corp. units at Bedford and Anderson.

Of the other 15 plants listed, five are in Ohio, four in New York, two in Pennsylvania and one each in Missouri, California, Connecticut and Massachusetts.

**INDIANAPOLIS CLEARING HOUSE**

Clearings \$5,915,900

Debits 15,896,900

**THOMAS BEAM & CO 20th Century**

Thomas and Louis Beam say they will sell the 20th Century plant and equipment for \$1,000,000.

The plant and equipment are located at 1111 North Meridian street, Indianapolis.

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## Foresees Few Electric Gifts

NEW YORK, Oct. 3 (U. P.).—Persons who wish to give electrical appliances as Christmas presents this year have only a fair chance of doing so, the magazine The Iron Age said today.

The trade journal explained that although most manufacturers get started on production of appliances when the war ended, "special problems, coupled with heavy demand, indicate that distribution by mid-December will still fall far short of retailers' desires."

**WPB OPA UNITE FOR LOW-COST CLOTHING**

WASHINGTON, Oct. 3 (U. P.).—J. D. Small, chief of staff of the War Production Administration, said today that the WPB and the office of price administration are "uniting" in their effort to force manufacturers to make a reasonable amount of low-cost clothing.

WPB has just put a new priorities regulation into effect which gives manufacturers preference ratings to buy cloth for low-cost clothing.

The OPA has in effect a maximum average price plan which is designed to bring clothing prices down to the 1943 levels. The agency announced today that manufacturers must ticket 90 low-cost cotton, rayon and woolen clothing items with dollar-and-cents ceiling prices beginning Oct. 22.

OPA pricing officials met with Small today to discuss this clothing program. Small told reporters after the meeting that the agencies would know by the middle of this month whether or not the new WPB preference ratings are effective.

"What we are shooting for is a good supply of \$2.50 dresses, 50-cent shorts and 19-cent training pants for babies," Small declared.

He said it was high time that clothing prices stopped spiraling upward. The OPA says such prices are now 16 per cent higher than they were when price control went into effect. They are 45 per cent higher than they were in 1939.

**LOCAL PRODUCE**

(Prices for plant delivery)

Heavy bread hens, 25c.

Leghorns, 30c.

Broilers, fryers and roasters under 1 lb., white and barred rocks, 35c.

Broilers, fryers, 25c.

All No. 2 poultry, 40c less.

Old roasters, 17c.

Eggs—Current receipts: 35c; grade A large, 35c; grade A medium, 35c; under grade, 25c; pullets, 18c.

Butter—No. 1, 50c. Butterfat—No. 1, 40c; No. 2, 35c.

**RAILROADS**

An analysis of the railroad outlook just prepared by our Investment Research Department reveals some important factors generally overlooked in evaluating railroad equities.

Write or phone us for a copy of this analysis today.

**THOMSON & MCKINNON**

SECURITIES • COMMODITIES

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