

MISSOURI LEADS GAS TAX RELIEF

WASHINGTON, D. C., Sept. 18. —While 21 states increased the gasoline tax in 1928 and New York, Illinois and Massachusetts have imposed the levy for the first time, Missouri was the only state to take steps toward relieving through a constitutional amendment the burden on car owners by limiting to the present rates, for a period of 10 years, the gas tax or 2 cents a gallon and motor vehicle license fees which average \$12.20.

The Missouri plan, moreover, sets another precedent besides limiting motor vehicle taxation in that it stipulates that all such motor revenues are to be expended exclusively for highway purposes and its significance becomes doubly impressive when considered that it is embodied in a constitutional amendment passed by 166,000 majority vote of the people of the state. Highway engineers have estimated that present revenues will be amply sufficient to finance and complete a unified state road system as well as make many additions in the future.

This statement was issued today by national headquarters of the American Automobile association in the form of a warning to those legislators and politicians who seek to disregard the rights of motorists as a class of citizens and make them the subject of almost unlimited taxation.

Although Pennsylvania has taken steps to reduce the present gas tax rate of four cents a gallon to three cents, effective July 1, 1930, the action of Missouri stands in marked contrast to the tendency in other states," says the A. A. A.

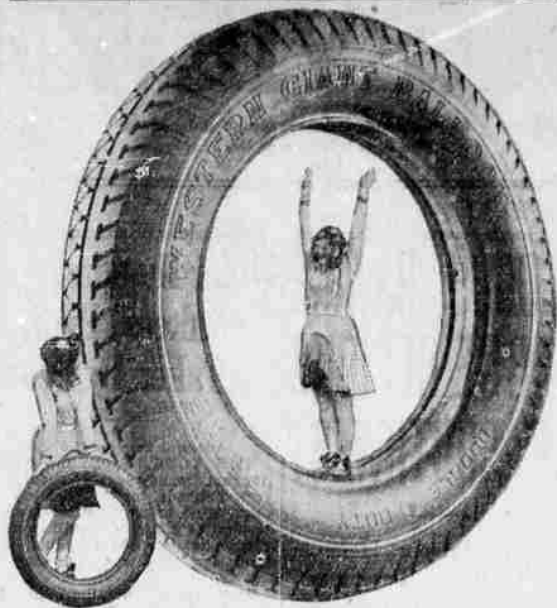
"There is no more pointed example of the way in which the tax burden on the car owner is being pushed to the limit in the field of the gas tax. Ten years ago only three states had a gas tax of one cent a gallon, while today three states, namely, Florida, South Carolina and Georgia, impose a levy of six cents per gallon; eight states have a five cent tax, twenty have a four cent tax, nine collect three cents a gallon, seven states and the District of Columbia levy two cents a gallon, and the tax in Utah is three and one-half cents a gallon."

"The Missouri plan was originated by the Automobile Club of Missouri, and A. A. A. unit, and in the campaign it secured the support of prominent men, other civic organizations and the press of the entire state. It clearly shows the part organized motorists are playing in the role of protecting car owners from unjust demands."

"Although the gasoline tax has been made the center in the drive on the part of the states for increased revenue, increase in motor vehicle license fees have also been to the forefront. While not as pronounced as the rise in gas tax rates, it is a situation also deserving of attention on the part of legislators."

"The people of Missouri have won wide commendation for the aggressive way in which they went to the polls and curbed the taxes on car owners. When it is considered that the motorists of the country paid \$668,000,000 in special motor vehicle tax levies in 1928, aside from at least \$140,000,000 in personal property taxes, it can readily be seen why car owners of the country have con-

Some Increase!



Had the size of the automobile tire increased in proportion to the purchasing power of the tire dollar, the auto owner of today would receive a tire approximately the size of the large Double Duty Western Giant balloon, shown here, for the same amount he paid in 1917 for the small tire below it. The new Double Duty balloon, a recent addition to the Western Auto Supply Company's line of tires, is now being shown in all stores operated by that concern.

A new, improved tire, the Western Giant Double Duty Balloon, which is said to be the crowning achievement of their many years in the retail tire business, is being displayed by the Western Auto Supply Company stores.

"Quick starting, greater power, higher speed, quick acceleration, sudden stops, and other demands of modern motoring call for a new and different tire," said G. M. Krell, local manager of the company, in making the announcement. "Our company meets this demand with the perfectly balanced, new, improved Double Duty Balloon with center traction tread."

"This tire is the result of close study of the motoring needs of this high-speed age. In perfecting this remarkable tire, we have matched the beauty of today's finest cars, provided confident control for threading the maze of traffic on crowded boulevards, facilitated quick starts and sudden stops by cars equipped with four-wheel steering their eyes on the progressive step taken in Missouri."

FRONT SEAT ADVICE

Under-inflation destroys more according to the unanimous voice of all the experts. It's wise to test them every Friday, to be ready for the weekend.

Tires than any other single factor, If your engine is hot when you reach the top of a hill, it is not necessary to stop to let it cool off. It will cool more rapidly going

down the other side on compressed air, with the fan functioning.

Usually, it isn't wise to lock the ignition when leaving the car overnight in a public garage. If the attendants have to move it during the night, they may use the starting mechanism to supply power—and this is worse than bad for the battery.

If you intend to travel over unpaved roads, put a piece of heavy sheet iron under the seat. It will come in handy if you have to jack up the car in mud or sand. A board

GET THE FARMER OUT OF THE MUD

A nation-wide movement to "get the farmer out of the mud" and relieve traffic congestion on the main trunk-line highways at the centers of population, through the paving, with low-cost surfaces, of the country's farm-to-market, or back-country roads, will be launched at a great conference, or convention, of farm and motor organization leaders, governors and state and county officials, engineers and contractors, to be held at West Baden Springs, Ind., October 28 to November 1, next. Approximately 2,000 men active in road construction and in advancing the national program for farm and traffic relief will get together for the five days for a thorough discussion of highway improvement by means of low-cost surfacing and the best means of financing and expediting road construction in the back-country districts on roads that are still dusty, muddy, rutty and more or less unusable during most of the year. One entire session will be devoted to a thorough discussion of the joint cooperative research investigation now under way by the United States Bureau of Public Roads at Washington and the Asphalt Association of New York, with a view to developing improved low-cost types of pavement construction for the farm-to-market roads.

Farm organization officials declare that the deplorable condition of the farm-service roads which the majority of farmers must use in getting to and from their farms to paved highways, has become a serious matter. Without discounting the value of the highways connecting the cities, farm organizations feel that it is high time an effective movement were started for paving these roads. While the farmers of the United States are paying 7 per cent of the taxes for state and local highways, less than 3 per cent of the farms are reached by paved roads. Today, approximately 5,000,000 farmers are still living on earth roads, and there are still in the United States 2,484,822 miles of unpaved highways. Of the 3,650,000 miles of highways in the country, only 187,000 miles have high-type surfaces such as asphalt, brick and concrete. Automobile men declare that if all the 24,000,000 automobiles in service today were placed on the paved roads at one time, each car would have only 13.7 yards in which to operate. The 40,000 miles of new roads annually constructed are not much more than sufficient to provide parking space for the annual increase in new motor cars and trucks.

Under the jack will serve the purpose, also, but it's sometimes difficult to find a board.

UPHOLSTERY VACUUM CLEANER

J. O. Newland and Son have equipment for vacuum cleaning automobile cloth upholstery in their car washing department. Cars are washed, cleaned and polished by an experienced man.—(Adv.)

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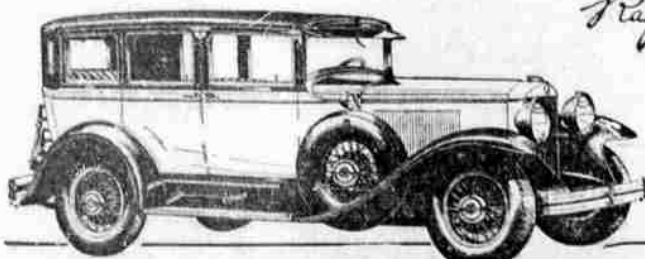
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