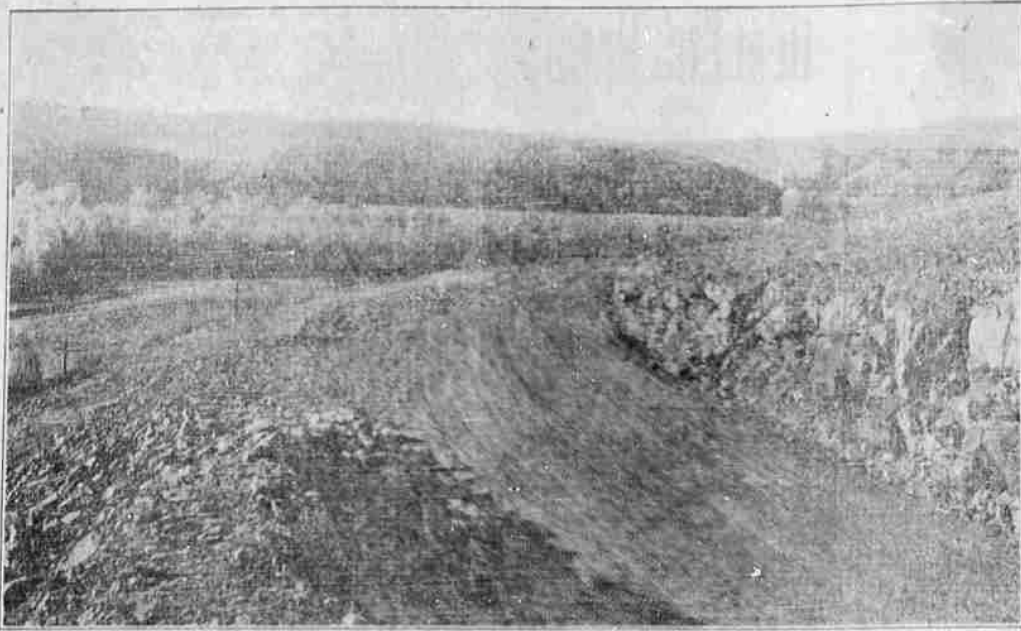


Along the Old Oregon Trail



The above is a scene on the Old Oregon Trail at a point one mile west of Reith, in Umatilla county.

ADVOCATES A LIMIT TO BE SET ON MOTOR TAX

American Automobile Association Is Fostering Movement.

SAYS THAT PRESENT SYSTEM IS UNSOUND

Would Limit Total Tax to An Amount Sufficient to Maintain Improved Roads

Limitation of taxation on automobiles to the amount necessary for the maintenance of improved highways and the administration of state motor vehicle departments with the state as the sole taxing agency is advocated in the report of the motor vehicle conference committee on which is represented the American Automobile association, the Motor and Accessory Manufacturers' association, the National Automobile Chamber of Commerce, the National Automobile Dealers' association and the Rubber Association of America. Representatives of these five great national organizations, after a careful study of the taxing situation in all parts of the United States, declare that federal, state and municipal law-makers and governing bodies are turning to motor vehicle manufacture, sale and use as fertile fields for raising a big share of the annual revenues needed to finance governmental activities and in doing this are placing special taxes on the automobile, which are rarely based upon sound theories of economics or equity.

The committee contends that no money derived from the special taxation of the motor vehicle should be spent for maintenance of highways unless such highways are located where the highway transportation needs of the state require and unless such highways are built of materials and in a manner to meet these needs. It is pointed out that every tax imposed against an automobile, with the exception of the personal property tax, is a special tax and the automobile is subjected to a greater percentage of these kind of taxes than any other class of property.

Development of good roads and their maintenance during the life of the annual driven vehicle would be financed through the expenditure of

money taken out of the general taxes, the lawmakers holding that the whole people benefited by the expenditure of money for such purposes. With the advent of the automobile this view gradually changed until today every legislator with a few good building schemes for his own constituency plans to raise additional taxes on automobiles throughout the state in order to raise the necessary money. Many legislatures have been a new theory, namely, that motor vehicle transportation should pay every penny of the highway's burden and

the conference committee regards such a theory as a serious menace to the nation's welfare and is actively hampering to the logical and legitimate growth to which the motor vehicle is entitled. It believes that the best interest of all concerned will be best served by general taxation for highway construction and special taxation of motor vehicles for highway maintenance.

"Every tax that is levied against the automobile eventually comes out of the pocket of the consumer," said M. O. Harbridge, executive chairman of the American Automobile association. "The widespread use of the automobile has placed small cars in the hands of thousands who can ill afford to pay an additional tax and who should not be required to pay special taxes while vast properties owned by men of wealth, which are constantly increasing in value through the building of new and good roads, are not required to pay any special taxes."

"For instance, suburban real estate developments have flourished near all cities as a direct result of the increased growth of the automobile and property which could readily be bought for \$500 an acre a few years back is now selling for \$10,000 and \$12,000 an acre through subdivision into lots. The good roads which many legislators presume to charge to the automobile have added in increasing the value of that property."

The motor vehicle conference committee, in discussing gasoline taxes, declares that gasoline consumption is a fairly accurate and practical measure of highway use and that a tax upon this fuel constitutes a fair method of taxation provided it is not imposed as a super tax on all the other taxes that the motorist is now required to pay. It is pointed out that the extension should be opposed unless the annual proceeds as a single tax or in conjunction with other taxes are made to conform to the amount which properly and equitably should be levied upon the motor vehicle.

The main consideration, the committee report concludes, is that if, in respect of the particular form of special taxation any state may adopt, the all important thing is that the suggested amount of these special

taxes be such as to cover the cost of the highway maintenance and not to be a burden on the motorist.

MOTOR CAR TAX SET BY IN-TERSTATE.

(Continued from page 1)

taxes be such as to cover the cost of the highway maintenance and not to be a burden on the motorist. The motorist today can ride with greater pleasure in his automobile than the rich man used to in his stage coach and rich man alike find the automobile more of a necessity than a toy.

"Few men foresee the extent to which the joy and the pleasure are to be influenced by the prosperity of the nation. Now the automobile is known as a passenger car. It is a passenger car just as truly as the railroad car and the trolley car, though it is not limited to carrying passengers but transports men from place to place as his convenience and his service to his fellow man may call him. It may be a truck, it moves goods directly, rapidly, cheaply all over the country, reducing expense here and filling a crying want there. It multiplies industrial armies and their supplies. It is the right hand of the salesman, of the manufacturer, of the consumer. It brings the necessities of life to every man's door and lays the blessings of civilization at his feet."

"No one but a fool would speak to the value of the automobile as a joke. Some but the unthinking could consider it as a means of pleasure only. Comfortable and even luxurious as modern machines and ingeniously have made it, it is still the servant, with the useful old, still the outstanding element in making possible the development of civilization and the uplift of humanity. The term 'pleasure car' ought to be an absolute anathema."

Circumlocution of World by First Auto.

(Continued from page 1)

car, with all its efficiency, comfort, convenience and beauty developed to a high degree, is offered at a price which makes it the greatest motor car ever known to the history of the industry.

As every indication today points in that direction, tomorrow we shall see the automobile the universal means of transportation. Not only along the lines of individualized transportation for the owner and his

family, restricted within the confines of their particular community, but its use widened to embrace communities, cities and beyond the boundaries of states. This day is being fastened through the continual improvement of roads and by the constant projection of new arteries of travel.

The automobile will be a part of our daily lives, a necessity to every business and professional man, to the public official and farmer, and surely a necessary attribute to every family from the angles of social activity and recreation.

No Saturation Seen.

By those competent to analyze and to predict, so far as the future of the motor car is concerned, there seems no saturation point. With the production of the 1922 calendar year there was in operation on January 1 approximately 10,000,000 passenger-type motor vehicles—and this is one-half of the calculated potential possibilities in the aggregate number of cars which will eventually find daily use within the confines of the United States. Can you conceive what will be the replacement necessities on the basis of 20,000,000 automobiles in service? Assuming that their span of usefulness is five years, there would be required an annual production of 4,000,000 cars for this replacement—a production for this purpose alone far beyond the facilities of all present motor manufacturing plants.

That afternoon at cards he lost the last trick through an unlucky queen of spades. His nerves were so on edge that he nearly knocked down a man while driving home. Looking back, he saw to his horror that he was a negro. As he neared his home a big black cow appeared in the road, nearly making him run into the ditch.

Something The Motorist Should Know

Piston Rings and Cylinders Must Be Kept in Proper Fitting Condition to Get Maximum Power

Editor's Note—The following is reprinted from the pen of H. W. Leighton, manager of Leighton's Machine & Machine Shop. This writer has 17 years experience in machine shops before engaging in the automobile repair business in La Grande in 1916. For the past few years he has made a specialty of the subject in presents and few men in Oregon are better qualified for the subject than the writer.

"Proper fitting of piston rings is one of the most important motor efficiency jobs. Round rings in a perfectly round cylinder creates a good vacuum and thereby draws a full charge of gas and air, then compresses the charge without loss, and after ignition prevents burned gases escaping into the crankcase. But where cylinders are worn, out of round and scored it is impossible for rings of any kind to keep gas-tight out of the crankcase, diluting the motor oil and causing insufficient lubrication to bearings, cylinder walls, etc. Resulting injury done to the entire mechanism you are constantly losing an invaluable amount of power at three the cost of the low per cent motor efficiency."

"Modern motor builders are demanding quality and accuracy in their pistons, rings and pins which was unknown in the earlier day of the industry and therefore are putting motors of remarkable power into the market, but these motors

are not friction proof and are subjected to constant wear which gradually eats down the power they formerly possessed. The lack of power in the cylinders likewise wears, distributed through cylinder walls, pistons, rings and pins. The cylinders are worn slightly enlarged from the explosion, the pistons are worn until they no longer hold gas-tight or off from passing them and the pin is loose in the piston from the shock of stopping and starting the pistons each time they move up and down the cylinder wall.

"Starting with the cylinders however correct reconditioning in one shop is simple as we rebuild the block on a substantial machine made for this purpose restoring the perfect roundness of the cylinders and fitting a set of ground pistons taken from one complete stock of semi-finished pistons and ground to make a perfect fit in cylinders, allowing for proper working clearance according to size of the bore. We fit all pistons with new McQuay Norris rings the customer having his choice from this complete line of rings and with new McQuay Norris pins. The block is then assembled for you with connecting rods properly aligned which is a very essential feature in cutting down wear on pistons and cylinder walls.

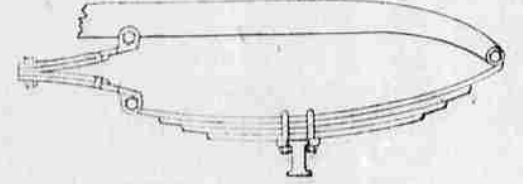
"The form of complete reconditioning while comparatively new to

PRIMA DONNA TELLS HOW TO LIVE FOR A HUNDRED YEARS

"Sing a song every day and you will live one hundred years or more," says Florence Macbeth, prima donna of the Chicago Opera company. She does and intends to keep on past the century mark.

"Nobody needs a vocal teacher for this, just sing, on key or off key, a hymn or a comic, set to voice or aloud, and you'll be surprised at how happy it will make you. And happiness is the real key to longevity."

Miss Macbeth is forming a league called the "Sing a Song a Day" league.



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Parts for All Cars

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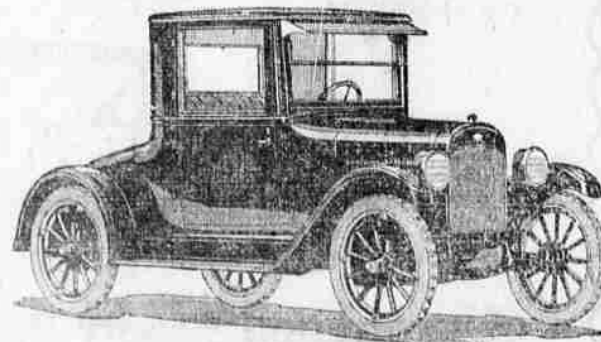
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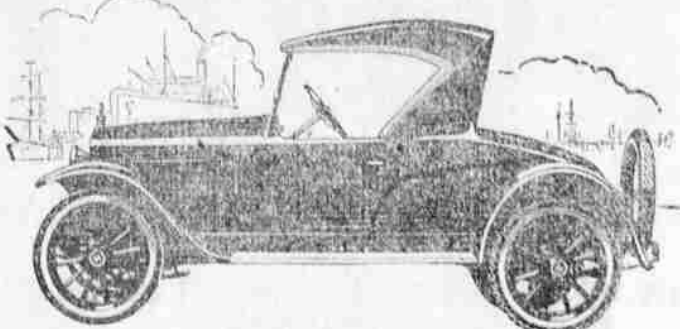
M. A. Harrison, Manager

La Grande, Oregon.

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