

DRIVERS' TAX SIX MILLIONS

Registration Money to Be Greatly Increased in Oregon Says Secretary-Kozer.

SALEM, Ore. (Special)—During the year 1925 the people of Oregon will pay taxes in license fees for the operation of their automobiles totaling nearly double the state tax rate in Oregon on assessable property, according to estimates of Sam A. Kozer, secretary of state.

While motor vehicle owners are bucking up a little in their applications for 1926 licenses, they are still about 2000 behind the number at the corresponding date a year ago, says Mr. Kozer. Less than 20,000 applications have been filed with the state department.

The fees received for 1925 licenses up to December 15, aggregate \$475,000, while the fees received up to December 15, 1924, for 1925 licenses aggregate \$375,000, said Mr. Kozer. During the entire year 1924 a total of 192,629 motor vehicle licenses were issued. So far during the year 1925 there has been issued a total of 216,077 motor vehicle licenses.

Increase of \$600,000.

The aggregate fee for these licenses is \$5,362,652. The total fees received for all the motor licenses issued in the year 1924 were \$4,766,452. This means that the license fee for 1925 will be substantially \$600,000 more than the fees received during the entire year 1924. On this same basis of increase during the year 1925, it is reasonable to assume that more than 235,000 motor vehicle licenses will be issued in Oregon and that the aggregate fees therefrom will be well on to \$6,000,000, based on receipts up to November 30, 1925, that the tax on gasoline for the entire year 1925 will amount to more than \$2,650,000. For the entire year 1924 the gross receipts were substantially \$2,678,317, and if the same ratio of increase in consumption maintains to the end of the

Tests Are Made To Weed Out The Dangerous Driver

Dummy Car Scores Motorist's Fitness in 15 Minutes; Unfits Succeeded in Killing More Than 20,000 Americans in Past Year—Move Necessary.

Are you fit to drive a car, or do you take your own life and the lives of others in your hands every time you step on the starter?

There are 20,000,000 persons driving cars in the United States, and 10 per cent of them, or a couple of millions, says the Bureau of Popular Science, "monthly haven't any more business to be driving than a rabbit has to pick a quarrel with a pack of beagles. Among them, these unfit drivers succeeded in killing more than 20,000 Americans in the last year and maiming nearly 500,000 more. Their "bag" will be bigger in the coming years, because there will be more cars in use.

If you've been driving for any considerable time and haven't had an accident yet, the chances are several to one that you won't. But if you're one of the "unlucky" drivers, always having close calls and minor accidents, there's an excellent chance that you'll have a serious one some day.

How to reduce the number of motor accidents is such a serious problem that Herbert Hoover, a few months ago, called a national safety conference to consider it. The consensus of opinion was that one way would be to eliminate

the unfit drivers, and the question of how to determine that a driver is unfit (before he proves it by killing somebody) was put up to a committee of psychologists, who have been at work in New York, Washington, and elsewhere, devising and trying out tests intended to reveal driving unfitness.

Test Quick and Accurate. "We now can tell in 15 minutes whether a man or woman is fit to drive an automobile without serious accident," said Dr. David Webster of the psychological corporation of New York, one of the scientists cooperating in the work. "Our tests have been applied in the examination of hundreds of chauffeurs, including the employees of one of the large taxicab companies, and the results obtained tally exactly with the experience of the men themselves, as shown by their employers' records.

Dr. Webster's tests are of two kinds. One is a general intelligence test, similar to the post familiar army "Alpha" test; the other an ingenious "practical" test, made with a remarkable dummy car. On this car, clutch and brake pedals, foot throttle, and emergency brake lever are connected electrically with an instrument that automatically records the driver's reactions to warning lights of various colors, flashed on a board in front of him.

"Of course, it goes without saying that a certain degree of intelligence is essential to safe driving," declares Dr. Webster. "It is comparatively easy to weed out those below the minimum requirement, but not so easy to eliminate the ones who are superquick. Their very keenness makes them daring and consequently careless. The very best drivers are those who are neither stupid nor extra bright."

OREGON COAST TRAVEL LESS

ASTORIA, Ore. (Special)—Reasons for the decline in the volume of traffic to the Oregon coast during the summer of 1925 are sought by Ethan Collier, an engineer of the state highway department, who is inquiring into the matter in the coastal country.

Where the traffic over all of the state highways had been increasing materially in previous years, the averages shown by the highway commission's checks during 1925 indicate practically no gain over 1924. At the same time, the number of licensed automobiles in the state maintained its general rate of increase.

"Something put a check on touring, particularly to the Oregon coast during the summer of 1925," Collier declared. His investigations have not yet advanced far enough for him to make a definite statement as to the reasons.

The five counts held on the lower Columbia River highway during the past season showed an average of 810 cars a day, as against an average of 807 cars in 1924. The increase was negligible. The Columbia River highway count was made at the Clatsop-Columbia county line.

The count on the Tillamook highway from McMinnville to Tillamook showed a decline of 209 in the daily average number of cars, the number dropping from around 700 to about 500.

On the Corvallis-Newport and Coos Bay highways the number of cars remained approximately the same in 1925 as in 1924, the average being about 300 a day.

While in Astoria Collier inquired diligently into possible reasons for the hold-up in coastal traffic, three general reasons were given for the fact that the average traffic over the four highways to the Oregon coast declines as compared with 1924. They were:

First—The really hot weather of the summer of 1925 came in June, before motorists living inland were prepared to visit the beaches. The months of July and August were comparatively cool, weather conditions being such as not to encourage travel to the coast.

Second—The large number of conventions in Portland during the summer created unusual diversion there and served to hold many Portlanders at home.

Third—The extraordinary gain in the popularity of British Columbia as a field for Oregon tourists, due to the developing road system of the province and the lack of prohibition there.

ROADS FROM TIRES. Discarded auto truck tires, shredded and melted, are being used to make rubber roads in Bradford, England. A secret solvent is added to the bits of rubber and the whole is oiled. Then it is poured nearly three inches thick over the concrete surface.

MOTORISTS GOOD PAYERS. Automobile owners as a class are a splendid risk. Figures show that the average loss to concerns who lend money on automobiles was less than one-fifth of 1 per cent over a period of years. To be exact, automobile time payment paper is 92.82 good.

HALFWAY ROAD IS COMPLETED

Section of Baker and Cornucopia Highway Is Finished, According to Pine Valley Paper.

The road construction on the Halfway section is done, thanks to the weather and the persistence of the men on the job, says a Pine Valley newspaper. It is a good road and looks like it would wear. The Halfway street looks fine since the gravel went over it again, a broad-ended surface that is packing down hard and even. A little mud may come through next spring, as well as on the road, but a large amount of crushed rock will be left at the pit for maintenance and it can be sprinkled over the softest places.

The cost of the road on the street will be little more than \$2500, so that it may be necessary to sell the full amount of bonds that were voted. The contractors may put a little more gravel on the street south of the garage, the town to pay for, but the whole cost will be considerably less than \$3,000. The state has put on the grade of the whole section, including the street, 2,715 yards of coarse gravel at a cost of \$1.60 a yard, 3737 yards of fine gravel at \$1.75 a yard, 810 yards of filter at from .30 to

GEAR SHIFTING IS ESSENTIAL

Present day traffic congestion has developed an ever increasing demand for easier operation, simpler control, quicker getaway and gearshifting in motor cars.

Smaller Towns Face Traffic Problems. NEW YORK (NEA Special)—The National Automobile chamber of commerce reports that America's larger cities are handling the traffic problem with ease while traffic congestion is resulting in confusion and accidents on the streets of the smaller cities.

The small cities are just beginning to get the traffic problem and are unprepared to handle the situation which is causing an unproportional number of automobile accidents in cities of less than 100,000 population.

The National Automobile chamber of commerce is urging civic bodies in smaller cities to conduct an intensive safety campaign to solve traffic difficulties and to prepare the citizens for the time when a larger number of automobiles will be in use.

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All money which you pay on your Certificate is deposited in a trust fund at a bank. In addition to this safeguard for your Certificate payments, both the bank and we ourselves are insured by a strong, well-known insurance company so that absolute protection for your funds is assured.

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simplicity and certainty of operation. "Danger of skidding upon applying the brakes is reduced to a minimum because of the fact that the braking action is applied to the rear wheels equally through the drive shaft. Braking units both in the transmission and on the rear wheels have been enlarged to insure long life and greater ease in bringing the car to sudden stops demanded in emergencies." When a traffic cop arrests you for speeding, pinch him playfully together with steel insuring unusually long life for the clutch.

Save now for a Chevrolet. We Pay You 6%. Get ready to drive a new Chevrolet. It's easy to do the Certificate way. Come in tomorrow and choose the model you prefer. Make the first down payment—say \$5—and we issue to you a Chevrolet Purchase Certificate that pays you 6%. Weekly or monthly you keep adding to your Certificate savings. When your payments plus this 6% interest equal the cash delivery payment, you drive the car away and take care of the balance in regular monthly installments on the lowest time payment plan in existence. All money which you pay on your Certificate is deposited in a trust fund at a bank. In addition to this safeguard for your Certificate payments, both the bank and we ourselves are insured by a strong, well-known insurance company so that absolute protection for your funds is assured. If you own a car, we will credit your Certificate with an additional 6% on all service, repairs, and accessories which you buy from us. This is in addition to the 6% interest earned on the money you invest in your Certificate. Here is the simplest, safest, easiest, thriftiest way to buy a car ever devised. Come in today! Learn how easy it is to own a quality Chevrolet.

Table with car models and prices: Touring - \$525, Roadster - 525, Coupe - 675, Coach - 695, Sedan - 775, Commercial Chassis - 425, Express Truck Chassis - 550. ALL PRICES F.O.B. FLINT, MICHIGAN.

Blue Mountain Garage M. A. HARRISON, Mgr. Opposite Postoffice.

QUALITY AT LOW COST

1926 Will Be A Studebaker Year

We heartily extend the Season's Greetings to our many customers and friends. 1925 was very kind to us and we look forward to an equally pleasant year in 1926.

Studebaker owners are invited to call at our enlarged showroom and repair shop. We are better prepared than ever to give expert service on all Studebaker models.

It will be a pleasure to show you the Studebaker models. You'll like the two-tone colors--and the value seen in these Unit-Built One-Profit cars will appeal to the experienced buyer.

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Table with tire sizes and prices: 30 x 3 FABRIC - \$ 8.00, 30 x 3 1/2 FABRIC - \$ 9.05, 30 x 3 1/2 Cord - \$10.25, 31 x 4 CORD SS - \$18.00, 32 x 4 CORD SS - \$19.20, 33 x 4 CORD SS - \$20.20

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