

GIVE STATISTICS
ON AUTO REVENUEOregon's Tax Compares
Favorably with Fees in
Other States, Report

PORTLAND, Nov. 25.—Oregon's tax on motorists compares very favorably with the taxes of other states, according to Frank Reusswig, engineer of the Oregon State Motor association, who compiled statistics on automobile and gasoline taxes in the 48 states of the Union.

Mr. Reusswig reports that the gasoline tax originated in Oregon and that all states save New York and Massachusetts have this tax, which ranges from two to five cents per gallon.

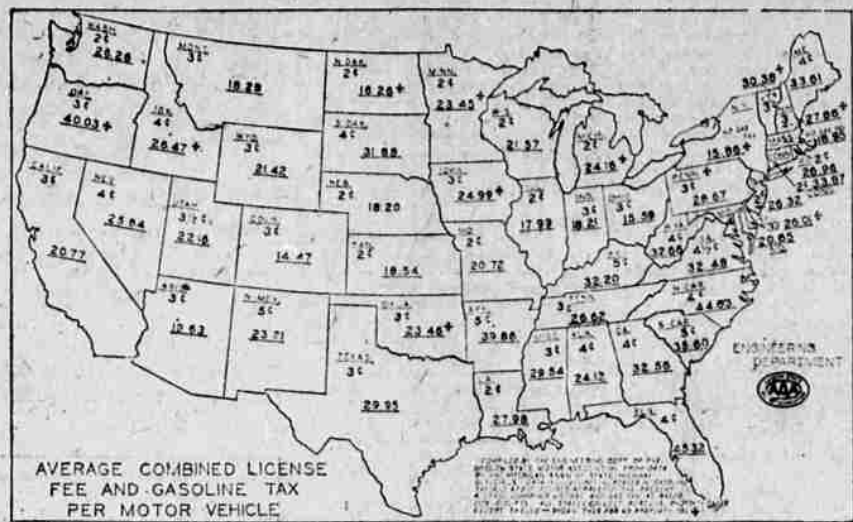
This year two states—Illinois and New Jersey—heretofore without a gas tax, authorized it, while eight states made the following increases: Arkansas, from four to five cents; California, from two to three cents; Iowa, from two to three cents; Maine, from three to four cents; Ohio, from two to three cents; Pennsylvania, from two to three cents; South Dakota, from three to four cents; and West Virginia, from three and one-half to four cents.

Three-Cent Tax Common
The three-cent tax, in vogue in Oregon, is the most common, 17 states having it. One state has a three and one-half cent tax, 13 states have two cents, 19 states have four cents and four states—New Mexico, Arkansas, Kentucky and South Carolina—have five cents.

The average gasoline tax throughout the Union is slightly over three cents, Reusswig reports, with the average annual revenue for the nation per car at about \$10.75. The average gas tax revenue per year per car in Oregon is given as \$14.27. The average combined gasoline and license fee per car for the country is given as \$23.89.

Reusswig found that the aver-

MAP OF U. S. SHOWING STATE FEES AND TAXES



age license fee ranges from \$5.50 in California to \$25.76 in Oregon, with the following states approximating Oregon: Connecticut, \$23.63; North Carolina, \$24.41; Vermont, \$22.31; and New Hampshire, \$19.22.

Two Lead Oregon
However, with the combined license plate and gasoline tax free, Florida with \$45.32 and North Carolina at \$44.63, lead Oregon whose combined fee is given as \$40.93, while Arkansas, Connecticut, Georgia, Kentucky, Maine, South Carolina, Vermont, Virginia and West Virginia are all above a combined average of \$30.

With the exception of Vermont in this group, all these states pay in addition a personal property tax which brings the average annual motor vehicle tax of at least 10 states considerably higher than that of Oregon, Reusswig continued. "Several of these states

are not noted for their roads. "Six states—Colorado, Idaho, Minnesota, North Dakota, Oklahoma and Wisconsin—have a graduated downward scale, according to the age of the car. Summarized, their regulations are: Colorado, 30 per cent reduction after the fifth year and 50 per cent reduction after the eighth year; Idaho, one dollar less for third year and one dollar for fourth year and after, or a maximum reduction of \$2 per car; Minnesota: Ten per cent reduction each year to seven years; North Dakota: Ten per cent reduction after first year, or second registration, 25 per cent on third registration; maximum reduction, 40 per cent; Oklahoma: Twenty per cent reduction on second registration, 20 per cent on third, 20 per cent on fourth, 60 per cent maximum; Wisconsin: After five years, 25 per cent reduction only."

Woman Automobile Dealer Makes Good
HUDSON, Wis. (AP)—Taking over the control of a flourishing automobile business, Mrs. Martha H. Clymer in six months has made a success of what was considered man's work. She is now the only accredited woman agent for a light car in the Northwest.

She is the widow of Otto E. Clymer, former big league baseball star. Four state and federal highways pass in front of Mrs. Clymer's garage where she frequently is on the job from 7 a. m. to 11 p. m.

The following advertisement appears in a German newspaper:

"For sale, Historical bathtub with gas heater. Real copper. Inscribed, 'His Majesty Emperor William II used by bath at his first visit as Kaiser to Dueseldorf, May 4, 1891.'"

Cuba is Uncle Sam's best customer for chocolate candy, consuming yearly more than ten times as much as any other country.

REPAIR SHOP IS
OPENED IN CITYKenneth Keeney, Mechanic,
Is in Charge; Special
Tools Installed

The Packard agency at 804 Adams avenue has opened a first class repair shop, with Kenneth Keeney, whom Harry R. Waggoner, Packard agent, believes is one of the best mechanics to be found in Eastern Oregon, in charge. While there will be several mechanics working under the supervision of Mr. Keeney, all work will be inspected by him before leaving the shop, Mr. Waggoner announces.

Special tools for all standard makes of cars are being installed which will insure the patrons of first class repair work. General repair work will be carried on in the shop with special service given to Packard cars.

Wherever possible a flat rate system will be used so that the customer will know exactly what he has to pay for his work before it is done. Letters are being sent out to owners of late model cars entitling them to free inspection and an inspection card with all necessary repairs and adjustments listed, which will be given to the car owner after the inspection.

"This service will be free and we feel sure that the people in this locality have confidence in Mr. Keeney's ability to diagnose their auto repair troubles, also that the car owners taking advantage of the inspection will not only show their confidence in Mr. Keeney's ability, but will become acquainted with the condition of their car," Mr. Waggoner said.

"We will endeavor to get all work out on time and repair jobs will carry a guarantee," Mr. Waggoner declared.

AUTO RATES IN
17 STATES ON
HORSE POWER

The recent agitation regarding a \$3.00 license fee has brought a number of inquiries as to the various basis for taxation in different states.

The Oregon State Motor association states that there are 11 different bases on which the 48 states assess registration fees on private passenger automobiles.

Seventeen states base the rates on horsepower; fourteen states on weight; seven states on horsepower plus weight; one state on a flat rate per car; one state on the cost of the motor vehicle; one state on cubic inch displacement; one state on value plus weight; three states on a flat rate plus weight; one state on value; one state on selling price plus weight and horsepower; and one state on the manufacturer's list price.

Studebakers Make
Sweep in Records

SOUTH BEND, Ind., Nov. 25.—The only remaining official speed and endurance record not held by Studebaker was acquired Nov. 15 when two stock model Studebaker Commander roadsters set a new world record for 2,000 miles. Each Commander broke the previous record of 70 miles per hour; one averaged 72.2 miles per hour; the other, 72.4 miles per hour.

A charity bread line for Bowery paupers meets promptly at 6 o'clock each afternoon on Centre Market Place, New York City. Two district reporters have taken upon themselves the responsibility of seeing that these old alley cats get their daily beef and pork if they are on hand at the appointed time.

Rubber pads five-eighths of an inch thick are being installed between the trucks and car bodies of San Francisco's street cars. Presence of these "rubber heels" has been found to greatly reduce the noise and vibration of the cars.

LOOKS TO BRAZIL
FOR U. S. RUBBERNew York Importer Sug-
gests Investments in
South America

NEW YORK, Nov. 26 (AP)—Patriotism would be served, profits made and the United States assured of its vitally necessary supply of crude rubber if American capital is invested in rubber production in Brazil, believes Charles E. Wood, veteran New York rubber importer.

Wood, who recently visited the world's rubber producing countries, believes that Brazil offers the greatest possibilities for meeting the world's demand. Annual consumption, now 600,000 tons, may increase to 800,000 by 1932, he says, declaring the present situation is serious because the principal producing countries are planted virtually to the limit and cannot greatly increase output.

Brazilian production, 26,423 tons last year, he believes can be increased in four years to 150,000 tons, and the rubber can be brought to this country in about a week, whereas 45 to 60 days now are required to bring it from the Far East.

"With the increased demand for cars all over the world, which means an increased demand for tires and tubes," Wood explained, "it will be only a short time before the world will be pinched for rubber again. It is only this large quantity of reclaimed rubber that has been put into tires that has saved the situation during the past year and a half. These tires cannot be used again in the manufacture of reclaimed rubber. Therefore, more crude rubber will have to be produced to take care of the increased demand. It is absolutely necessary for the world to have at least three months' supply on hand."

"The seeds for the plantation rubber of the Far East were taken from the rubber districts of Brazil. The best rubber produced comes from Brazil. A lasting supply for the world's needs is to be had there. There are millions of acres with producing rubber trees and there are millions of trees, one to four years old, that could readily be transplanted. The Brazilian government is welcoming capital and will protect any infant industry."

He recalls that British and Dutch companies are making \$50 per cent on their investment in rubber and predicted handsome profits for American companies in

Brazil, if properly managed and financed, especially since the rubber lands produce also nuts and hardwoods in great quantities. He holds to be highly important the certainty of obtaining rubber from Brazil in time of war, pointing out that the Ford interests there are doing much to assure a supply in such an emergency.

Europe Is Held
Good Mart For
American Cars

KENOSHA, Wis., Nov. 25.—C. W. Nash, president of the Nash Motors company, who has just returned from the Paris and London automobile shows, sees every indication of a growing market for American-made automobiles abroad. Improved economic conditions, particularly in England, France, Germany and in the Scandinavian countries, together with the development in Europe of good roads, are cited by Mr. Nash as reasons for a growing demand for the motor car.

"In France, for example," said Mr. Nash, "there are 40,000,000 people and only about half a million automobiles, as contrasted with over twenty millions cars in American for a population of 110,000,000. This same ratio applies pretty generally throughout Europe and so the potential market there for automobiles is very large indeed."

German Cars Carry
Mail, Passengers

BERLIN (AP)—Motor buses are being used here to carry both passengers and mail on routes not served directly by the railroads. Reports of the German post office department, which controls the service, indicate that the 2,714 buses operated over 18,000 miles of routes carried 16,500,000 passengers in the first six months of this year. The fare is the same as on the railroads, slightly less than four cents a mile.

The service has grown from 423 buses operating over 3,600 miles of routes in 1920 and still is increasing. The reports estimate the total distance covered last year as in excess of 25,000,000.

London was the first city in the world to introduce gas lighting. Nine years later, in 1816, Baltimore, Maryland, authorized the Gas Light company to light its "streets, squares, lanes and alleys" with carbureted hydrogen gas provided it did not cost more than the oil lights then in use.

WESTERN OREGON
TRYING OIL ROADMarion County Testing
Out Surfacing in Two
Different Localities

SALEM, Ore., Nov. 26 (Special)—Marion county is experimenting on a limited scale with the use of crude oil on her highways. The application of oil has been made on only two of the many roads leading into Salem. Portions so treated extend from McNary's corner to Hopewell, a distance of three miles, and from the end of the pavement on the asylum road a distance of two miles east.

Both of these stretches of pavement were oiled for the first time last year. This year, the oiling here was repeated and the experiment will be continued by another oiling next spring.

The court is not so far completely satisfied with the results of these experiments but see enough

merit in them to continue this small mileage of oiling next year. The greatest difficulty apparent to the court is the heavy water-saturated condition of the roadbed and freezing with consequent expansion and contraction of the same in winter. In other portions of Oregon, including Clackamas county, where the experiment was tried has been a fair success.

The expense of oil macadam roads is about \$500 a mile. The court will not launch a larger program of this kind until satisfied that oil-and macadam roads are a real success in this county, according to Commissioner John Porter.

Macaroni was originated in Italy by the cook of a wealthy noble of Palermo. With the first taste of a new but unnamed dish, the master is said to have exclaimed, "Ma Cari," which, translated freely, means "How perfectly delicious." Upon the second taste his enthusiasm increased to the extent of "Ma Caroni." Delighted, the cook immediately adopted this endearing term for the name of his invention.

WINTER DRIVING

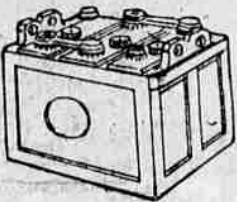
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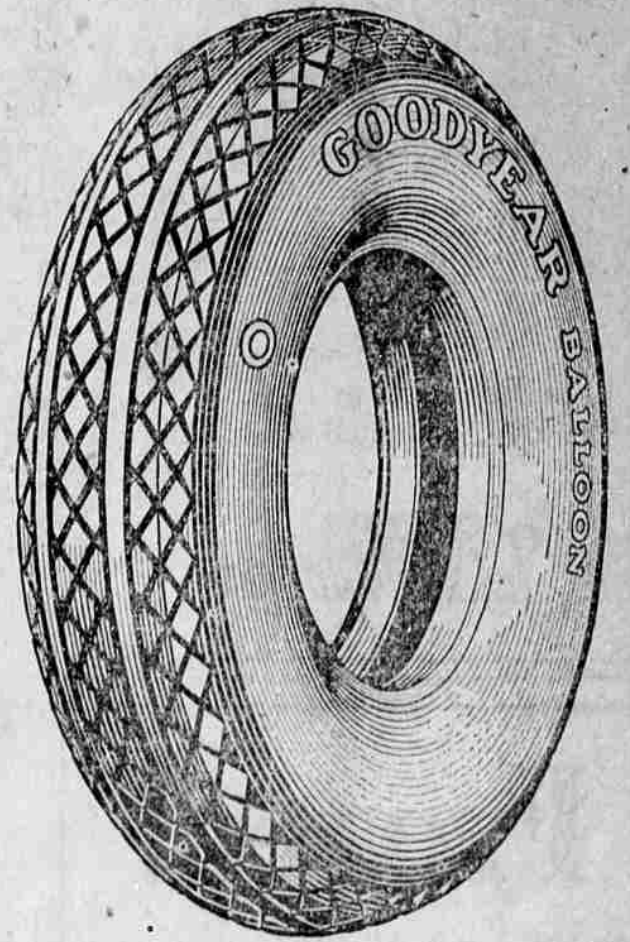
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