

GAS TAX IN 1928 AT \$305,233,842

Figures for Year Compiled by Bureau of Public Roads at Wash.

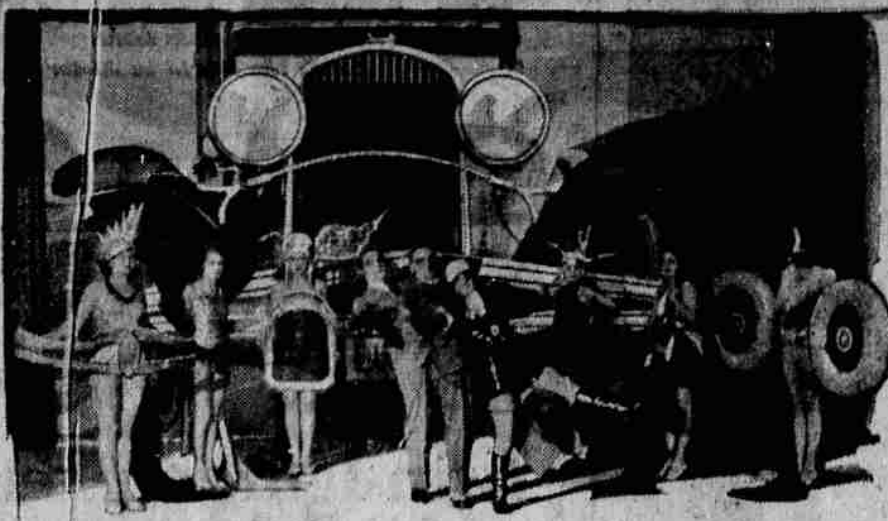
WASHINGTON, May 11.—Gasoline taxes amounting to \$305,233,842 were collected on the sale of 16,178,244,771 gallons of motor fuel in 1928 in the District of Columbia and the 48 states in which the tax was effective during the whole or a part of the year, according to figures compiled by the Bureau of Public Roads, United States Department of Agriculture.

The figures include the tax collected and the gasoline consumed in Illinois during the month of January only, owing to the fact that the law providing for the state's 2-cent tax was held invalid on February 24, 1928.

Massachusetts and New York were the only states without a gasoline tax in 1928. Those two have since passed laws providing, in Massachusetts for a 2-cent tax effective January 1, 1929, and in New York for a 2-cent tax effective May 1. As the Illinois legislature has passed a new law which provides for the collection of a 3-cent tax effective August 1, that date will mark the final adoption of the tax by all states, ten years after its adoption by Oregon and Colorado, the pioneer states.

Changes in the rate of taxation were effected in four states during the year. The New Hampshire tax was increased from 3 cents to 4 cents a gallon on the first day of the year. Virginia added a half-cent on March 19, 1928, making the new rate 5 cents a gallon. The Texas rate was reduced September

Chrysler "75" in Musical Revue



GRACE AND SPEED! So popular has the Chrysler automobile become in Europe that it is even being featured on the stage. The play recently received by the Chrysler Export Corporation from Poland, shows a huge representation of a Chrysler "75" used as the setting for a musical number in a popular musical comedy enjoying a long run in Warsaw. In the scene the chorus representing parts of the car, forms a background for a whirlwind number, by the trio of dancers, which depicts the speed, grace and dash for which the Chrysler is noted.

from 3 to 2 cents a gallon; and Mississippi raised its rate from 4 to 5 cents a gallon on December 1 last.

The average rate per gallon in 1928 was 3 cents; the highest was 5 and the lowest was 2 cents. At the close of the year the rate in effect was 5 cents in seven states, 4 cents in eleven states, 3½ cents in one state, 3 cents in 14 states, and 2 cents in 12 states and the

District of Columbia.

Comparison of the total number of vehicles registered with the total tax collected in the states in which the tax was effective throughout the year shows an average revenue of \$15.93 per vehicle.

After deduction of the costs of collection, the entire net revenue was used for rural road purposes in 35 states. In the remaining 13 states and the District of Columbia, a total of \$18,491,754 was devoted to other purposes. In three states a portion of the collections was used for public school purposes. The January collection in Illinois was held at the disposal of the court. In five states a portion of the revenue went to cities for the construction and repair of streets, as did the entire collection in the District of Columbia. In two states small sums were deposited in the general funds of the state; in Mississippi, special taxes in addition to those collected at the regular rate were used for the construction of a road-protecting sea-wall; in New Hampshire a fourth of the net collection was used for the repair of flood damage; and in one state—New Jersey—a small portion of the receipts was turned over to the state department of commerce and navigation.

Of the portion of the total revenue devoted to rural road purposes, the amount used for construction and maintenance of state highways was \$211,046,591; for construction and maintenance of local roads the amount was \$57,380,941; and the balance of \$17,619,995 was used for payments on state and county road bonds.

LOW SLUNG

One Official Stenographer to Another: Dearie, how short should my skirts be?

Second Stenographer: Let your chassis be your guide.

Transmission In Essex Speedster Along New Lines

DETROIT, May 11.—An interesting deviation from common practice is found in the transmission of the speedster model of the 1929 Essex line, just introduced. Since this model has a somewhat lower weight and considerably less load resistance than standard closed models, for which the regular Essex transmission is designed, the Hudson Motor Car Co., according to the engineers, has provided a higher top-speed with relatively lower engine revolutions per mile. The customary way to achieve this end is to provide a lower axle gear ratio. While in the Essex speedster the final reduction has been dropped from 5.4 to 5.09, it was felt that the top-gear reduction could be decreased even further, and with this end in view a three-speed transmission was developed in which an over-drive is substituted for the usual intermediate set of gears.

In the production of this new transmission all of the parts of the standard transmission are used, with the exception of the constant mesh gears (the countershaft unit of which includes the second speed drive gear) and the gear unit on the main shaft composed of the direct drive and second-speed driven gear. For these gears have been substituted others of an inverse ratio. With this design the countershaft have a higher relative speed than the main shaft. The gear normally used for second-speed drive on the countershaft is also larger than its mating gear on the main shaft, so that a still higher main shaft speed is obtained, the ratio in this speed being 0.7796 to 1.

Since the low speed and reverse gears have been unchanged, the final transmission ratios, due to the higher countershaft speed, are lower than in the standard Essex transmission, low speed having been reduced from 3.244 to 1.945 to 1 and reverse from 4.17 to 2.562 to 1. The new low speed ratio is practically identical with that used in second speed in the standard Essex transmission. In effect, therefore, the new unit, except for the differences in shifting, compares with the old unit in that the low speed has been dropped and an overgear substituted.

California May Raise Speed Limit

SACRAMENTO, Cal., May 11 (AP)—The speed limit on state highways would be raised ten miles an hour under the terms of a bill passed by the assembly. It was introduced by Assemblyman Morgan Keaton of Long Beach and would permit vehicles to travel fifty miles an hour along straight stretches. The bill goes to the senate.

Keaton's original measure deleted the forty miles an hour limit without substituting any limit but sensing objections to such a measure Keaton put in amendments at the last minute.

Caution

A motorist, meeting a negro trudging along the dusty road, generously offered him a lift.

"No, thank you, sah," said the old man. "Ah reckon mah old laige will take me long fast enough."

"Aren't afraid are you, uncle? Have you ever been in an automobile?"

"Nevah but once, sah, and don ah didn't let mah weight down."

The Wheel.

Tourist: What's the charge for this battery?

Foreign Mechanic: One and a half volts, sir.

Tourist: How much is that in American money?

FINE

Judge: Ten dollars fine, College Student: Can you change a twenty?

Judge: Nope, Twenty dollars fine.—Red Cat.

WRESTLING MATCH

And from the depths of the sedan there came a muffled curse: He was trying to fold a road-map same as it was at first.

—Buffalo Evening News.

"How long did it take your wife to learn to drive?"

"It will be five years in January."

Plymouth Motor Well Balanced Manager States

In the field of sport, perfect balance is essential to the champion, whether an individual or a winning team on diamond or gridiron. The well balanced football team is the one that finishes the season at the head of the list. The golfer who has rhythm of motion and the ability to time and balance himself properly is the one who succeeds in playing the course in par.

In business it is the well balanced organization that functions smoothly, renders the most useful service, and shows greatest profits. In all phases of life, in sport—in business—in men—in machines, balance is essential to success.

"In an automobile engine," according to P. C. Bauerhrey, factory manager of the Plymouth Motor Corporation of Detroit, "seventy-five per cent of its smoothness of operation and freedom from vibration depends on the proper balancing of parts that go into it."

"Unless each principal moving part receives the most careful attention in balancing, the motor will not have the smoothness of operation, and the power sufficient to enable it to operate with complete satisfaction. Not only is it necessary to balance each individual part but the entire assembly must balance to strict prearrangement limits."

"In the Plymouth engine, for instance, each connecting rod and piston must be balanced to within one-fourth an ounce before it passes final approval by the inspectors. "It is such precision of workmanship—so unusual in the manufacture of a low-priced motor car—that assures the enjoyment of smooth operation and satisfying performance to the Plymouth owner."

ANOTHER TICKET

Abhi was taking his son, Ikke, to see a football game. In his excitement he drove past a stop light. The cop called him back and said, "Say, where do you get this fast stuff, anyway?"

"Oh, Oh, Mister Policeman, me and little Ikke are going to de football game."

"Is that so, you smart-aleck?" said the cop. "I guess I'll hand you a ticket."

"Oh, thank you, Mister Policeman. Can you give me one for Ikke too?"—Pup.

Added Prizes For Indianapolis

Two piston ring manufacturers long interested in racing have posted \$500 to be awarded the winner of the Indianapolis "50" and \$250 to go to the winner of each championship race during 1929.

CHRYSLER MOTORS PRODUCT

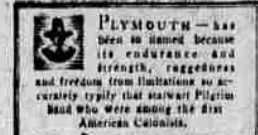
Enjoy these New Features of COMFORT & QUALITY

Plymouth now offers even greater luxury, efficiency and operating economy

COMPARE the full-size Plymouth with more costly cars and you will discover that it is easily their match in size, in comfort, in economy, in simplicity of operation, speed and power.

Each Plymouth that flashes by tells a story of style whose every word is impressive of modish quality.

And beneath the beauty of the Plymouth is the modern, sturdy, high-compression



PLYMOUTH
AMERICA'S LOWEST PRICED
FULL-SIZE CAR

engine that now is made even more starting in performance by numerous basic betterments, including increased stroke and piston displacement, heavier crankshaft, larger bearing surfaces on crankshaft, camshaft and connecting rods, newly designed full-pressure lubricating system, longer, perfectly-balanced connecting rods and silchrome exhaust valves.

Rubber-insulated engine mountings and body impulse neutralizer further insure quiet smoothness.

On every count Plymouth exhibits superiority. It delivers the utmost in its field—full-size comfort, quality and value at an unparalleled low price.



PLYMOUTH—has been so named because its endurance and strength, ruggedness and freedom from limitations so accurately typify the stalwart Plymouth men who were among the first American colonists.

THE DISTINCTIVE FULL-SIZE TWO-DOOR SEDAN, 1929

L. W. WEEKS

Greenwood and Jefferson

LOOK OVER OUR WANT ADS FOR BARGAINS

your used car at the price you want to pay

Because Hudson-Essex are 1929's first choice cars, we have been able to choose the best used car trade-ins, and have not been compelled to make absurdly long trade-in allowances.

Now, in this "All-Bargain Used Car" sale you get the benefit of these conditions. Come early—every car is a bargain—but first-comers will get first choices.

THREE DAYS' FREE TRIAL—MONEY BACK GUARANTEE



Other Exceptional Values
NO CASH NEEDED FOR MANY OF
THESE CARS IF YOU HAVE
A CAR TO TURN IN

1928 Hudson Sedan \$900. Finish like new. 5 good tires. Motor in first class shape. Upholstery like new.

1928 Essex Sedan \$600. In excellent shape. Motor like new, paint and rubber good.

1928 Chevrolet Touring \$150. Reconditioned. Has 5 good tires and bumpers. Lots of service in this car.

1925 Ford Coupe \$175. Motor in good shape, has extra transmission, 5 good tires.

1926 Chevrolet Coupe \$275. Bumpers, 5 good tires. Motor reconditioned.

1926 Ford Touring \$135. Motor in first class shape, 5 good balloon tires, good top and back curtain.

1926 Ford Coupe \$225. Motor in good condition, 5 good balloon tires and other extras.

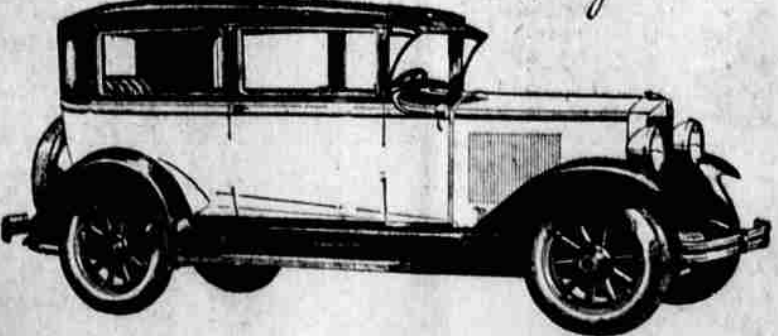


Advanced Engineering in the New 612



You will find the same principles of modern design and advanced engineering in the new Model 612 that distinguish the larger Graham-Paige sixes and eights. We invite you to examine the 612 for surplus value, and to make your own comparisons.

Car illustrated is Model 612, six cylinder, five passenger, two door Sedan
\$895 at factory, special equipment extra.



Joseph B. Graham
Robert C. Graham
Ray A. Graham

Jennings Motor Co.

ADAMS AVE.

GRAHAM-PAIGE

BLUE MOUNTAIN GARAGE

M. A. HARRISON, Mgr.

Opposite P. O.