

GASOLINE WAR TAX NOT LEVIED DIRECT

Producing Companies to Pay 2 Cents Per Gallon Under Committee Provision.

FINDING IS COMPROMISE

Consumer Will Pay Ultimately, as Price Increase Will Surely Follow—Motorists Relieved by Reasonable Outcome.

The much-discussed war tax on gasoline has finally been compromised by the House ways and means committee, which is framing the new \$5,000,000,000 revenue bill, on a basis of 2 cents per gallon. This tax, according to reports from Washington last week, will not

be levied against the consumer direct, but will be a tax on production to be paid by the producing companies. Of course, this tax will be passed along to the consumer and it undoubtedly means an increase of 2 cents per gallon on gasoline prices at filling stations.

News of the committee's action in fixing the nominal 2 cents per gallon rate will be received with much relief by motorists generally. While well-informed persons have not believed from the outset that Congress would levy a prohibitive tax, there nevertheless has been considerable uneasiness on the subject.

No Hardship Worked.

But with the tax rate only 2 cents per gallon, no hardship will be worked on anyone. In fact, it is very likely that most car owners will be stimulated to practice some of the economy that the Government is so earnestly urging, thereby more than saving the amount of the tax.

Merely by stopping the motor whenever the car is standing and not permitting it to idle, a car owner can save much more than 2 cents to the gallon of gasoline. On long runs in the country idling is not a great source of waste. But in the city the amount of gasoline wasted in this manner is much greater than most persons have any idea. It is estimated by oil men to range from 5 to 15 per cent, depending on the number of stops made by the driver.

Car owners under the decision of the ways and means committee last week also will have to stand an annual excise tax on their automobiles ranging from \$10 per year to \$140 on very high-priced cars. The \$10 tax will be levied on cars costing \$500, increasing at the rate of \$5 for every \$250 of additional cost up to \$3000. Cars costing that amount will be subject to a \$60 tax. From \$3000 upward the tax will increase at a much higher rate.

Some Features Peculiar.

A peculiar feature of this tax is that it will be levied on the original retail list prices of the cars, regardless of the year of manufacture. Thus, a man who owns an old car today for which the purchase price in 1910 was \$3000 or \$4000, will have to pay the tax on that purchase price.

There will unquestionably be an effort to change this feature when the measure comes up for general discussion, for it seems rather severe on the man owning an old and out-of-date car to be obliged to pay a tax on its original value, particularly when owners of modern cars costing much more today than the old car would be taxed much less.

This tax is also an excise tax. Its effect will be that no car owner can evade the tax merely by laying up his car and not using it. Ownership of the car will require the payment of the tax, regardless of whether it is being used.

An excise tax of \$5 per year also is to be levied on motorcycles. It is probable that a tax also will be levied on the sale of used motorcycles and used automobiles.

New automobiles are to be taxed 10 per cent of the manufacturers' price in place of the present 3 per cent tax. This tax will be applied directly to the manufacturers and there will be a 5 per cent tax on gross sales of motor trucks, assessed in the same manner. Of course, the manufacturers will pass this tax along to the purchaser by adding it to the purchase price.

While the automobile tax decision is not final, any changes made in the committee's decision will probably relate only to details. All in all, the car owner will not have much reason for complaint at the size of the taxes, for they are smaller than had been expected by many.

For instance, the Treasury Department recommended to the committee a flat tax of 15 cents to the gallon of gasoline, which would have been prohibitive to many owners.

NEW CAR IS TESTED

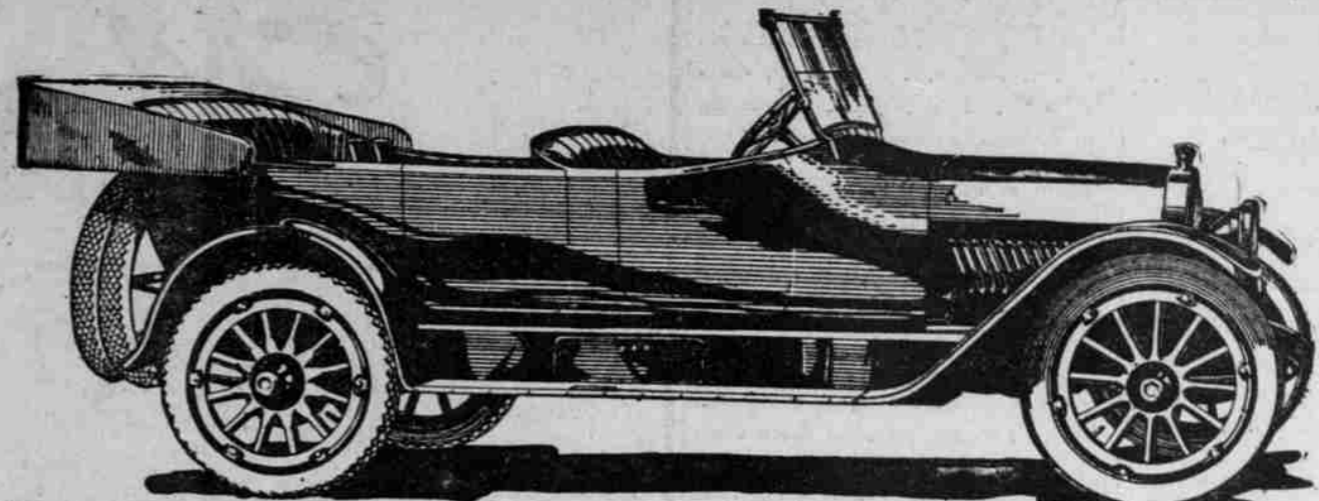
Empire Six Makes Fast Time to Astoria.

RED SEAL MOTOR STRONG

J. S. Moltzer Drives Brand New Auto Over Lower Columbia River Highway, 108 Miles, in Four and Three-Quarters Hours.

Any time a spick and span, brand-new car can be unloaded at the freight yards, filled with gasoline and off it goes and there driven on a hard trip of 108 miles, accomplishing this journey in 4 3/4 hours without injury to the car or motor—well then, that car is a real automobile.

Such is the emphatic opinion of J. S. Moltzer, Portland distributor for the Empire and Elgin. Mr. Moltzer did that very thing the other day with one of the new Empire Sixes that had just arrived from the factory. He was



Territory for 1919 Season Is Now Being Closed

WE WILL ALSO ANNOUNCE AN OLDSMOBILE TRUCK WITHIN A SHORT TIME

Pacific Coast Prices on Passenger Cars

Model 37 6-cylinder Roadster.....	\$1595
Model 37 6-cylinder 5-passenger.....	\$1595
Model 45A 8-cylinder Roadster.....	\$1950
Model 45A 8-cylinder Pacemaker.....	\$1950
Model 45A 8-cylinder 7-passenger.....	\$1950

Immediate Deliveries

All Dealer Applications Are Given Due Consideration—Write or Wire Now

Note—The Oldsmobile shows the largest increase in sales during the past year of any car selling for over \$1200.

THE OLDSMOBILE CO.

OF OREGON

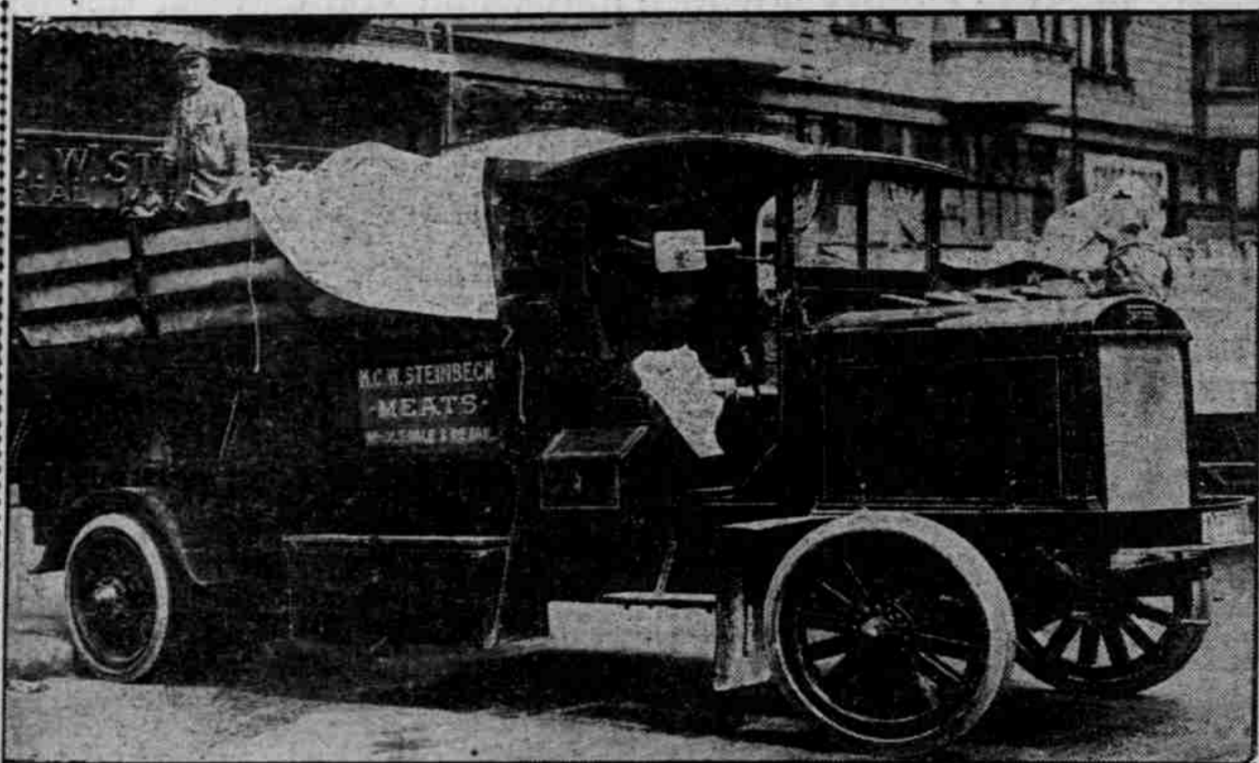
DISTRIBUTORS

For Oregon and Columbia River Counties in Washington

BROADWAY AT COUCH

PHONE BROADWAY 2270

TRUCK MADE IN CALIFORNIA SOON TO ENTER THIS TERRITORY.



The Fageol Truck Factory at Oakland, Cal., Has Been Enlarged so That the Northwestern Field May Be Entered. The Photograph Shows One of the Fleet of Fageol Trucks Used by the California Wholesale and Retail Meat Dealers of San Francisco.

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were not affected, holding steadfastly to the original power.

Mr. Stanley's inventive ability was not limited to dry plates and automobiles. He also developed an X-ray machine and invented a process for manufacturing illuminating gas from gasoline. Recently Mr. Stanley had been giving attention to the problem of adapting the Stanley steam boiler and engine to railroad cars, something which carried with it the promise of advantages for the operation of interurban short-line service.

A little more than a year ago Mr. Stanley resigned the presidency of the Stanley Motor Carriage Company and was succeeded by his son-in-law, Prescott Warren. In addition to his widow, he is survived by a son, Raymond Walker Stanley, now in military service; two daughters, Mrs. Prescott Warren and Mrs. Edward M. Hollett, of Newton, and seven grandchildren. Mr. Stanley was a member of several New York clubs and also belonged to the Ray State Automobile Association, the Automobile Club of America and the Aero Club.

TACOMA AUTO DEALER VISITS

H. E. Stimpson, of American Automobile Company, in Portland.

Herbert E. Stimpson, president and manager of the American Automobile Company, of Tacoma, was a visitor in Portland last week. He came down to see P. W. Vogler, president of the Northwest Auto Company, which is wholesale distributor for several of the lines handled by Mr. Stimpson, including the Reo and the Cole, for which there is a big demand in the Tacoma territory.

An evidence of the international reputation of American-made motor fire apparatus is apparent in the recent shipment of three motor horse cars to Japan.

"hold" to the Empire before, but after that performance he wants to tell everybody he sees all about it.

And no wonder, when the 108-mile trip was over the new Lower Columbia River Highway to Astoria. This highway for the most part is in excellent condition, but there are several stretches of crushed rock and other construction work where the pulling is hard enough to test any car. Particularly a car that hadn't been run at all before.

Mr. Moltzer had to go to Astoria the day this shipment of Empire Sixes arrived. He decided to try out the car for his own satisfaction, so selected one of the Sixes as it was unloaded at the freight yards, filled it with gasoline and oil, and set right out.

The very fact that he made the 108-mile trip in 4 3/4 hours indicates that he didn't spare the car any. Mr. Moltzer makes affidavit to the time.

When he started, he naturally was inclined to drive the car slowly so the motor would break in easily. The Empire Six is equipped with one of the new Continental Red Seal motors, and to his surprise Mr. Moltzer found it was working as smoothly as if it had gone several hundred miles.

So, keeping a watchful eye on the

motor, he began to step on the throttle. He went faster and faster, and still the motor didn't heat up. The result was the 4 3/4-hour trip, which is not a record at all, but is very good time for the Astoria trip.

"The motor wasn't hot at any time on the trip," said Mr. Moltzer. "It would have been nothing short of a crime to have driven a new car at that rate of speed had the motor shown any stiffness. It was my first experience with the new Continental Red Seal motor, and it certainly is a wonder. It is quiet and smooth-running, but my, what power it has!

"I knew I had obtained a real car when I brought the Empire into this territory, but I didn't realize until I made that trip just what the car could do."

The Empire comes in two types, four and six-cylinder motors. The first Empire received by Mr. Moltzer several weeks ago were the four-cylinder type, including the classy Empire roadster model, equipped with the Empire-Tester motor. These cars attracted so

much attention from the moment the first one appeared on the street that Mr. Moltzer sold three of them that week.

Several Empires of the six-cylinder type arrived a couple of weeks ago, and they have been selling as fast as the four-cylinder. The Empire, while new in this territory, is a car of established reputation for it has been manufactured for the past ten years and is very popular in the East. Mr. Moltzer considers himself mighty lucky in having obtained this line to handle with the Elgin.

Don't Need Chains.

A steep grade does not call for chains unless it is slippery. Nothing holds better on a hard, dry surface than rubber. A good many drivers do not seem to understand this distinction in the meaning of road conditions.

The farmers of the United States have been allowing \$300,000,000 in real money to escape from their pockets each year because of poor roads, according to the testimony of experts.

Another FEDERAL

ECONOMY IN TRUCKS IS MUCH A MATTER OF DESIGN.

FEDERAL TRUCKS ARE DESIGNED FOR THE NORTHWEST—THEREFORE ECONOMIC.

Every Federal on a job in the Northwest goes there when we are sure that it is the correct size and design. Federal engineers know your work. They know the roads you will have to travel, the loads of lumber, of logs and heavy odd shapes.

They know the grades you will have to climb, the brakes you will need to save your truck on bad roads.

Backed by the performance of those trucks now at work, they know they are right and that a Federal Truck will haul for less.

Sizes One to Five Tons Trucks and Tractors

The William L. Hughson Company
BROADWAY AND DAVIS PORTLAND, OR.
PHONE BROADWAY 321
Oldest Motor Car Organization on the Pacific, with Branches at
Oakland Los Angeles Seattle San Francisco San Diego

TIRE Bargains

All Standard Makes

30x3	.....	\$ 9.75 to \$13.75
30x3 1/2	.....	13.75 to 17.75
32x3 1/2	.....	15.85 to 20.35
31x4	.....	23.25 to 26.50
32x4	.....	23.40 to 28.75
33x4	.....	21.40 to 28.50
34x4	.....	19.50 to 28.75
35x4	.....	24.50 to 26.00
35x4 1/2	.....	34.50 to 38.50
36x4 1/2	.....	34.60 to 42.50
37x5	.....	38.50 to 49.50

We Carry All Other Sizes Tubes

30x3 Gray..	\$2.10 Red..	\$2.35
30x3 1/2 Gray..	3.00 Red..	3.25
32x3 1/2 Gray..	3.25 Red..	3.35
31x4 Gray..	3.50 Red..	3.75
32x4 Gray..	3.75 Red..	4.00
33x4 Gray..	4.00 Red..	4.45
34x4 Gray..	4.50 Red..	4.75

All Other Sizes We Are Distributors of

Kokomo Long Life Tires
Guaranteed for 5000 Miles
A liberal allowance for your old tire, on a new Kokomo.

Portland Tire Co.
Two Stores
331 Burnside St.
134 Grand Ave., at Morrison
Portland, Oregon

STANLEY, AUTO MAN, IS KILLED

Inventor of Steam Car Fatally Injured Under Machine.

BOSTON, Aug. 10.—While driving at high speed along the Newburyport turn-

New Life in the Old Car

There's nothing that puts new vim and vigor in the old car as a new battery will.

And there's no battery that will keep the kick in the spark so long and so reliably as the Still Better Willard with Threaded Rubber Insulation.

You'll know this insulation is *inside* when you see the Willard trademark brand *outside* your battery.

Come in and ask about this big battery improvement—and get our booklet "A Mark with a Meaning for You."

Auto Electric Equipment Co.
SIXTH AND BURNSIDE STREETS

We test, repair and re-charge storage batteries, and always carry a full supply of battery parts, new batteries and rental batteries. Testing service is free.