

GASOLINE TAX REMAINS EVEN

Revenue Source First Used by Oregon Accepted in 44 Other States

With two upward revisions of the automobile gas tax during 1928 as compared with 22 changes made during 1927, state practice regarding this means of building better highways has been quite definitely established. Louisiana raised the gas tax during 1928 from 2 to 4 cents a gallon while New Hampshire increased the rate from 3 to 4 cents.

All but three states, Illinois, Massachusetts and New York, have a gas tax varying with each individual state from 2 to 5 cents a gallon. Ten states, Connecticut, Kansas, Minnesota, Missouri, Nebraska, New Jersey, North Dakota, Rhode Island, Washington, Wisconsin and District of Columbia, collect 2 cents a gallon, Wyoming has a tax rate of two and a half cents.

Three-Cent Tax Popular
Fourteen states have fixed the gas tax rate at 3 cents a gallon. They are: California, Colorado, Delaware, Indiana, Iowa, Michigan, Montana, Ohio, Oklahoma, Oregon, Pennsylvania, Tennessee, Texas and Vermont. Utah's tax is three and one-half cents a gallon. A 4-cent tax has found favor in 13 states, namely Alabama, Arizona, Georgia, Idaho, Louisiana, Maine, Maryland, Mississippi, Nevada, New Hampshire, North Carolina, South Dakota and West Virginia, while a rate of four and one-half cents is charged in Virginia.

Arkansas, Florida, Kentucky, New Mexico and South Carolina tax at the rate of 5 cents a gallon.

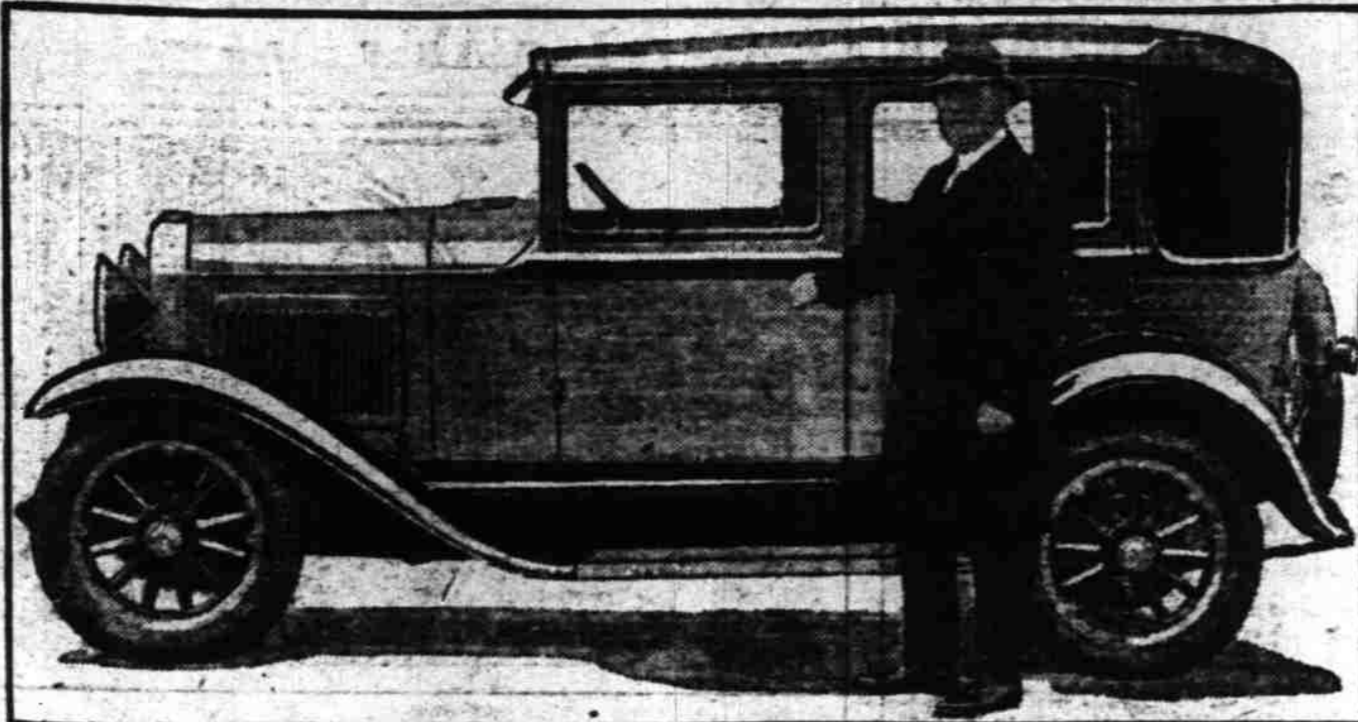
3.2 Cents Average Tax
The average tax in the 45 states and District of Columbia that have adopted this means of increasing their revenues amounts to 3.2 cents a gallon. The average rate for 1927 was 3.19 cents. In 1926 it was 2.56 cents per gallon.

More than \$255,830,000 was raised by gas taxes for good roads during 1927. Of this fund \$182,000,000 was spent on state highways; \$55,400,000 went to local roads; \$10,000,000 was appropriated to state and county bond payments and remainder went for collection costs of taxes, and for miscellaneous projects allied to road building.

Each motorist during 1927 used an average of 559.9 gallons of gasoline and traveled an average of 7,437 miles, according to the American Motorists association. These averages are based on total gasoline consumption in the United States of 11,563,490,000 gallons, an increase of 12.4 per cent over 1926. Mileage traveled is based on an average of 13.5 miles per gallon. So during 1927 cars and trucks traveled 1,561,071,150,000 miles or 42,741,675 miles per day.

Adopted in 1919
Since the adoption of the gas tax in 1919 by Oregon it has had widespread application and popularity. From total receipts of \$553,987, in 1919 the revenue has increased to more than 250 million dollars a year. It is interesting to note that the states adopting the

WORLD'S LOWEST PRICED SEDAN



John H. Willys, president of the Willys-Overland Company, standing beside one of the new Whippet four-door sedans. This model is conspicuous in the four-cylinder field since it is the lowest priced sedan now offered by any company to the public. The presentation of the new line of Whippet fours and sixes is regarded as the greatest achievement in Mr. Willys' history, bringing high priced car values and beauty to the low priced field.

system early levied comparatively small taxes as compared with the present practice.

In the early days of the tax it was thought such a system would curtail the use of the automobile. Such has not been the case for with the tax making better road building possible travel has increased tremendously.

DEALER ADVISES RUBBER CHAINS

"Motorists are able to take out a new form of safety insurance by using Goodyear rubber chains for winter driving," said Frank Doolittle, Goodyear tire dealer, who has a complete stock of chains on hand at his service station, which is located at Commercial and Center streets.

"Rubber chains," he said, "fit into the modern motorist's idea of comfortable driving. They offer six big advantages which can be summarized as follows: quietness, tire saving, long wear, economy, convenience and security."

"The first item alone, although probably not the most important, is worth a great deal in the saving of that nerve-racking noise that is often so prevalent when other kinds of chains are used from an economical standpoint, the tire saving feature is just as important. They actually prolong the life of tires."

"They are economical because they wear about eight times as long as ordinary chains, which of course results in the lowest cost per chain mile."

"Considered from the standpoint of convenience, this fact should be considered: they can be put on the tires at the start of bad weather and left on all winter. This means a great deal to the woman driver, as it eliminates the necessity of numerous changes."

"Our advice to automobile drivers is: before you buy tire chains, find out how they will act in mud. Goodyear rubber tire chains make muddy roads safe for the motorist. They dig in with a cleat-like action and hold the car straight to the road."

WILLYS-OVERLAND BREAKS RECORD

TOLEDO—The Willys-Overland company broke all its previous export sales records during 1928.

Shipments to foreign countries during the year totalled 36,698 cars as compared with 27,592 during 1927 or an increase of 9,106 units or 31 percent. Many of the European and Asiatic countries showed a much larger increase in percentage but the ave-Zealand and England.

page was well over 25 percent.

The company has been steadily increasing its foreign business for years. President Willys said that preparations are being made for increasing export business during the new year by 40 percent over the record breaking shipments of increased its dealer organization 1928. The company has greatly increased in addition to development of manufacturing plants in Canada, Great Britain and Germany.

Countries which showed the largest increases during the year include: Argentine, Brazil, Chile, Japan, India, Spain, Australia, Java, Sweden, South Africa, New Zealand and England.

SIGNAL MISUSE DEFEATS AIM

Expert Advice Needed for Placing of Traffic Control Devices

WASHINGTON (AP)—Misuse of traffic control devices is causing public disregard for their meaning in many cities, the American Engineering council finds after a survey of traffic conditions in 104 American cities.

A committee of the council is formulating a detailed set of rules for the guidance of cities to eliminate flaws in present practices and to provide a uniform code that will make understanding and observance of traffic signs easy for the motorist.

The final report will be published as soon as traffic experts on the committee agree upon the details of the recommendations.

Many cities are making two fundamental errors in installing street traffic signs, signals and markings, the council's traffic committee finds. One is placing traffic control devices without any adequate study of the conditions which their use is intended to improve, or of the evil effect which may be produced at other intersections resulting from attempts to correct undesirable conditions at one particular intersection, and some are utilizing traffic control devices at places and times not justified by the circumstances.

"The inevitable result will be a public recognition of these errors and a consequent disregard

of all traffic signs and devices," the committee says.

"Such fundamental errors can be avoided by obtaining expert engineering advice before the installation of any system of street traffic signs, signals or markings."

Local Laws Factor

Because of the variations in state laws regarding signs and signals it is impossible for the committee to make recommendations which can be universally applied until such laws are amended. Each municipality will have to vary from the recommendations of the traffic expert's report as may be required to conform to limitations imposed by state laws.

The committee's recommendations will include definite recommendations on the size, shape, color, wording and construction of signs and devices with the hope that a uniform system of signs throughout the country will make it easy for the motorist to understand them and desire to observe their warnings.

Each detail of the recommendations has been worked out after a scientific investigation of the most desirable methods. The committee has 25 of the nation's greatest traffic experts as its advisors.

BATTERIES DELICATE

Refilling the storage battery with electrolyte is dangerous unless the person doing the operation is thoroughly familiar with the exact amount of filler that may be used and with the proper strength of the solution in the battery. The life of the plates will be greatly shortened by too strong a solution.

TRAFFIC DEMANDS FORCE REVISIONS

Complete revision of street building principles is being forced by modern automobile traffic demands, according to Captain H. C. Whitehurst, head of the city officials division of the American Road Builders' Association and assistant engineer commissioner of Washington, D. C.

Twenty billion square yards is given by Captain Whitehurst as the total volume of improved streets over which from a few hundred to thousands of cars travel daily.

Captain Whitehurst urges that accurate cost records be kept so cities may know whether or not street appropriations are being spent to the best advantage, and so that the most efficient and economical construction and upkeep methods may be selected.

Right of Road Causes Argument In Paris Council

PARIS (AP)—More and more pressure is being exerted to abolish the law giving the right of way to a driver coming from the right.

The general council of the Seine department, which is Paris and its suburbs, adopted a strong resolution urging a return to the old practice of according the right of the road to drivers on main highways.

So many accidents are attributed to the present law, the general council said, that it is imperative to change it.

Those who support the present practice say it is difficult for a driver to know always the importance of the road on which he is driving, while if the one from the right has precedence the rule always works.

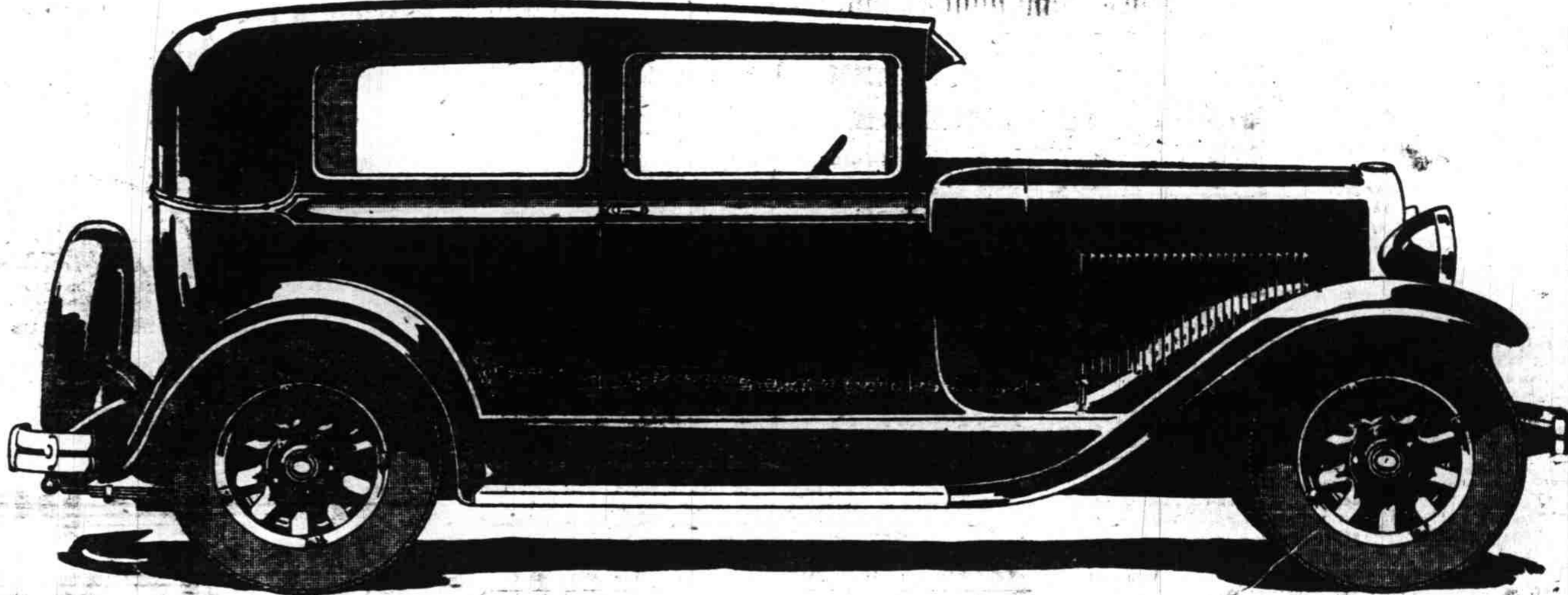
Opponents assert that most of the traffic is on the high roads.

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thousands of owners—but with added refinements.

Oldsmobile's big high-compression engine now delivers 62 horsepower. The piston pins are now pressure lubricated—an engineering feature heretofore characteristic of high-priced cars. And this is typical of the fine-car standards which have been maintained throughout the design and manufacture of this finer Oldsmobile.

Interiors have been made more luxurious. Upholsteries are richer and more costly. Seat-cushions are deeper and softer. Further, Oldsmobile has the wonderful new Fisher adjustable front seat, which may be moved instantly

forward or backward, simply by turning the seat-regulator. This feature, together with Oldsmobile's adjustable steering wheel, provides a new order of comfort for the driver.

Style touches include headlamps of new design mounted on chromium-plated standards, a new cadet-type visor, and an unusual selection of voguish new exterior colorings.

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