

TAX DEDUCTIONS THAT ARE ALLOWED

A. A. Gives Regulations On Income Tax for Motorists

WASHINGTON, D. C., Feb. 15.—Deductions from the gross income allowed car owners under the regulations of the Bureau of Internal Revenue on account of automobile ownership and operation were outlined in a statement broadcast by the American Automobile association today.

First, the car owner may deduct from his gross income all sums paid during the calendar year in the form of registration fees, drivers' licenses, state personal property taxes and municipal taxes.

Second, the gasoline tax may be deducted in all cases where it is a "consumers' tax" under the state law, but not where it is specifically enacted as a "distributor's" tax.

Third, the interest on money borrowed for the purchase of an automobile is deductible, irrespective of whether the car is used for business purposes or for pleasure. If the taxpayer keeps his accounts on a cash basis such interest will be deductible only for the year in which paid. If accounts are kept on an accrued basis, interest may be deducted as it accrues.

Fourth, if a passenger car is used wholly for business purposes, all expenses incident to maintenance, including depreciation at the rate of 20 per cent per annum, may be deducted. Where the car is used "chiefly," or more than 50 per cent for business and incidentally for pleasure, the expense may be deducted on a pro rata basis.

Fifth, loss sustained by reason of damage to an automobile while being used for either business or pleasure is deductible. The loss, however, must be an actual loss to the person claiming the deduction. In other words, if it is compensated for by insurance or otherwise, it is not deductible.

Sixth, the bureau has ruled that where a motorist paid damages for injury to a pedestrian, such amount is deductible, provided at the time the injury occurred the car was being used for business. There has never been a decision, however, on whether a fine paid by a motorist might be deducted as a business expense, where at the time the expense was incurred, the car was being used for business or professional purposes.

Seventh, loss when sustained where an automobile used wholly or chiefly for business purposes is traded in for a new car may be deducted.

Eighth, the amount paid for insurance on automobiles used for business purposes and also the amount of finance charges on a purchased car which covers interest and risk on the loan, but not the amount covering the premium on insurance to protect the finance company's interest.

The national motoring body pointed out that the gasoline tax has been ruled a consumer's tax and therefore deductible in the following states: District of Columbia, Delaware, Georgia, Illinois, Kentucky, Maryland, Michigan, Massachusetts, Missouri, New Hampshire, North Carolina, Pennsylvania, Rhode Island, South Dakota, Virginia, Washington, Wisconsin, Kansas and New Mexico.

The A.A.A. says that in no case is a loss deductible where it is sustained when an automobile used for pleasure is traded in for a new car. At the same time, it is stated, that in no case is the amount paid for an automobile used for either business or pleasure regarded as a deduction. This is regarded by the bureau as a capital investment, but is subject to claim for depreciation when used for business purposes. In the case of purchase by a farmer for strictly farm use, only the expense incident to operation is deductible, as in the case of any other business or professional use.

How can a motorist determine whether or not he is entitled to the advantages set forth in the clause dealing with deduction of maintenance costs for cars used wholly for business? On this point the national motoring body says:

"When a passenger automobile is used primarily for professional or business purposes, and incidentally for pleasure, ordinary expenditures for maintenance and repairs may be prorated according to use, and deducted, provided the car is used 'chiefly' in the pursuit of business or professional activity."

Fleet of Model A's Added to Service



The Salem Laundry has renewed its fleet of delivery trucks, buying five Ford panel A delivery cars for its Salem pick-up and delivery service. The cars were purchased from the Valley Motor Company. The laundry is 100 Ford. The cars are neat and attractive.

the bureau to mean more than fifty per cent. If business constitutes a minor usage and pleasure the major part, the expense cannot be prorated or deducted. If the chief use is for business, the items of depreciation, gasoline, oil, repairs, chauffeur's salary, garage rent, as well as any other legitimate expenses, may be prorated according to the usage and the portion applicable to business purposes deducted."

HEIRESS EXPLAINS RECENT ELOPEMENT

By SUE McNAMARA (AP Feature Service Writer) WASHINGTON.—(AP)—Margo Couzens, 19, heiress-daughter of Senator James Couzens of Michigan, rebelled against the long hours of the Washington "Debutantes' Union."

She didn't care for parties or big weddings, the usual debutante season aftermath, so she refused to make her debut. She started society again by eloping with William J. Chewing, jr., young bank teller.

Now, on her honeymoon, she is the most talked-of girl in the capital. Debbies, dutifully treading the prescribed social round, arrayed in "working uniform" of chiffons, jewels and flowers, gasp marvels and giggle. Some of them envy, some condemn.

Margo frankly announced that she eloped to avoid the strain of a big society wedding with its attendant parties. She pronounced the whole thing a "mess."

Her ultimatum has stirred up a lot of discussion. Each year the Washington social season takes such a toll of strength that some debutantes go to hospitals to recuperate.

A mad whirl of parties every day lasting from one p. m. to three or four next morning makes up the average debutante's days from November until April.

Senator Couzens' daughter did not care much for evening clothes. Even at the fashionable Ball Boheme for which women donned their fanciest raiment Margo appeared in simple colonial costume.

She prefers horseback riding to teas. She likes social welfare work and when in Detroit she spends much time visiting the children's hospitals. She was delighted with her father's gift of \$10,000,000 to the children's fund of Michigan.

Miss Couzens is described by her friends as sincere, genuine and doing many kindly things in a quiet, indirect way. She is not extravagant, purchasing with good taste and discrimination.

She drives a modest make of car though her father's fortune is estimated at \$50,000,000. Like Florence Trumbull Coolidge she plans to live on her husband's salary, she says, and do her own work.

W. B. Officer, principal of the Grady, Iowa, public school, spent summer digging the basement for the new building and during the school year kept records of the contractor erecting it.

H. P. Gordon bought a Spencer, Iowa restaurant, but his purchase did not include a front door key. The door had not been locked since 1923.

State Department Takes In More Than 12 Million Dollars During One Year

Although there is a general impression that the state department is strictly a clerical governmental function, the 1929 report just completed shows that the office received during the 12 months period approximately \$12,461,276.67, or in excess of \$1,000,000 a month.

The largest revenue of the state department was from passenger automobile registrations. This aggregated \$6,329,090.39 during the year 1929. An additional \$1,015,656.26 was received from truck registrations. There also was received by the department a total of \$4,802,192.44 from the fuels tax laws of 1921 and 1919. Notarial commissions represented receipts of \$729.

The department also received \$80,836 from transfers of certificates of title, \$20,498 from certificates of title reissued and \$55,617 from initial certificates of title. From regular motor vehicle operators the department received \$37,235. Interest collected by the state department during the year aggregated \$1,005.72. This interest accrued on state deposits of motor vehicle license fees in Portland banks.

Receipts from aircraft registrations during the year totaled \$636, which is a material increase over the amount received in 1928. Sale of law books returned \$2947 while receipts from migratory game birds aggregated \$2204. Sale of waste paper by the state department brought in \$498.

The report of Hal E. Hoas, secretary of state, shows that the collection of these receipts is not merely a formality, but that many investigations have to be conducted to determine whether the state has received the full amount of money to which it is entitled. This especially is true in connection with the collection of the motor vehicle fuels taxes. Examiners are employed regularly by the secretary of state for the purpose of making these investigations.

In addition to handling receipts aggregating in excess of \$1,000,000 a month, the secretary of state is compelled by law to audit and pass on virtually all vouchers affecting state funds. These disbursements aggregate hundreds of thousands of dollars annually. The secretary of state, under the law, also is state auditor.

Under a law enacted at the 1929 legislature the secretary of state also has to make an audit of numerous state departments each biennium. This function has not only added materially to the duties of the secretary of state, but has increased his administration expense. Two auditors are now at work investigating the duties of various state departments.

While the state motor vehicle department is housed in its own building, it is a part of the secretary of state's office, and demands considerable attention from that official. Hardly a day passes but that there is a conference between the secretary of state and the heads of the motor vehicle division.

Another function added to the duties of the secretary of state by the 1929 legislature was that of administering the transportation act, which heretofore was under

NEW SECRET FOUND OF PISTOL SILENCER

By HOWARD W. BLAKESLEE Science Editor

Associated Press Feature Service NEW YORK (AP)—A bet that he could shoot a hole in a friend's hat tossed into the air has led Maj. Henry B. Faber into an astonishing scientific discovery.

It was not ordinary pistol with which he proposed to drill the hat, but a military airplane signalling device, shaped like a .45 automatic pistol, firing parachute flares instead of bullets.

Major Faber was a co-inventor of this device with Capt. L. L. Driggs, Jr., which explains the interest in the accuracy of hat shooting, a somewhat academic qualification for this kind of pistol.

The flare pistol fires a short blank shotgun shell, barely an inch long, which in turn projects the flare. Major Faber proposed to saw off the pistol barrel and load what was left with buckshot instead of a flare. The blank cartridge would propel the buckshot.

Now, this cartridge explodes when a report audible for blocks around, that it appeared certain at least that the noise would be worthy of the wrecking of several hats.

Preparing for the bet, Major Faber sawed the barrel, and falling to find any buckshot, substituted some flashlight powder for general effect. He stepped outside the laboratory to try the results.

He pulled the trigger, but there was no loud report—nothing except a whispering "plop" that he could not identify. Thinking the primer was defective, he reloaded. Again the trigger snapped, but again there was no loud report, only the "plop."

The he examined both shells. To his astonishment both had been discharged, and without making a loud report. The hat shooting was forgotten in the excitement of the discovery.

It soon developed that flashlight cartridges are almost noiseless when the barrels of these flare pistols are shortened to a certain length.

Ballistic experts have advised the major and Captain Driggs that they have stumbled upon a hitherto unknown method of silencing a report.

The discovery led to the development of a special pistol and flashlight cartridges, both of which are claimed to have a high element of safety as well as its silence.

Change Color Arrangement of Union Stations

Union Oil company service stations throughout the Pacific Coast are blossoming forth in a new color scheme of orange, blue and white which is considerably enlightening their appearance as well as making them more readily visible and attractive to motorists. The colors supplant the blue and white combination which has been in use for a number of years.

A large number of the company's service stations have already been garbed in their new colors, and work is going forward on others as rapidly as weather conditions in the various sections will permit. The new color scheme specifies orange roof and foundations, blue band above the foundations and from the top of window head line to four inches below the soffit. The body of the station is white. All other buildings on the lot are painted in the same manner. The word "Union" in wide white letters on a blue background, has been substituted for "Union Gasoline."

State Game Warden Trying To Get Tule Lake Shooting

Wants California to Reciprocate With Oregon on Duck and Goose Hunting

Efforts of Harold Clifford, state game warden are being directed towards the adjustment of California laws so as to permit Oregon hunters to cross the line and take ducks and geese from Tule Lake. Recently the California officials unearthed an almost ancient law which prohibited the exportation of game birds from their state. No great effort is being made to enforce it, but were it rigidly enforced several thousand Oregon sportsmen would be banned from hunting in the Tule Lake district. It is estimated that \$30,000 of Oregon money goes annually into the California treasury for non-resident hunting licenses. Enforcement of the law would eliminate this sum from the California game protection fund. Mr. Clifford has pointed out that if Oregon was in the mood to work a hardship on California sportsmen it could practically bar them from hunting in the Tule Lake district, as it is almost necessary for them to come into Oregon before reaching the lake. It is expected that an adjustment will be made

so that neither the California hunters nor those of Oregon will be handicapped in their efforts to bag geese.

Matt Ryckman, superintendent of hatcheries for the state game commission has returned to Portland after spending several days at the Cedar Creek hatchery in Tillamook county starting the planting of fish in the coast streams. During the next few days approximately one half million steelhead and cutthroat trout will be liberated in the Nehalem, Miami, Kilches, Wilson, Trask, Tillamook, Nestucca and other streams.

The work of planting these streams is being carried on under the supervision of Henry Hessel, chairman of the sportsman's organization of Tillamook county. It is now the policy of the game commission to be directed by the desires of local sportsmen in each county where plantings of fish are made.

There should be no lack of food in the household of G. W. Ramsey

of Estacada, for some time at least. Last week he reported at Oregon City with the pelts of 12 cougar which he had killed in the Clackamas river district above Estacada. There he claimed a county bounty of \$120. Then he sent proof of his kills to the state game commission and collected an additional \$300 in bounties. Incidentally his work with gun and dogs saved Oregon approximately 600 deer, for a full grown cougar will kill an average of one deer a week.

More than one and one half million rainbow trout—some of them two years old—are now awaiting liberation from the Delphi creek hatchery. They will be planted in streams of Clackamas and adjacent counties as soon as the "Fish Pullman" is freed from its work of liberation in the coast streams.

Ford Production Third of Total

Nearly every third passenger car, truck and taxicab produced in the United States last year was a Ford. The industry as a whole produced 5,388,381 units in 1929, according to official figures compiled by the United States chamber of commerce. Ford production in the United States was 1,709,945 cars and trucks.

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"Till the sands of the desert grow cold" is a long time to wait; so the truck operators on the Syrian desert Damascus to Baghdad bus line show their staves with Firestone tires which stand the heat and the grind. Temperature on the Syrian desert is ordinarily around 170 degrees