

General Interest to People of Willamette Valley

Less Taxes Sought By Auto Men

Two Associations To Insist On Government Curtailment of Expenditures

St. Louis, Mo., April 16.—A definite drive by the automobile industry to obtain reduction of federal taxes and a decrease in national expenditures is forecast by the activities of the National Automobile Dealers' association and the National Automobile Chamber of Commerce, according to Harry G. Mook, general manager of the G. M. association.

C. A. Vane, general counsel of the dealer association, will leave this week for Washington and New York, where he will take up with the tax committee of the automobile chamber the definite proposals for revenue legislation principles which it is expected the industry will insist upon.

The two associations are very close on their ideas. Both have struck to principles of taxation rather than methods, and both are insisting that government extravagance, waste and so-called "war-growth" be eliminated. It is the theory of both organizations that while from their recitations of preparedness a necessary measure of preparedness will cost money, there is no apparent reason for continuing expenditures for army and navy in peacetime that were considered needed at their height of the German drive.

Resolutions Are Similar. How close the two associations are on the tax program can be seen by reference to the columns below in which are contained the resolutions adopted by the N. A. D. A. at the Chicago convention February 1, and the N. A. A. C. tax committee February 3, setting forth their purposes.

The resolution of the National Automobile Dealers' association, as addressed to the congress of the United States, are in part as follows:

Whereas, Business of every kind has been forced to a period of depression and reconstruction and has been forced to carry on with the greatest economy possible; and

Whereas, In 1920 the motor vehicle industry paid to the government approximately \$150,000,000 in revenue; and

Whereas, Probably another \$150,000,000 was paid by owners in personal property taxes and in registration fees and licenses; and

Whereas, The automobile industry through its heavy payments to the federal treasury feels itself vitally interested in future fiscal programs of the government; be it

Resolved, By the National Automobile Dealers' association in annual convention assembled at Chicago, February 1, 1921, that we respectfully call to the attention of the national congress the necessity of greater economy in the government of the United States, that the gigantic expenditures of war years may not be saddled upon the people in years of peace, that the greatest progress may be made in the return not only of business to normal, but of government to normal; and be it further

Resolved, That the attention of the legislatures of the United States be called to the economic condition herein pointed out that no greater additions be put upon the already depressing tax burden borne by the industry

Reduction Is Asked. The memorial of the National Automobile Chamber of Commerce which is the association of manufacturers, was as follows:

Whereas, Taxation must be held to a minimum during the reconstruction period; and

Whereas, As a matter of equity to the present generation, the burdens arising out of the world war should be distributed over a period of years; and

Whereas, Discriminatory and unsound taxation is always a barrier to economic progression; now, therefore, be it

Resolved, That we call upon congress to reduce governmental expenditures to a sane, normal standard at once; and, further,

That the cost of the war be funded and that all special taxes growing out of the war, such as the excess profits tax, high surtaxes on personal incomes, and those on transportation, excise, etc., be repealed; and

That if further revenue be necessary, other than such as may be secured through a moderate, scientifically regulated protective tariff, such other revenues be secured through a consumption tax on all commodities, based on retail sales to the consumer.

An interesting feature of the tax situation which was developed by the N. A. A. C. is that, although the government has cut from the estimates for 1922, (fiscal year) the item of \$1,025,000,000 for federal control of the railroads, the total estimates for the year aggregate \$4,659,856,759 for 1922 against total appropriations of \$4,477,357,878 for 1921. In other words, while the government won't have to spend a billion dollars for the railroads, the other departments, mainly army and navy

Expert Gives Tips On How To Tell If Tube Is Worn Out

"How am I to know when an inner tube is 'done'?" is a question I am asked repeatedly," declares W. T. Sebelle, manager of tube sales, Goodyear Tire & Rubber company of California.

"It is the natural inquiry of a tire user who has had several repairs made on his tubes and wishes to obtain the utmost mileage from them, yet wants to avoid the inconvenience of making a tire change on the road, due to tire trouble.

"In these times when economy is the order of the day, a tire user holding an old tube in his hand, can well afford to ponder a minute before casting it aside as 'through.'

"It is difficult sometimes to determine just when a tube is unfit for further use. However, porosity in a tube, usually indicates that it has attained its three score and ten. In this stage of use, very small cracks can be observed in the rubber if it is stretched and examined carefully. The next development is splitting, when the air pressure becomes too great for the tube to bear.

"If the rubber in a tube is 'live' it may successfully bear as many patches as a beggar's coat. But close care must be exercised in the vulcanization of the patch to the tube, that too large a portion of the tube around the patch is not cured.

"I believe that the lack of proper care of the tube is responsible for most of the troubles tires users experience. The observance of a few precautions would help wonderfully to eliminate these troubles.

"The absence of sufficient tale between casing and tube allows generation of heat which vulcanizes the tube to the fabric of the casing. Then if you attempt to remove it, it tears.

"Much tube splitting is occasioned by the slipping of the tube between the casing and the rim, which soon results in a 'pinch.' The remedy is careful applying.

"The protection of spare tubes is a matter that many tires users pass over too lightly. Usually spare tubes are carried loosely in the tool box, where they come in contact with grease, oil and tools.

"The grease and oil reduce the quality of the rubber, while the tools many times chafe the tubes and render them unfit for use.

"It seems to me that the whole problem of obtaining the greatest tube mileage revolves itself into the simple matter of exercising proper care."

and civilian expense in army and navy departments, have crept up to absorb the extra billion dollars.

"The dealers throughout the country are not fully away to the menace of the taxation program," says Mook, "but we expect to awaken them to its seriousness before the bill is enacted. We shall need the help of every association and individual before that is done."

Here's Good Alibi. A New York motorist advanced a novel reason for speeding recently when arraigned in the traffic court on a charge of speeding. He said he was an undertaker and had been "chasing a funeral." The funeral cortege, he said, had left the church without the pallbearers and that he had rushed them away in his car to catch up before the cemetery was reached. The judge fined him \$25.

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Battery Man Gives Advice To Car Owners

There are a few battery facts that every car owner should keep in mind says Mr. Burnel, Willard Service Station dealer.

"One thing he ought to keep in view is that batteries are bound to wear out in the course of time. Of course, the better the material and workmanship the greater the chance of long life, but wear is always going on just as it does in a piece of machinery.

"Another thing; the life of any battery depends to a considerable extent upon what kind of treatment it gets. Neglect, abuse, and carelessness shorten its life just as surely as you'd shorten the life of a bearing by allowing dust to mix with the oil.

"In short, the responsibility is just about divided fifty-fifty between the car owner and the battery builder. You have to get a good battery to begin with and you must take care of it after you get it."

Fifth Wheel as a Turn Table. A motor truck designed for use on narrow roads is equipped with a horizontal fifth wheel under the center of the body, which serves as a turntable when the truck is lifted by jacks.

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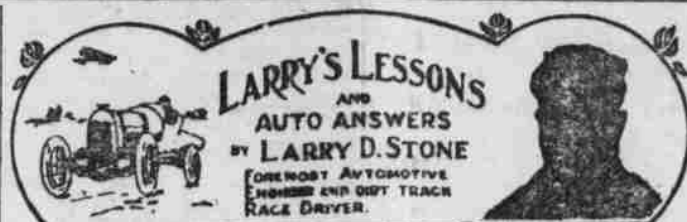
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The Pace That Kills. In the life of an auto, just as in human life, there is the pace that kills. The motor or component parts of an automobile should no more be abused than an animal should. Societies for the prevention of cruelty to motor cars are impracticable, but each auto driver can be a sort of a silent partner in a broad national movement to take care of his auto.

Just across the street from where I lived this winter was a man, who had pretty much of the world's good, I thought. He had a cute simplicity bungalow, a wife, a kiddie and one of the low-priced light-four touring cars. He has had this car for four months and it looks as good today as when first I saw it. He takes pride in his possessions. He does not drive with the pace that kills; that insatiable desire to take every hill on high, to pass every car in front, to slam on the brakes, to cut the corners fast and short, to overload his car beyond capacity. He watches his oil, his gas, his lubricants, the air in his tires and follows more the pace that pleases than the pace that kills.

Every Sunday he spends the entire morning going over his car, washing it, greasing it and giving the whole automobile the inspection once-over. He was so persistent in his care of the little car that it was almost amusing. But it was commendable. If more car owners would pamper, rather than punish their cars, how much more enjoyment they would have than at present, and how better able would their machine be able to meet the emergencies when they did arise.

There is the extremist who starts fixing things that do not need fixing, or which can be better fixed by an expert. It is just the little attentions that count. In that respect, autos are like girls; the more attention you give them, the better they will treat you.

Equip Missionaries With Motorcycles. Cincinnati, Ohio.—Mrs. R. L. Thomas, vice-president of the Woman's Foreign Missionary Society of the Methodist Episcopal Church, Cincinnati, in an important missionary address recent ly said that one of the great deterrents of missionary operations in China, India, Korea and other Asiatic countries was the primitive methods of transportation which left fields of service so widely separated that they could be reached only rarely or

workers. Since the raising of millions in the Methodist Centenary Fund, she said, an opportunity had come for a repair of this defect in facilities and a movement had been started to supply missionaries with a very

large number of motorcycles. The give ideal facilities to broaden and extend the influence and usefulness of the missionary bands now in the service and would be a proper and satisfactory substitute for an otherwise necessary enlargement of their numbers.

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TIRES Firsts—Standard Makes

Fabrics—6,000 Mile Guarantee		Sale Price Tubes	
28x3	Nonskid	\$12.50	\$2.15
30x3	Nonskid	10.60	2.75
30x3 1/2	Nonskid	14.95	2.75
32x3 1/2	Nonskid	18.25	2.95
31x4	Nonskid	23.75	3.25
32x4 1/2	Nonskid	23.50	3.35
33x4	Nonskid	24.50	3.45
34x4	Nonskid	25.50	3.60
36x4	Nonskid	34.00	4.50
33x4 1/2	Nonskid	31.50	4.25
34x4 1/2	Nonskid	33.50	4.40
35x4 1/2	Nonskid	34.50	4.50
35x5	Nonskid	31.00	5.50

Cord Tires 8,000 Mile Guarantee

30x3 1/2	Nonskid	\$26.50
32x3 1/2	Nonskid	33.50
32x4	Nonskid	39.50
33x4	Nonskid	31.50
34x4	Nonskid	44.25
33x4 1/2	Nonskid	41.00
34x4 1/2	Nonskid	42.00
35x4 1/2	Nonskid	51.00
35x5	Nonskid	58.75

War tax included in above prices. All of above are high grade, Factory Firsts, New Tires; Very good buys. We also have a large assortment of cheaper tires. Give us a trial.

MALCOM TIRE CO. Commercial and Court Streets Salem, Oregon

Our Latch String is out

Davis Day April 23

In celebration of this event, we will promote a STATIONARY

Indoor Bicycle Race

This will be something new, and lots of fun for everybody. Only a limited number will be able to ride, so you better register your name early. Races will start at 8:30 A. M., and will continue all day. Come and get particulars, as several Handsome Jersey Sweaters will be given as prizes.

Harry W. Scott
"The Cycle Man."
147 So. Com'l St. Phone 68

SENATOR'S WIN

Winning tomorrow's game with the REGINA team the SENATORS will win a 30x3 MICHELIN TIRE

Free

The first Senator making a home run will receive a 30x3 Red Ring shaped tube FREE—

Michelin

Red Ring shaped Tubes and Tires win in mileage and service. MICHELIN 32x3 1/2 cord now \$37.50

Vulcanizing Guaranteed

CLARK'S TIRE HOUSE

319 N. Commercial Street