

### UNEQUAL GASOLINE TAX RATE VEXING TO STATES

#### Nation - Wide Reciprocity Hindered By Imposts

### UNIFORMITY PRIME NEED

#### Diversity Has Produced a Situation Whereby Residents of One State Pay to Another

WASHINGTON, D. C.—One of the important factors that is hindering the development of nation-wide reciprocity is the unequal rate of the gasoline tax in the forty-four states that have adopted this form of motor vehicle taxation, according to a statement from the national headquarters of the American Automobile association today.

The A. A. A. statement is a plea for uniformity and was prompted by the desire of the national motoring body to awaken motorists everywhere to the need for a change in present methods of taxation if there is to be equality and fairness shown automobile owners throughout the country.

The wide diversity in the rate of the gas has produced a situation whereby the residents of one state are paying tribute to other states in the shape of gasoline taxes which are higher than the rates in their home commonwealths. Thus, P. Henry, president of the A. A. A. dealers.

As viewed by the A. A. A. motorists pay the gasoline tax for the maintenance of the roads they use and an excessive charge in one state militates against the principle of reciprocity which is regarded as vital to the continued growth of motor-touring in America.

"The pyramiding of the tax in some states," says Mr. Henry, "while other states hold to a comparatively low rate is a good example of the unscientific methods of motor vehicle taxation to which the automobile owners of the country are subjected." He continued:

"There are 21 states and the District of Columbia levying a tax of 2 cents a gallon. This is the nearest approach to uniformity in taxation, but it is far from what is desired. The tax varies widely in other states and undergoes frequent revision. Three states impose a tax of 1 cent a gallon while there are thirteen taxing at the rate of 3 cents. One state has 2 1/2 cent tax, two tax 3 1/2 cents, three tax 4 cents while one, South Carolina, goes the limit at 5 cents.

"On a basis of registration and total gas tax receipts of ten states, which are not 'resort' states, the average car used 151 gallons of gasoline for the first nine months of this year and paid a tax of \$3.02. For the same period, the average tax paid in Florida was \$11.80. Since the tax in the state is 5 cents—the figures would indicate a consumption of 393 gallons for each car.

"Florida tourist is favored. The figures, however, are misleading. The difference between the taxes paid in any of the ten non-resort states and in Florida is largely the amount of taxes exacted from tourists. Yet the Florida motor tourist can travel through Illinois, New York, New Jersey and Massachusetts without paying a penny for the use of the roads. The same is true in comparing other states.

"Rhode Island is a good example of the wide variations in taxes and taxation methods. Automobiles registered in the smallest state in the union total \$9,247, yet, despite a tax of one cent a gallon, tax receipts were only \$45,848. This is only 51 cents for each car. What is the answer? Does the Rhode Island motorist buy only 102 gallons of gas a year or is he buying his gasoline in Massachusetts where it is tax free?

"Whether the gas tax is right or wrong, it is obvious that a variation in the tax rate automatically defeats the principles of reciprocity. If South Carolina levies a tax on the Pennsylvania motorist of five cents on every gallon, and Pennsylvania asks only two cents from South Carolina motorists for every gallon of gas he purchases, there can be no reciprocity between the two states.

"It must be apparent that the present state of affairs is leading to unnecessary complications and by tending to throw up barriers between states and is nullifying attempts to bring about reciprocity."

### Flashes From Spark Plugs

No Wonder Schram, who has run out of gas on the outskirts of a country town, saw a boy coming along the road carrying a big tin can. "Hey, boy," he yelled, "I hope that's gasoline you have in that can." "Well, I hope it ain't," returned the boy. "It would taste like the dickens on ma's pancakes."—Golden Circle.

A Special Price Owner: "What will it cost me to have my car fixed?" Garage man: "What's the matter with it?" Owner: "I don't know." Garage man: "Forty-eight dollars and fifty cents."

From the Back Seat "Does your wife drive your car?" we asked a friend. "Oh, yes," he replied, "but only when I'm at the wheel."—Golden Circle.

Not So Slow Mabel: "You handle the clutch like a genius, dear." Madeline: "George has spoken of that also."

The Gateway The village improvident was observed dickering with an automobile salesman for an expensive motor.

"What do you mean," asked a candid friend, "by buying a big, fast car when you can't even pay your bills?" "That," admitted the improvident, "is the main reason I am buying a big, fast car."—Philadelphia Ledger.

It isn't the girl that goes out riding that we would like to meet, but the one that comes back riding.—Carnegie Puppet.

How Cutting "Good heavens, man, what is the matter with your face? Were you in an automobile accident?" "No, I was being shaved by a lady barber when a mouse ran

across the floor."—Santa Barbara News.

Motorist: "I'm sorry I ran over your hen. Would a dollar make it right?" Farmer: "Wal, better make it two. I have a rooster that was mighty fond of that hen and the rooster might kill him, too."

"Why do you rise so early in the morning?" "I have to get downtown early in order to find a parking place for my car."

"But do you not then have a good deal of time hanging on your hands?" "Oh, then, I take the street car home and have breakfast."—Cornell Window.

### AUTO FATALITIES MOUNT

#### 15,528 DEATHS OCCURRED DURING YEAR 1924

WASHINGTON, D. C.—The department of commerce announces that the returns show that during the year 1924, 15,528 deaths resulted from accidents caused by automobiles and other motor vehicles (excluding motorcycles unless in collision with automobiles).

### September Motor Fuels Tax Revenue

#### Sales for Month of September Amounted to \$319,468.27, an Increase of \$41,340.28 Over Corresponding Month of 1924

State revenue realized from taxes collected on sales of motor fuels for the month of September amounted to \$319,468.27 which represents an increase of \$41,340.28, or 15 per cent, over the amount of revenue collected for the corresponding month of 1924, according to a statement made public today by Secretary of State Sam A. Koser. Mr. Koser finds that the rate of increase in motor vehicle fuel sales for the ten months of 1925, ending September 30, over the same period of 1924 was 14 per cent and estimates that, at the same ratio of increase, the rate of increase in motor vehicle fuel sales for the remaining three months of the year the total revenue for 1925, from this source, will approximate \$3,000,000 as compared to \$2,672,481.98 for the year 1924.

Gasoline sales for the month of September, 1925, totaled 10,367,174.65 gallons, an increase of 1,314,566.45 gallons over September, 1924, and distillate sales for last September aggregated 328,121 gallons, as compared to 268,705 gallons for September, 1924, an increase of 26 per cent. The total amount of gasoline sold during the ten months of 1925, to September 30, was 75,670,770 gallons, as compared to 66,234,436 gallons for the period of 1924; distillate sales

occurred within the death registration area of the United States (exclusive of Hawaii), which area contains 88.4 per cent of the total population. This number represents a death rate of 15.7 per 100,000 population as against 14.9 in 1923, 12.5 in 1922, 11.5 in 1921 and 10.4 in 1920.

In the 34 states for which data for 1920 are available, the actual number of these deaths increased from 8,828 in that year to 13,468 in 1923 and 14,447 in 1924, the corresponding rates for these three years being 10.3, 15.1 and 16.

The bureau of the census assigns the cause of death from collisions between two vehicles in the heavier vehicle; therefore these totals do not include collisions between automobiles and electric cars and railroad trains.

The interstate commerce commission reports 1,688 deaths resulting from collisions between automobiles and railroad trains. Of this total, 1,532 occurred in registration states. However, in estimating the automobile fatalities, this number should not be added to the 1924 state figures for in all probably many reported to the interstate commerce commission as collisions were reported to the bureau of the census as automobile accidents.

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Total amount of revenue collected from the sale of gasoline and distillates from February 25, 1919 to September 30, 1925, was \$10,972,762.86, and refunds of funds consumed for purposes other than the operation of motor vehicles upon the public highways, pursuant to the provisions of chapter 274, laws of 1923, from March 1, 1921 to October 31, 1925, amounted to \$359,249.89. The following table shows the amount of taxes collected upon the total number of gallons of gasoline and distillate sold within the state, by year, from February 25, 1919, to September 30, 1925, inclusive:

Year	Gallons	Total Taxes Collected
1919	31,812,112.5	\$ 341,524.82
1920	46,816,214.5	463,721.12
1921	51,144,614.8	1,006,465.54
1922	57,266,938.4	1,182,726.41
1923	73,110,200.15	2,057,140.31
1924	86,447,155.1	2,672,481.98
1925	75,670,770.25	2,847,850.68
420,467,705.70		\$10,972,762.86
*From February 25 to December 31		
†From January 1 to September 30		

### BUICK FACTORY UNABLE TO SUPPLY CAR DEMAND

#### Production Facilities Boosted To Keep Pace

### NEW MODELS FIND FAVOR

#### Company Appropriates \$2,000,000 To Be Used in Turning Output to 1200 Cars Per Day

Announcement was made today that the Buick Motor company had appropriated two million dollars to be used for increasing the production of Buick automobiles to twelve hundred cars per day.

This action was made necessary because of the great demand for the new Buick models which were introduced through the winter months to meet the demand for cars with present production facilities. In October, usually a month when production begins to fall off, the Buick plant strained every effort to meet the flood of orders, shipping twenty-three thousand and shipping twenty-three thousand automobiles from the plant and breaking a monthly production record. Just prior to setting this record, announcement was made that peak production would have to be maintained through the winter months to meet the demand for cars. The company then saw that only by increasing the capacity of the plant could it hope to keep up with orders. The appropriation will be expended for additions to present buildings, and for machine and tool equipment, conveyors, etc., to bring production up to the figure of twelve hundred cars per day and a possible production of three hundred thousand cars per year.

There is considerable contrast between the contemplated production figures of next year and that of 1924, when the first Buick automobiles were made. In that year, thirty-seven cars were built. The next year the total reached seven hundred and fifty, the following year fourteen hundred, and each succeeding year production has been doubled and tripled, making additions to the plant necessary at frequent intervals. The present year has proved the greatest in the history of the company, with a certainty of over two hundred thousand cars manufactured and marketed. Ninety per cent of these will be closed models. The addition to the plant and installation of equipment will be started at once. Buick officials hope that the increased production may begin by early summer.

### Motor Vehicle Registrations

Motor vehicle registrations for the month of October, 1925, numbered 6,726 which was an increase of 1,216 over the October, 1924, registrations. Of the last month's registrations 3,223 were passenger cars and 492 were trucks. The total registration of motor vehicles for the year 1925, to and including October 31, was 211,370, of which 124,673 were passenger cars and 16,695 were trucks. This represents an increase of 22,223 motor vehicles registered to October 31, 1924, and of 18,741 over the total registrations for the entire year 1924.

The total receipts for the registration of motor vehicles, including motorcycles, chauffeurs, and operators licenses, for the ten months period, January 1 to October 31, 1925, was \$5,315,625.18, an increase of \$592,798.63 over the corresponding period of 1924 and of \$49,171.25 over the entire year of 1924. There were 64 motorcycles, 12 dealers, 644 chauffeurs and 3,561 operators licenses issued during the month of October 1925, making a total of 2,514 motorcycles, 596 dealers, 14,821 chauffeurs, and 45,755 operators licenses issued for the ten months period ending October 31, 1925.

Registration fees for the month of October, 1925, are credited and classified as follows:

Passenger cars	3,223	\$27,623.15
Trucks	503	6,815.89
Motorcycles	64	1,047.75
Chauffeurs	644	644.00
Dealers	12	332.00
Health dev. appts.	1	50.00
Transfers	6,995	6,995.00
Duplicates	224	224.00
Operators	4,982	3,842.50
Corr'd. of title	1,694	1,687.50
Duplicate certifi. rates of registration	28	14.00
Total fees		\$58,333.79
*Transfers		

### Louisville Parking Ordinance

Louisville is to be complimented for assisting motorists in parking their cars. Here, as in Atlantic City, white lines are run parallel to the curb and mark the boundary line for parking. A motorist must not permit any portion of his car to project over this line toward the center of the street. At first glance it impresses the motorist as a new difficulty in parking, but when he comes to watch the white line he does not need to watch the curb.

One cause of vibration in a car is the misalignment of the shafts united by disc universal joints. In cars having this kind of joints at one or both ends of the propelled shaft a very noticeable vibration may arise if the shaft does not run true. This can frequently be eliminated by tightening the bolts that hold the discs to the spider. If the trouble is not overcome by this operation install new discs.

# Arrived



**THE** new-day car is here—and it's a Jewett. It is the answer of one of the automotive industry's oldest, strongest and most successful organizations to today's vital motoring needs and problems.

No surface comparison can adequately gauge this car's worth. Measure it instead against the situations and emergencies of driving.

Begin, if you like, with the severest test of all—take The New-Day Jewett into close-packed city traffic.

Dart in and out—shoot swiftly ahead of the jam—stop with soft smoothness—park in spaces you would have thought impossibly small!

Realization will come quickly—that here is a car, marvelously responsive to your touch, which takes instant advantage of every opening, gets

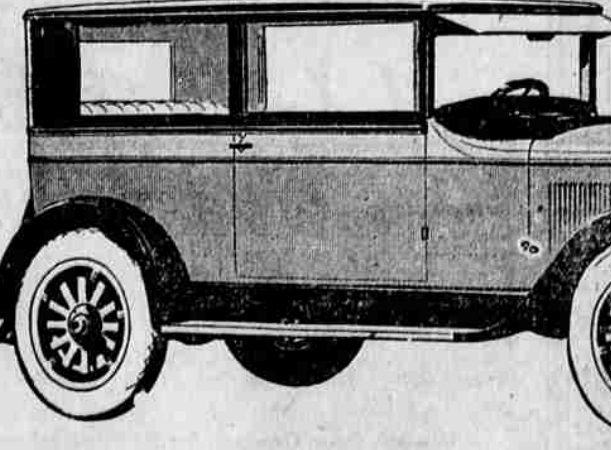
you through streets that seem impenetrable, lets you come and go as you please where ordinarily you would never try to drive. A New-Day Car For New-Day Needs.

Then leave the crowded streets and seek un-frequented country roads where The New-Day Jewett will reveal a quality of performance which not even preceding Jewetts, acknowledged masters of the open road, can surpass.

After years of preparation, The New-Day Jewett is here—ready for you to see it and drive it.

Let nothing prevent your seeing this epochal new-day car without delay! And do not stop with a casual inspection, for the better you learn to know this car the more you will appreciate its unusualness—its right to be known as "The New-Day Car For New-Day Needs."

## The New-Day JEWETT SIX



### The New-Day Car

A modern, high-efficiency motor—6-cylinders—with a flashing "pick-up" that shoots you out of tangled traffic in the flick of an eye.

Paige hydraulic 4-wheel brakes, bringing you to cushioned rest almost instantaneously from any normal driving speed.

Fulllest possible development in ease of control—response to wheel and throttle that makes this car seem to answer to your wish rather than your touch.

Amazing roominess—more than in many 120 inch wheelbase sedans—easy entrance and exit—luxurious comfort.

Clearcut of clear vision that reveals the unwary pedestrian and makes it impossible for another car to approach unseen.

New accomplishments in economy—of first cost, operation and upkeep.

And Jewett's lowest closed car price.

All this made possible by 17 years of Paige experience and with high quality certified by standards from which Paige has never deviated.

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