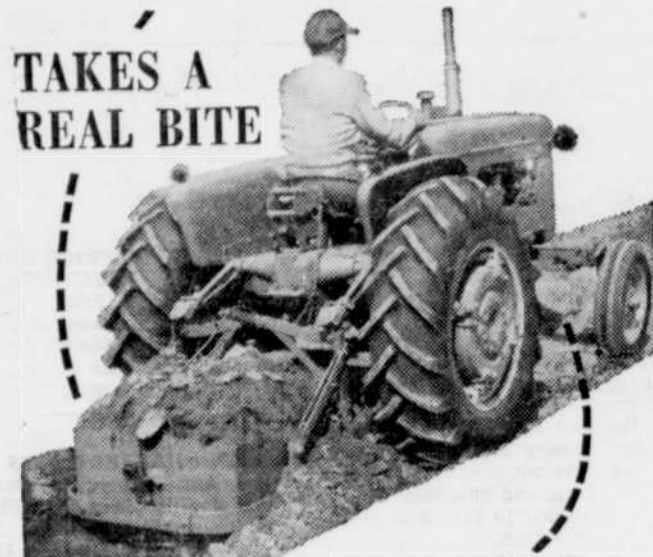


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**U. S. MOTORIST RIGHT AT TOP OF SUCKER LIST**

If Uncle Sam keeps a sucker list the U. S. motorist is right up near the top.

In early depression years motorists were stuck with a federal gasoline tax and a string of automotive levies imposed as 'temporary emergency' measures to help out the Treasury. Each time a new temporary emergency came along, these taxes were increased. An, of course, a 'temporary' tax is seldom repealed.

Then in 1956 Congress enacted a massive new federal highway program linked to national defense. And who was selected to pick up the tag to defend the country, promote commerce and the like? The motorist, of course. The federal gasoline tax was boosted to three cents per gallon and other special new taxes were imposed. To make it still tougher for motorists, Washington planners refused to earmark all of the revenue collected from taxes on motor vehicle ownership to be used for the highway program. More than \$1.5 billion of this money by-passes the highway fund each year and winds up in the general fund.

Then came another 'temporary emergency'—the recession—and Congress voted to enlarge and speed up the federal highway program to spread around more federal money. In fact, this program has now been boosted up so high it's beyond the receipts from federal motorist taxes originally provided for its support. We are told that the Highway Trust Fund will wind up next year some \$900 million short.

While this looks like a pretty staggering figure, it's not a bit more staggering than the conclusion being drawn from the discovery in Washington. That conclusion is that the federal gasoline tax will be raised next year to keep the program going.

In other words, the first suggestion of a shortage of road funds produces an automatic request not just for more motorist taxes, but for higher levies on motor fuel which is already taxed at a rate far beyond luxuries.

Does the motorist want to get off Uncle Sam's sucker list? If so, let him demand that all the money he's now paying in special federal automotive taxes be earmarked to support the road program. If that is done, there won't be any financing problem.

**SEVEN POINT TAX PROGRAM IS OFFERED**

Salem—A curb on spending and progressive development of a new tax program was contained in a 7-point outline proposed by Dr. John F. Sly, New Jersey tax expert, in his final recommendation to Gov. Robert D. Holmes.

1. A cigarette tax of 4 cents a package to raise \$14,000,000.
2. A real estate transfer tax at 1 per cent to raise \$9,000,000.
3. A 1 percent alternative gross income tax within the present personal income tax to raise \$7,000,000.

A 1 1/2 percent annual tax on the market value of passenger cars.

A 2 percent Washington type consumers sales tax if new expenditures in excess of \$50,000,000 from the general fund are anticipated.

As a means of improving the business and investment outlook Dr. Sly proposed:

1. No personal tax on capital gains if the asset is held longer than one year.
2. No tax on manufacturers' inventories.
3. No tax on industrial buildings during the period of construction.
4. A reasonable inheritance tax.
5. An established state-wide property reappraisal program.
6. A state wide uniform assessment ratio.
7. Responsible restrictions on voting local excess levies and bond issues.

The state expert said that only by restraint on additional revenues from its present income levies and an equal restraint on ex-

penditures from its property tax taxes could Oregon maintain a favorable tax position with competing states.

**CLOSURE OF SOME SMALL POSTOFFICES CONSIDERED**

Rep. Walter Norblad, (R-Ore) said today that he was currently considering recommending to the Post Office Department the consolidation or closure of some six or eight small post offices in the State of Oregon and would take action on them shortly after the first of the year.

"In the past few years, I have recommended such action in the case of 74 post offices in Oregon, which has resulted in a total annual savings to the Federal Government of \$121,816.00," Norblad advised.

"Before the day of modern highways and fast transportation, many of these offices were an absolute necessity, but as the years have passed they have become unnecessary and expensive and the sub-station or rural contract station effects the same service with very material economy to the Post Office department.

"In most cases at the time these consolidations or closures

were proposed, people in the area resisted the change, yet in the long run in almost every case it has worked out satisfactorily both to the Post Office Department and to local patrons" Norblad concluded.

Since the City of Estacada has the distinction of being the best lit up city in Oregon, it has been said by one of our good citizens that it has to be well lighted so we won't fall in the holes in the city streets.

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—H. B. Stowe

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