

**MORE TAXES FOR THE MOTORIST**  
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Increases sales resistance, something to which the motor-car dealers of the state should give attention. The motorist's list of taxes is formidable. First there is a 5 per cent Federal excise tax on the purchase of a pleasure car, or 3 per cent on a commercial car. There is also a 5 per cent Federal excise tax on parts and accessories. If the car is a vehicle for hire, there is a \$10.00 Federal occupational tax on vehicles carrying seven passengers or less, and \$20.00 if it carries more than seven. In California there is a state registration fee of \$3.00 on all cars, while commercial cars are taxed up to \$50.00 additional, depending on weight and character of tires. There is in California a 2-cent gasoline tax which estimates show amounts to an average of \$10.00 a year

for passenger-cars and \$20.00 for trucks. Every car owner also pays a personal property tax on assessed valuation.

Until recently the gasoline tax has never been passed upon by the people of any state. Always state legislatures have found it a relatively easy tax to impose and to collect. At the last election the people of Massachusetts had opportunity to register their opinion. A 2-cent-per-gallon tax had been passed by the legislature. The motor-car dealers of Massachusetts thought that this addition to an already large list of taxes was too much, and they brought about a referendum. The people spoke, to the extent of defeating the tax entirely by 270,000 votes.

There is another very important point. It is the gross unfairness of singling out any one commodity to carry a great load of taxation to produce revenues for the whole people.

The varying proposals which have been made would place upon gasoline a tax of from 23 per cent to more than 30 per cent of the wholesale price of gasoline in San Francisco. Let any merchant ask himself how he would like to have such a burden thrown upon his own commodity. It would undoubtedly curtail consumption, for the higher the price of a commodity the lower the consumption, whether the commodity be shoe, clothing, food, or what-not.—Standard Oil Bulletin.

**COMPRESSION IS AN IMPORTANT MATTER.**

(Copyright by Edwin Greer, president Greer College of Automotive Engineering, Chicago.)

During our apprenticeship in the auto school, garage, or breaking in our first car, each one of us has been commanded to go out and buy a can of compression. After a conscientious search and being passed from one mechanic to another, someone suddenly spilled the beans. It was then that we discovered that a can of compression is similar to a left-handed monkey wrench. We laughed about it and then took on the next automobile boob.

And since the coming of the self-starter, engine compression might as well be in a can for all the average motor car owner knows or cares. But the secret of a sweet-running engine is—compression.

Try the compression of each cylinder by turning the engine over with the hand crank. If it is weak or if it varies in different cylinders have the trouble repaired at once. Compression may leak past the piston rings; it may escape through a leaky valve, or ooze past a spark plug. There possibly may be a cracked cylinder in which case you are totally "out of luck."

The piston rings may have turned so that the openings are all in line or you may be using such a light oil that the engine does not get a tight compression seal. Oil when heated is very thin. In some cases patented piston rings will help eliminate the leakage. If the cylinder is worn oval

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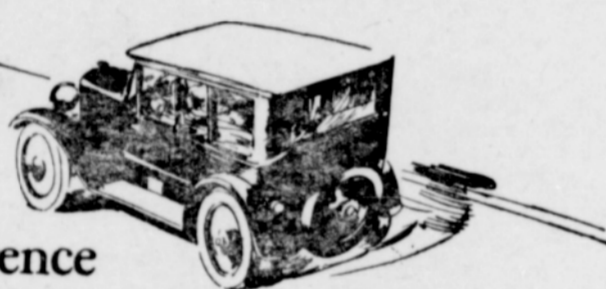
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there is no remedy except that of replacing it. Kerosene will help free the rings of carbon, but it is best to use it when you are ready to drain off the old crank-case oil.

Make sure that the spark plugs fit tightly and that they are provided with good asbestos gaskets. A cracked porcelain will allow compression to escape.

Look over the priming cups and see that they all fit tightly and stay closed.

During compression the valves should be tightly closed. A broken spring or faulty adjustment will prevent their closing and this will result in no compression at all, or in the case of incorrect timing, the trouble will be noticeable as a lack of power in all cylinders. Carbon under the valves will prevent them from seating tightly. The remedy here is to keep the engine free from carbon, the valves clean and be sure that the timing of the valves and the tappet adjustment are as set down in your instruction book.

When an engine that is clean, properly lubricated, and has its valves ground regularly, shows a serious loss of power, the lack of proper compression, may safely be ascribed to the piston rings having worked into line, or the cylinders having worn to a point where the pistons are unduly loose. With the modern type rings, the former is a rare fault nowadays, so that the cause is narrowed down to plain wear.

These are the chief causes of loss of compression. Watch the compression—it will save you money that otherwise you would give to the repairman.

**EXPERT ADVICE ON IGNITION SYSTEM.**

(Copyright by Edwin Greer, president Greer College of Automotive Engineering, Chicago.)

Almost every owner or driver is more or less familiar with the construction and equipment of his motor car. Very few, however, know as much as they should about that vital—the electric equipment which includes starting, lighting and ignition.

Every automobile owner should know how to care for and to a considerable degree make minor repairs.

Use a calendar for a reminder—reserve one day each month for the inspection of the machine. Inspection should include: Ammeter connections, lighting and ignition switch connections, fuse connections, battery terminals, battery ground wire, starting switch, general inspection of generator, general inspection of starter, lubricate starter and generator, breaker points, distributor, secondary wires, head light, wiring, dash and tail light wiring, horn motor, horn wiring and horn button.

Loose ammeter connections will cause lights to become very dim, and may result in very serious generator trouble.

Lighting and ignition switch connections must be tight to avoid ignition trouble. A loose or corroded fuse clip will cause heat; the result is a burned out fuse.

Considerable trouble is also caused by loose or corroded battery terminals; this will affect all the electric equipment. After cleaning terminals use a little cup grease around the battery post. This will prevent corrosion.

Vibration of the car will oftentimes break the battery ground wire. All battery connections from starter, starter switch and battery should be made with flexible cable, stiff battery cable will sometimes shake battery cells loose from the box.

Starting switch connections must

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**PORT OF PORTLAND CLEARS MUCH TONNAGE**

October marked the completion of three additional tanks for the storage of molasses, coconut oil and other Oriental oils and use was found for them almost immediately, according to information from the Traffic Department of the Port of Portland. The American Steamer Los Angeles, under charter to the Matson Navigation Co., entered Portland October 17th with 4750 tons of molasses from the Hawaiian Islands. This was pumped from the vessels to the tanks and from there will be loaded into the tank cars for delivery to the consignees as required. There are now 14 tanks at Municipal Terminal No. 4. Much coconut oil as well as other oils and molasses has been stored there during the past year.

A use has been found for the refrigeration space in those vessels having that space entering Portland from Holland. They take from here immense quantities of apples and other perishable fruits but up to the present time have entered with very little cargo. The Dinteldyk of the Holland-American line, however, entered Portland on October 20 with a new cargo. There was on board 153 cases of bulbs from Rotterdam consigned to the several florists in Portland. These bulbs in the past have moved from Holland to Montreal, thence by rail to Vancouver, B.C., and again by rail from there to Portland. The rate from Vancouver, B.C. to Portland was as high as the entire rate from Holland to Vancouver, making the through rate to Portland quite high. Several years ago a small shipment of these were brought in direct but through improper refrigeration did not reach

here in good shape. This year, however, more care was taken as these bulbs arrived in proper condition, which will mean much larger shipments during the next year. This shipment consisted of about 35,000 pounds which will mean a great many bulbs available for spring planting.

Exports of dried prunes and plums during October were very heavy with 4,127,096 pounds of this product lifted by vessels for foreign ports. When it is considered that this is one fourth of the entire shipments for the year and for this one month nearly as much as for the entire year of 1923, the volume becomes more noticeable. These were delivered in nine countries the bulk, however, going to the United Kingdom. Domestic shipments also were heavy with 4,172,000 pounds placed on board ship for delivery in eastern United States cities.

The movement of canned goods also was heavy last month with exports of 2,450,768 pounds. The distribution of this was not so wide being delivered to four countries with only small shipments to other than the United Kingdom, which is a very splendid market for Oregon dried and canned fruits. Domestic shipments of canned fruits during last month amounted to 9,076,620 pounds which is probably a record month. The bulk of this went to eastern and gulf United States ports but with very large shipments to California ports. During the last three months of the year shipments of dried fruits and canned goods are very heavy and figures for the year 1924 will be several times as large as those for 1923.

Private enterprise, that can feel the joy of progress and of serving an appreciative clientele, and compete fairly with other rival agencies, has built up the American telephone, the American railroad, American public utilities and the whole American habit to competitive, progressive business thought.

- Familiar Proverbs**
- Matches are made in heaven.—Burton.
  - Mad as a March hare.—Halliwell.
  - My man's as true as steel.—Shakespeare.
  - No rule is so general, which admits not some exception.—Burton.
  - Necessity knows no law except to conquer.—Publius Syrus.