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Leaves Hood River daily  
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Every Saturday it leaves  
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We are Selling the  
**BEST**  
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a reasonable price.



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The housewife will not have to worry  
about a choice if she will only tele-  
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the best canned stocks available, and  
our refrigerated rooms are always full  
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**SUPPLY YOUR TABLE WITH THE BEST**  
**—WE HAVE IT!**



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**I**N the meantime the housewife ponders  
over what to provide at the family meal.  
It is the season when a choice is most  
difficult.

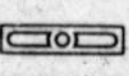
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**HIGH GASOLINE**  
**TAX IS DECRIED**

(From Standard Oil Bulletin)

From Oregon comes the astounding  
suggestion that the state gasoline tax  
of three cents a gallon be doubled—  
increased to six cents a gallon. Ore-  
gon, it appears, wants more funds for  
highway construction, and, as in the  
past, those desiring an increase look  
to the motorist and his gasoline as a  
convenient source of revenue.

The gasoline tax was originated in  
Oregon in 1919, at one cent a gallon.  
The next biennial session of the legis-  
lature—in 1921—doubled it, making  
two cents, and the next legislature—  
that of 1923—added another cent, for  
a total of three. The legislature soon  
meets again, and once again will con-  
sider more taxation.

What has happened in Oregon has  
happened elsewhere on the Pacific  
coast. California adopted a gasoline  
tax two years ago. The California  
legislature is again in session, and it  
is proposed that the tax be increased.  
In 1921 the state of Washington  
adopted a one-cent tax, and made it  
two cents two years later. Nevada  
adopted a two-cent tax in 1923, and  
is now considering an increase. Ari-  
zona decided on a one-cent tax in  
1921, and made it three cents in 1923.

No opportunity has been lost in any  
of these states to increase gasoline  
taxes. The two-year intervals between  
revisions upward presumably exist  
only because the various legislatures  
meet every two years. It is interest-  
ing to contemplate how high taxes  
might be if legislatures should meet  
annually.

The trend of events clearly indi-  
cates the dangerous lengths to which  
this business of gasoline taxation may  
be carried, and the great burdens  
which may be loaded upon the al-  
ready heavily taxed motorist and up-  
on the marketer of gasoline.

The original discussion of a Cali-  
fornia gasoline tax two years ago con-  
cerned one cent a gallon, but when  
the law was adopted the bill read  
two cents. Now three cents is pro-  
posed. There can be no guarantee  
that a future legislature will not  
make it four cents, or five or six—  
that is, no guarantee except the fact  
that the motoring public is no longer  
apathetic about its taxes—and that  
henceforth it will register its objec-  
tions, not only against an increase of  
two or three cents per gallon, but  
against any increase whatever.

The true measure of the advisabil-  
ity of any tax, aside from the justice  
of its imposition, is the necessity  
thereof. Which brings up the point  
of whether the existing law in Cali-  
fornia will not produce the revenues  
necessary for highway construction.  
It has been estimated that some \$300,  
000,000 is needed for all purposes—  
roughly, one-third for the counties, one-  
third for maintenance of old roads by  
the state, and one-third to the state  
for new roads—for a period of ten  
years. This is an average of \$30,  
000,000 annually. Present revenues  
are about \$21,000,000. It has been  
stated that there must be new taxa-  
tion for new money, and it is suggest-  
ed that by adding a cent to the gaso-  
line tax, \$2 to the registration fee,  
and increasing the truck surcharges  
by 65 per cent, enough money can be  
raised.

It would indeed seem apparent that  
to bring \$21,000,000 up to \$30,000,000  
would demand increased taxation; but  
this actually does not follow. An  
important factor has been left out of  
consideration. It is the great in-  
crease in revenue which will come  
from the normal increase in registra-  
tion of automobiles and the consump-  
tion of gasoline.

This company has been engaged in  
the oil business many years, and from  
its inception the most vital thing  
about the business has been an un-  
ceasing study of the future, of the  
new and growing markets, of the prob-  
able demand for petroleum products.  
Future business is calculated with  
great care and upon conclusions  
reached the company has spent mil-  
lions to find new supplies of crude oil,  
to build and expand refineries to man-  
ufacture products for a greater mar-  
ket, to construct new distributing sta-  
tions and new service stations, to keep  
pace, or even ahead, of the growing  
demand.

From what the company believes of  
the future, based materially upon the  
past, a great growth in the number of  
motor cars and the consumption of  
gasoline—and hence tax revenues—is  
inevitable. The increase in motor  
registrations during the last five years  
has averaged more than 25 per cent  
a year. It is believed that 1925 will  
see a gasoline consumption in Calif-  
ornia 20 per cent greater than in  
1924, due not only to more cars, but  
also to an increase in travel, which  
was curtailed by the foot and mouth  
disease restrictions during 1924. The  
next year (1926) should show a fur-  
ther increase of 15 per cent, and the  
two following years 10 per cent each.  
Then the future becomes hazy; but  
it would seem conservative to say  
that for the remainder of a 10-year  
period—such as is being laid down  
for road building—the increase will  
average five per cent annually. The  
past justifies these estimates and the  
future promises them in various  
ways.

If the percentages recited above are  
applied to existing revenues under  
existing laws, with no new taxes, the  
total sum of money paid by the mo-  
torists of the state between now and  
1935—the end of the proposed 10-year  
period—will be more than \$400,000,  
000, which is considerably in excess  
of the sum said to be needed.

If the new taxes are adopted—one  
cent more on gasoline, \$2 more on  
registration and two-thirds more on  
weight fees—the total, applying the  
same percentages of increase, will be  
between \$600,000,000 and \$850,000,000.  
These are huge sums, all coming  
from the motorist, and they come on  
top of previous great increases. Prior  
to the present law motorists paid  
state taxes of between \$9,000,000 and  
\$10,000,000 a year; in 1924 they paid  
\$21,000,000; this year the bill will be  
\$35,000,000 or more; next year, if the  
new taxes are imposed, the sum will  
be around \$35,000,000.

It is true, as proponents of new  
taxation point out, that the state it-  
self gets but half the revenues under  
the present law, the other half going  
to the counties, and that under the  
law, the state's revenue may be spent  
only for repairs and maintenance. A  
simple remedy of this situation would  
seem to be to change the law (which  
might prove a far easier thing than  
the passage of a new law) making it  
possible to spend portions of the enor-  
mous revenues which are to come for  
new construction. In truth, it seems  
that very soon the present law will  
be producing far more than can be  
spent merely for maintenance.

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