

MOTORISTS TO PAY INCREASED TAXES

American Auto Assn. Expert Is Predicting Additional Car Expenses

The average car owner will pay 14 per cent more taxes this year than he paid in 1929, according to the preliminary estimate of motor vehicle taxes made by the American Automobile association.

Coincident with the issuance of this statement, the A. A. A. announced that Thos. P. Henry of Detroit, its president, had appointed a national committee to study every type of motor vehicle levy and to develop a formula to assure equitable taxation for the car owners.

Mr. Henry cited three reasons which he declared made it imperative that the entire motor tax structure and the practices and tendencies inherent in it, should be subject to a comprehensive examination at this time. First, the wholly disproportionate rise in motor taxes from year to year as compared with other forms of taxation; the evidence of efforts at wholesale diversion of the tax to other than road purposes; and third, the probability that the excuse of "hard times" will lead many of the 44 state legislatures meeting early in 1931 to make further raids on the car owners. Mr. Henry said in part:

Paying More Each Year

"Our preliminary estimate for this year shows that the motorist on the average will pay \$33 in motor taxes in 1930 as compared with \$28.56 in 1929. Under 16 different forms the taxes on the car owners are being constantly pyramided. In the 10-year period, 1921-30, motor vehicle levies from gas taxes and license fees have increased 509.6 per cent in motor vehicle registration and 150.3 per cent in expenditures for highways.

"The motorists are now confronted with a new situation which may well open the way for wholesale diversion to general purposes of state and local administration of levies placed on them as a class. Two notable precedents were established in November elections in New Jersey and in Louisiana. In the former state bond issues totaling \$17,000,000 were authorized for public institutions and inland waterways, to be retired from gas tax collections. In Louisiana the gas tax was raised one cent per gallon in order to provide funds for port development. The automobile is not as yet a sea-going vehicle.

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Plan Highway Into Lake Superior Wilds, From Soo to Pt. Arthur

Generally regarded as the last real wilderness in the Great Lakes region, the northern shore of Lake Superior will be accessible to motorists within approximately one year with the construction of a highway between Port Arthur and Sault Ste. Marie, according to the touring bureau of the Chicago Motor club.

Lake Superior, the bureau pointed out, is the only remaining great lake still unbounded by a highway. At the present time some two-thirds of the shore line are accessible to motorists—from Sault Ste. Marie west along the south shore to Duluth, and northeast to Port Arthur. The gap in the circuit is some 400 miles long. It is practically uninhabited by humans, but comprises one of the best hunting grounds on the continent. Moose, deer and bear abound there.

Tourists who have driven from Duluth to Port Arthur say that this stretch is one of the most scenic

strips anywhere. Because of this attraction, there has long been deep interest in the opening of the remainder of the shore line.

The Canadian department of the interior is now engaged, according to Jesse B. Jackson, American consul at Fort William, adjoining Port Arthur, in making surveys of the proposed route. It is expected that construction will begin next spring.

Other Countries Have Numerous High Powered Broadcasting Stations

Radio stations of the United States aren't the only ones to use high power. Stations of this calibre are being built all over the world, some of them rivaling the 50,000-watts units in operation in this country, according to L. D. Batson of the electrical equipment division of the U. S. department of commerce, says NEA report.

"It might not be amiss to say that every town of more than 10,000 population in the world, with the possible exception of those in the United States, is considering the feasibility of

establishing high-powered broadcasting stations," he says.

In Russia, for example, Batson says the government is reported to be erecting stations of 100,000 watts power, or just double that of the highest-powered stations in the United States. Oslo, Norway, has a 60,000-watt transmitter in operation, and Germany has two 60,000 watters operating at Heilsburg and Muehlacker.

Most of Japan's stations, the authority states, operate on 10,000 watts, and Ireland is planning a station to cover the entire Free State which will rival the British Broadcasting company's Daventry station in power.

England, too, is planning several new stations of about 30,000 watts power. These are to supplement existing "regional" stations.

An extensive program is under way in Italy to erect two 50,000-watt broadcasters, one in Rome and the other at Milan.

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