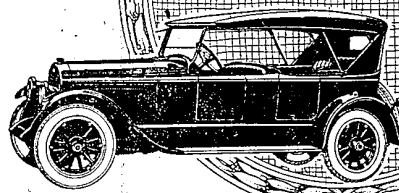


LINCOLN

Get Behind the Wheel



The Phaeton

\$3800
F.O.B. DETROIT

Ten Body Types

Beyond contradiction, Lincoln occupies first place in every consideration of quality in automobile construction. It is easier riding, smoother running, sturdier under hard service, more readily handled, more flexible under control than any other car, regardless of price or claims.

These outstanding elements of superiority are the result of greatest mechanical accuracy ever realized in motor car construction.

FORD SALES & SERVICE

Phone 151 Olin Russell Prop. Farmington.

AUTO CLUB HEAD FIGHTS GAS TAX

CALLS PROPOSED PLAN TO MULCT CAR OWNERS FOR FUEL THEY USE UNJUST.

PAY ENOUGH NOW IN TAXES

If Additional Money Is Needed to Run State Affairs, Conference Should Be Called to Work Out Plan.

BY COL. STANLEY D. WALDON
President of the Auto Club

Certain interests in the State of Michigan are advocating a tax on all gasoline used within the borders of the State. They have been openly working for the measure for some months to develop sentiment in favor of additional taxation for the man who owns a motor car. It is their intention, they intimate, to go before the Legislature in January, 1924, and ask that body to enact a law that will require every user of gasoline to pay a tax of one cent or more per gallon on all they purchase.

As is usually the case in tax matters the proponents of the plan are proceeding under the assumption that anything used in connection with an automobile is "indisputably taxable." They seem to feel it is the duty of the more than 500,000 motor car owners in Michigan to dig into their purses just because somebody happens to think this a good way to raise money.

Auto Made Michigan.

If there is one State in the Union where unjust taxes should not be saddled on to the motor car it is Michigan. The motor car has been the making of the Wolverine State industrially. Had not this wonder industry of the 20th century developed in Michigan the State would be industrially where it was two decades back. We all know Michigan was not among the industrial leaders, though she is today, and the motor car is to be thanked for the progress made.

The motorists of Michigan and the United States are already paying their fair share, and perhaps more, of the taxes. Take for instance, the main tax levies of which there are five. They may be listed as follows:

1. National income taxes levied on all individuals.
2. Sales tax paid by the manufacturer and passed on by him to the owner, and levied to the automobile and a few other industries.
3. Taxes on repair parts; a permanent charge on the life of all automobiles, whether passenger or truck, a tax specific to the car owner.
4. State license and registration fees, a virtual monopoly to the automobilist.
5. Scatterling taxes, such as driver's license, chauffeur's license, certificate of title, etc.

Motorists Pay Millions.

Bureau of Internal Revenue figures for 1920, the last available in Governmental reports, show that the public treasury collected in round figures \$267,000,000 for special and discriminatory taxes on automobiles in the year. The Federal Government took \$149,000,000, the States \$107,000,000, and Municipalities \$11,000,000.

A study of tax figures in Michigan is interesting. It reveals that personal and real property pay only 2.30 percent on an assessed valuation, while motor cars pay 5.12 percent, almost 100 per cent in fire. These figures are based on State figures for 1921, personal and real property value being \$1,453,635,114, while motor cars are \$131,314,582. The real and personal property pays \$198,385,566.57, and the automobiles \$7,751,924.51.

When a Michigan man buys a Ford car he must pay taxes, totaling approximately 7 percent of the cost of the car. The United States takes part and Michigan the rest. Is any other property as heavily taxed?

Many people have tentatively suggested to a tax of one or more cents per gallon because they have been told it is a small item and because they do not realize how much the motor car owner is already paying in taxes on his vehicle.

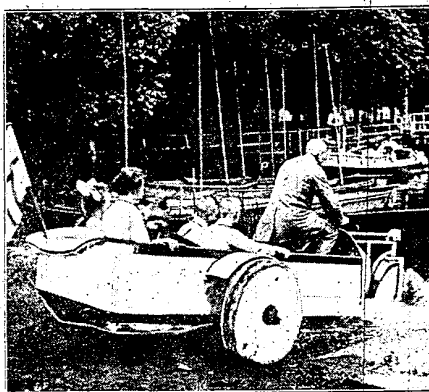
Would Cost \$4,000,000.

Figures supplied the Detroit Automobile Club by the Standard Oil Co. and Sinclair Refining Co., the largest gasoline dealers in Michigan, show that motorists of Michigan will be forced to pay approximately \$4,000,000 per annum if they accept the gasoline tax. This sum is based on gasoline sales in 1922. Are the motor car owners of Michigan ready to hand over this amount just to satisfy the whim of some group of tax proponents?

The idea seems to be to tax the automobile when in doubt. It is assumed that the motorist is "easy" and will not object to a little more taxation. Even if more money is needed to operate the State Government no tax of any kind should be founded on reasons of expediency such as ease of collection or ability to pay. Every tax should be based on rules of justice and equity.

The gasoline tax is not just, inasmuch as motor cars are already paying a fair share of Michigan's taxes. If more money is needed to conduct the State's affairs, equitable way of assessing the additional tax should be worked out. It cannot be found in the present plan as promoted and advocated by certain citizens of Michigan who seem ready to tax the automobile at every turn.

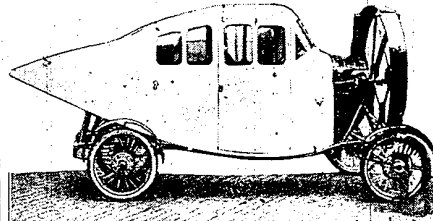
AMPHIBIOUS MOTOR CAR INVENTED



An amphibious automobile has been invented by Herr Karamol of Berlin, and the machine was recently given a successful test. The car has three wheels, the front one acting as a rudder in the water and a steering wheel on land. The machine is propelled by motor or foot power.

The photograph shows the amphibious automobile entering the water.

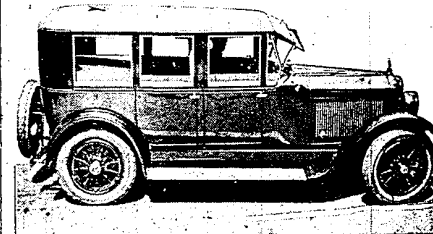
AUTO WITH AIRPLANE PROPELLER



The weird car shown in the illustration, the "Edna," was invented and made in Paris and now is startling the staid and solid inhabitants of London as it runs through the streets of the big metropolis.

The eight-horse-power engine is geared to a small airplane propeller revolving within a circular guard, while the body has a long taper to avoid "drift."

SECRETARY OF AGRICULTURE HAS DISCARDED HORSE-DRAWN VEHICLE



The newest addition to the family of cabinet automobiles is this car now used by Secretary of Agriculture Wallace and which made its first appearance at a recent cabinet meeting. Heretofore the secretary of agriculture has only been furnished with a horse-drawn vehicle.

GUARD AGAINST STONE BRUISES

This Form of Injury to Tires Is One of Most Common and Expensive to Owner.

BREAK IN FABRIC IS INSIDE

Inexperienced Driver Who Gets Hard Bump Against Curb or Any Other Object Usually Looks for Injury on the Outside.

A "stone bruise" is the term used to describe an injury to a tire caused by striking some object with sufficient force to cause the tire fabric to be broken. It need not be a stone that causes the damage.

The break in the fabric may be in only one ply or it may be in all of them; but in any case it is always the inside ply that breaks first.

An inexperienced driver whose tire gets a heavy blow from a stone or a curb usually looks over the outside of the tire to see if any damage has been done.

But the old driver knows that if harm has been done the place to look for it is in the inside and that any break in the fabric will be registered

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on the inside ply first.

Inside Ply Shorter.

Normally the inside ply is shorter than the rest and each ply is shorter than any of the others which are located outside of it. This is because it is on the inside of the curvature of the tire. Now if the tire is suddenly compressed at some point to a considerable extent, such as shown in the illustration, the relative position of the plies is reversed; that is, the outside ply becomes, at this particular point, the inside ply as regards the curvature and the inside ply becomes the outside ply as regards curvature.

If it should happen, as it often does, that only one or two inner plies are broken, there will not be any signs of the injury on the outside until a considerable time afterward. This is because the other plies still unbroken will continue to hold against the air pressure even though they will be under excessive strain. But continued flexing will eventually break them also, and the result may be a blow-out, which may occur at any time, even on a perfectly smooth pavement.

Other Effects.

Another effect of a break in one or two inner plies may be that from continued bending the broken edges of the fabric rub a hole in the inner tube at that point. Sometimes the break is so pronounced, especially in a fabric tire, that the air pressure forces the inner tube into the break and as this is continually closing and opening, as the tire rolls, the action is like a pair of pliers and cuts the tube.

If the tube is chafed through or cut after a blow, such as described, the air will pass directly through the carcass and force the rubber aside over the fabric. When this happens the user generally terms it a blow-out and as a matter of fact it is; but, contrary to the opinion often held, it is seldom the result of a defect in manufacture. It can generally be traced to an injury sustained some time prior to the final breaking down of the tire.

For Service in Printing—See Us. Try a Liner—They Bring Results

FEW RECOGNIZE AUTO ON SIGHT

Most Machines Are Nearly Alike and Only Experts Can Distinguish Different Makes.

TURN ATTENTION TO DESIGN

One Good Way Is to Observe Name Plate on Front of Car—Hub Caps Offer Means of Identification, as They Are Marked.

"How can I tell the different makes of automobiles?" is a question often asked by the man who walks, observed a New York Sun writer.

The best answer to the question it seems is "You can't."

There was a time, some years ago, when there were comparatively few automobiles, and these were readily distinguishable. Those were the days when the automobile manufacturers were concentrating their efforts on the improvement of the engine. It would make no difference how beautiful cars were made if they refused to go. Their efforts were successful; the automobile engineering is as near perfection as human products can get. So the manufacturers, the last year or so, have turned their attention more and more to design.

It was natural that there should be extensive adoption of some of the features of foreign made automobiles, for these cars had always been superior in design to American-made cars, a great deal of hard work being involved in their manufacture. It was also natural that American manufacturers should take the opportunity to carry out their own ideas of design. The one result has been to make all cars more alike.

Tell by Name Plate.

The one best way to tell one car from another is by the name plate on the radiator front of nearly every car. This is nearly always small and inconspicuous, and when a car is passing at a speed of 20 or 30 miles an hour it is almost impossible to identify all cars in this manner. Hub caps offer another means of identification, as the hub caps of virtually all cars are not only distinctive, but are also usually marked with some simple mark of identification.

There are cars that are distinctive enough in design to be identified in a glance. There are cars of the "sporting" type, low and "rakish" and suggestive of speed; the sight of such a car suggests only two or three possibilities.

Cars of Homely Type.

There are cars of the "homely" type, of squat and serviceable appearance; when such a design is caught sight of only two or three names come to mind. There are the obviously expensive cars, cars which suggest luxury in their every line, in the accessories, in the flash of nickel mounting. A car of that description might be any one of a half-dozen cars, the aristocrats of the automobile world, who seem ready to tax the automobile at every turn.

Try a Liner—They Will Satisfy.

GEORGE I. COOK
General Blacksmithing
HORSE-SHOEING A SPECIALTY
Farmington, — — — Michigan.

BEST TIRES AT BEST PRICES

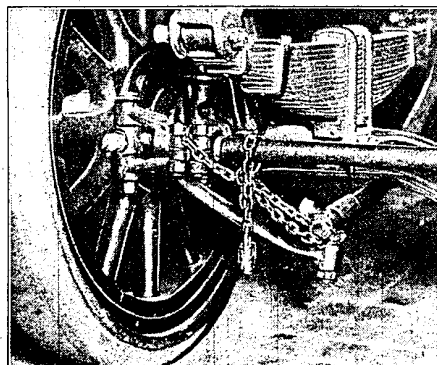
U. S. TIRES—PLAIN—USCO—KNOBBY—CORD

GOODYEAR GOODRICH

BUY YOUR TIRES NOW

FORD SALES & SERVICE

LOCKS ARE RELIABLE MEANS TO PREVENT THEFT OF MOTOR CARS



Many Owners Consider the Best Means to Prevent the Theft of Cars Is to Attach a Steel Lock and Chain on the Steering Knuckle.

What measure can an owner take to protect his automobile from thieves? Not a great deal, unfortunately, for many things which would help reduce the risk of theft are things about which he as an individual has nothing to say. The things that he can and should do are so simple that they are self-evident. First, in buying a car inquire whether or not it is equipped with a locking device approved by the insurance people. If you are installing a new lock on an old car make the same inquiry when buying the lock. There are locks and locks; some of them can be broken and manipulated by an expert thief in a minute or two.

Many Standard Locks.

Others really protect the car, and there are about fifteen standard devices. Of these, three lock the transmission, three the steering wheel and

one the manifold. The others are various types of ignition locks. One locks hood and ignition and another gasoline and ignition.

Make Record of Numbers. Finally, if you have hopes of getting your machine back after it has been stolen you should have a record of all the engine and factory numbers that appear on it. Best of all, there should be a secret identification number somewhere that the thieves cannot find to change or remove. One or two manufacturers have a private identification number on the chassis in a position known only to themselves, and it would be a great help if more manufacturers would take this precaution. But as it is, most builders can offer little help in identifying a stolen car, and the owner must depend largely on himself.

Property Long in Royal Family. The London property owned by King George as Duke of Lancaster has been held by the British royal family since 1200.

Pleasure of Mirth. The man who laughs best, we have noticed after observations extending over a number of years, has the best reason for laughing.