

2-24-65

# Smaller Counties Get Larger Share of Gas Tax Than Buchanan

Since Missouri voters nearly three years ago approved sharing of state gasoline tax receipts with counties and municipalities, Buchanan county has been credited with \$99,062.92.

The state highway department reported the county has actually received \$86,530.13, for reimbursement on road maintenance projects, and has on deposit \$12,532.79.

As the result of a March, 1962, election, counties receive one-fourth of a cent of the five-cent-per-gallon state gasoline tax. Municipalities get three-fourths of a cent, and the four cents goes to the state highway department.

### An Ironic Twist

The county figure does not include the amount allocated to St. Joseph or any of the towns in Buchanan county. This is money that goes for county highway department operations.

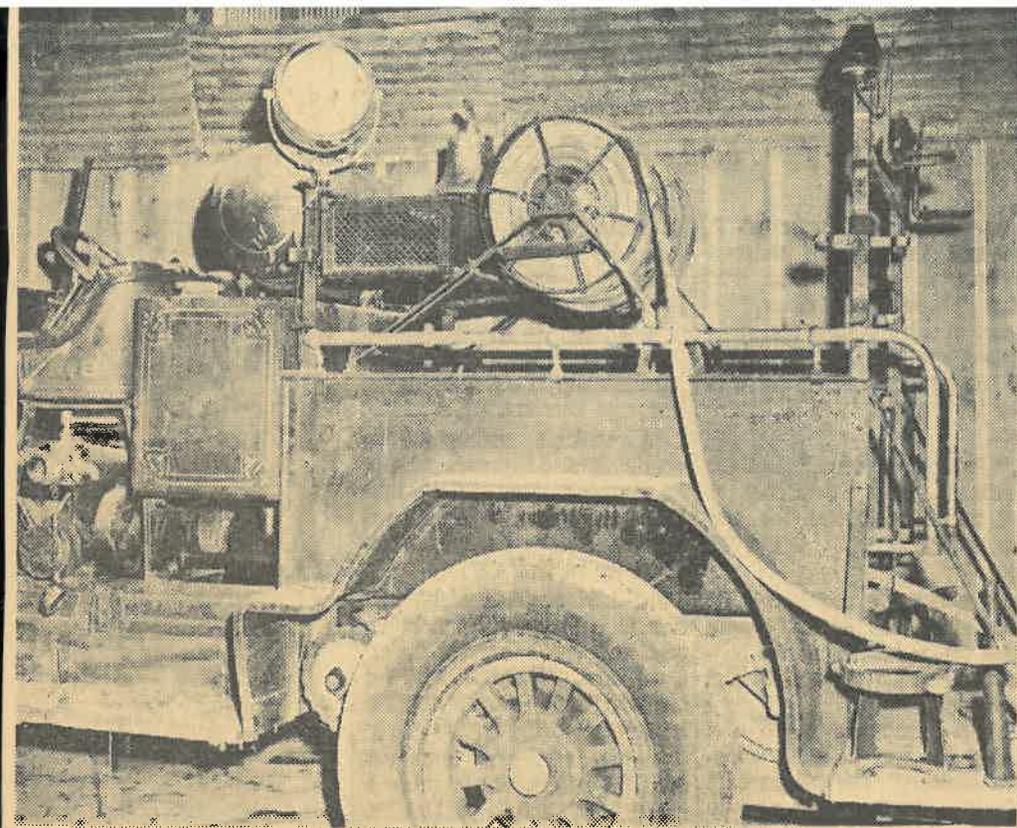
Ironically, Buchanan county is receiving far less revenue than many counties with a smaller population. The funds are distributed on the basis of a formula taking into consideration rural assessment valuations and rural road mileage. Population is not a factor in the formula.

### Other County Figures

Compared with Buchanan county's \$99,062.92 (population: 90,581), these are the amounts credited to some other counties, with population listed in parentheses:

- Nodaway (22,215), \$180,036.27;
- Harrison (11,603), \$116,750.80;
- Johnson (28,981), \$134,397.73;
- Jefferson (66,377), \$221,354.51;
- Franklin (44,566), \$136,493.86;
- and Dunklin (39,139), \$123,658.04.

Green county (Springfield) has a population of 126,276, and has been credited with \$198,681.93.



## Mayor Orders Revamping of Old Fire Truck for Display

Mayor Arthur J. Meers has instructed Fire Chief Lawrence Jesse to proceed with the restoration of a 1922 American LaFrance fire truck.

"I told the chief to begin the revamping work as soon as possible," the mayor stated.

The truck, the last of a number purchased when the fire department was motorized 42 years ago, is now in storage at Rosecrans Field.

The restoration and eventual

*NP 10-20-64*  
display was agreed upon as councilmen, some six months ago, rejected a proposal to sell the truck. Instead, it was decided, the truck should be cleaned and placed on display. It will probably be located in Patee Park near the locomotive given the city by the Burlington railroad.

"We have been too busy with regular maintenance of equipment now in use," Chief Jesse said Saturday.

"We have only one mechanic or the department now and as our trucks get older they require more work. I think we will be able to work the renovation of the old truck into our schedule soon. We plan to paint the truck and take some of the dents out of the fenders."

Plans also call for welding some parts of the truck shut so as to prevent danger to children who might climb on the apparatus.

# Contracts keep promises

STP  
CHAS. LIGGETT  
N-P 6-5-98

If you want to be certain a business promise will be kept, get it in writing.

That's one thing Charles Dwight Liggett learned when he and his partners, the late Jack Hill and the late Robert DeHart, sold their STP business here to Studebaker-Packard in 1961. Officials of the company assured Liggett the plant would remain in St. Joseph, yet about two years later, the St. Joseph plant was moved to South Bend, Ind.

The story of the birth and sale of STP — that stands for "Specially Treated Petroleum" — is related in "NOVI, the Legendary Indianapolis Race Car" by George Peters and Henri Greuter, published by Bar Jean Enterprises, Hazelwood, Mo.

While the book, the second volume of a series about the NOVI race cars, glorifies the history of the car that was adored by Indianapolis 500 race fans for more than a decade, the most interesting "local" part of the book is a long chapter that tells of STP, which the NOVI helped make famous.

Basically, this is the story of the vision and ingenuity of Liggett, a St. Joseph native and president of Chemical Compound Co. He bought the exclusive rights to the German-invented lubricant for \$1,500 at an industrial fair at Hanover, Germany, in 1954, from I. G. Farben, the industrial giant. Nine years later, Chemical Compound Co. sold STP to Studebaker-Packard for a reported \$10 million, plus retaining 30 percent of STP ownership.

After purchasing the STP formula

TIMELY OBSERVATIONS  
EMERITUS



Fred Slater

“  
... get it in  
writing ...

rights, Liggett returned to St. Joseph, where he had been manufacturing and selling embalming fluid and other chemicals, as well as operating the American Wallpaper Co. He began canning STP in the garage at the rear home at the southeast corner of Ninth and Messanie streets. The familiar oval label, with the letters STP inside, incidentally, was the result of doodling by the late Louis J. Rudolph, a pharmacist friend of Liggett.

STP had many virtues, such as reducing friction, lowering the temperature of moving parts of an engine, and blending with other petroleum products. One woman even wrote Liggett that it cured her baby's diaper rash, but the St. Joseph entrepreneur did not follow up on that potential market.

With Liggett traveling to races and county fairs, the Indianapolis Speedway and automobile shows, pushing STP sales, the receipts of the company grew from \$2,000 in 1954 to \$90,000 in 1956 and to more than \$10 million in 1961. During the expansion, the operation was moved to a new plant on South Sixth Street.

When Studebaker announced in 1963 it was moving the STP plant from St. Joseph to South Bend, Liggett resigned from his post as president of the STP division.

Actually, the story of STP — which is still a standard product in automotive stores and garages — is the story of Liggett, who was an entrepreneur before most people knew what the word meant. He built and owned the Indian Grill Restaurant on Mitchell Avenue, invented and sold a chemical to remove sludge from septic tanks, sold slot and game machines to clubs on military reservations, was a licensed Indian trader and a recognized expert on Oriental rugs, and had business interests in Las Vegas.

Liggett, who visited in St. Joseph last year, is currently at his residence in Zurich. He holds both Swiss and U.S. citizenship, having his official American residence in Nevada. For a number of years, he lived in Denver, Colo.

The former St. Joseph man, now in his mid-80s, is still a human dynamo, flying from Zurich to London in the morning for a medical appointment and being back in Switzerland that evening.

Liggett, who graduated from the former Robidoux Polytechnic High School, once told an interviewer, "Sleep is a waste of time." That is typical of his energy.

Now a world traveler, Liggett still remembers the Studebaker double-cross and warns, "Get business promises in writing."

Fred Slater's column runs on Fridays.