and not penalize frequent or long distance users.
Second, a tax which discourages reliance on big cars would generate a double energy saving: less use of gas and less use of energy and other resources which are used in building bigger cars.
Third, an annual car tax, collected at one point, would be easier to administer, much less costly to collect, and less subject to pocketing than the tax on each gallon.
Fourth, the lump sum payment would have more of a deterrent effect, would be psychologically more effective, than the small tax integrated into the price of each gallon to which people could gradually become accustomed. (Needless to say, the total revenue of both taxes can be pegged at the same level.)
Finally, it might be said that bigger cars are safer. This is true, though only when other cars on the road are also big. If we are seriously to move to a world not subject to Arab blackmail, less wasteful in its use of resources and less polluting, a dominance of small cars on the road should be our target in all places where cheap, efficient public transportation is not available.

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