

## 300 EXHIBITS AT AUTO SHOW

### Artists Prepare Annual Coliseum Show

With the opening of Chicago's twenty-fourth annual National Automobile Show less than a month distant an army of artists under the direction of the veteran Charles Tietzel has redoubled its efforts in the creation of the decorative scheme which will enhance the gigantic display of stylish motor cars and accessories at the Coliseum and First Regiment Armory, January 26 to February 2.

Mr. Tietzel and his corps of co-workers are preparing something for the coming show that will be entirely different from any decoration ever placed in the huge structures. Samuel A. Miles, general manager of the show, visited the Tietzel studios at Evergreen Park last week and promptly placed his stamp of approval of the artistic creations.

Exhibition space has been allotted to seventy-one different companies building automobiles and taxicabs, there being seven cab types for display. In addition more than 200 accessory makers will feature their products during the week.

The average pedestrian watching the continuous stream of motor vehicles—passenger cars, taxis, busses and trucks, which travel through the crowded thoroughfares, seemingly moving at the touch of a great common lever, would experience difficulty in comprehending the fact that the automobile industry has not yet ascribed the business cycle of a generation. In fact many of the men who made the first cars are still in the prime of life and the coming Chicago show will have some of the same exhibitors as the first little display staged twenty-four years ago.

The development of the automobile from the erratic little freaks (they were often referred to as the toys of the wealthy) to a smooth-running, easily controlled necessity, can be followed easily in the motor car shows which have taken place yearly since the opening of the century.

The automobile was not a new idea in the nineties, for a philosopher of the thirteenth century while watching a chariot race had predicted the day when self-propelled vehicles would travel as fast as horses, but the actual spectacle of snubby, snorty horseless carriages brought fear to the hearts of timid pedestrians.

The annual shows have brought greater success each year. The motor car of today and of 1900 are brothers and the exhibitions of that year and this are so closely related that without one the other would not be representative of an industry on which nearly 3,000,000 persons depend for a living.

### North Shore Motor Club Annual Gala Night Jan. 17

Arrangements for the annual gala night of the North Shore Motor club, in which many Evanston members will participate, are now being made by officials of the organization, an announcement today stated. The yearly affair of the club will be held on January 17, at the clubhouse, 5600 Sheridan rd., Chicago.

## HERE'S A FINE MAP FOR THE MOTORIST

The Evanston branch of the Illinois Automobile club at 1722 Sherman ave., Evanston, has on hand a number of the Illinois Auto Trails maps, which are being distributed free to callers at the club.

The map, which was recently issued by Louis L. Emmerson, secretary of State of Illinois, is printed on fine white paper, about twenty-two by thirty inches, is in a heavy blue paper binding, and is folded in convenient size to carry in the side pocket of the car.

Every principal automobile road and trail, and its composition, whether of concrete, brick, macadam, gravel, crushed stone or oiled dirt, is mentioned and marked. It also characterizes each road as well traveled, or unimportant, and gives the trail and highway number.

Forty-one automobile trails pass through Illinois, the symbol for each being given on the margin of the map.

A synopsis of the automobile laws as amended is given, as well as a schedule of the registration fees in effect on January 1. Important changes in the motor vehicle laws are given special mention.

An appeal to Illinois motorists, signed by Secretary Emmerson, for better co-operation in the observance of laws with a view to reducing accidents, also appears in the margin of the map.

If you haven't obtained a copy of the map, P. F. Lowder, manager of the Evanston branch of the Illinois Automobile club, will be glad to present one to you, if you will call, write or telephone for it.

## WANT TAX CUT ON AUTOMOBILES

### Motor Club Sounds Appeal To Congress

United States senators and representatives have been urged by the Chicago Motor club to take up the matter of securing the elimination of the Federal Excise War Tax on automobiles, tires, parts and accessories. The following letter has been sent to the Illinois congressmen:

"The Committee on Ways and Means of the House of Representatives, and the Senate Finance Committee are about to take up the matter of tax revision and at this time we very respectfully urge you to use your best efforts in securing the elimination of the Federal Excise War Tax on automobiles, tires, parts and accessories."

The Excise Tax on motor vehicles is paid by the user of the highway just as certainly as the railroad user tax was paid by the railroad user, and as the war tax on telegrams and telephones is now paid by their users.

If automobiles were luxuries one might expect them to be one of the most heavily taxed commodities. They are, however, an indispensable factor in modern business.

The tax on parts is really a tax on misfortune. When a motorist breaks an axle or a spring, which in itself is misfortune enough, the

Federal Government steps in and collects 5% on the repair part.

We must admit that the automobile is more of a necessity than pianos, chewing gum or soft drinks, still the tax on these items has been lifted while the automobile tax still remains.

Whatever merit might have been in the argument that this tax was necessary as a revenue producing measure for war purposes has been eliminated by the recent statement of Secretary of Treasury Mellon in which he predicts that there will be a surplus this year of between \$200,000,000 and \$300,000,000."

## Reverse "Deadly Weapon" Case Involving Motorist

In the first case involving a conviction on the charge assault with a deadly weapon with an automobile, ever presented to the Supreme Court of Illinois, the finding of guilty was reversed.

Attorney Joseph H. Braun of the legal department of the Chicago Motor club, was the attorney for the defendant. Chief Justice Farmer in delivering the opinion of the court said:

"An injury caused by negligence not amounting to a reckless, wilful

and want on disregard of consequence to others cannot be made the basis of a criminal action."

It was contended by Mr. Braun that the offense of an assault with a deadly weapon must show an abandoned and malignant heart on the part of the defendant indicating an utter disregard of the safety and lives of others, and that in personal injury cases involving the automobile such malice could seldom if ever be shown—recklessness might.

The case in question was the State of Illinois vs. A. Anderson. Two lower courts had held the defendant guilty.

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