

## MOTORS OF 1919 ON VIEW AT FIRST POST-WAR SHOW

### ILLINOIS SETS PACE FOR U. S. IN ROAD WORK

Many Other States to Follow Bond Issue Plan.

LIAM G. EDENS, Illinois Highway Improvement Association, once started, will take up the cry to pull the other states out of the road, and to get on the "dry" road, the good roads movement over the country.

Illinois is generally realized that Illinois is to be a banner state by soon making in the next five years or so, and other states are now sending delegations and letters to this commonwealth to get the very latest thing in good roads organization.

Illinois, in its \$60,000,000 bond issue project, solved a question that has puzzled good roads enthusiasts from the beginning of their propaganda for better highways. This was the question of a sound, economical, and fair method of financing a state system of main highways to which all other roads could be tributary.

The taxation problem always is with it, and if an attempt were made right now to levy a general tax for good roads it would be met with very serious and powerful opposition.

Motorists to the Rescue. But Illinois got around this question through the expediency of the application of the automobile license fees the principal and interest of a bond issue. Motorists generally cooperated in advocating this method of taxing themselves, realizing that the saving in depreciation and remaining expenses would more than meet the burden.

Thus the "Illinois plan" was evolved and today we have dozens of sister states looking into it and preparing to adopt it, or so much of it as their legislation or other local conditions permit.

Michigan is the latest to propose a \$10,000,000 bond issue through constitutional amendment. In Indiana a \$10,000,000 issue is proposed. Iowa is talking \$50,000,000 and Missouri \$60,000,000. Minnesota \$100,000,000 in Minnesota.

Georgia has an agitation for \$40,000,000 and Minnesota for \$100,000,000. South Dakota has up the question of allowing the Illinois plan for an issue of \$20,000,000 and the state of Washington proposes to build 2,000 miles of road by financing a \$30,000,000 bond issue from motor license fees.

Pennsylvania voted a \$50,000,000 issue last November.

Illinois is a general disposition to wait price readjustment before any construction plans are put under way for 1919. I believe that broad minded business men will go half way in meeting public officials on this score and that in a short time we will be assured of a capacity building program for an early spring until winter.

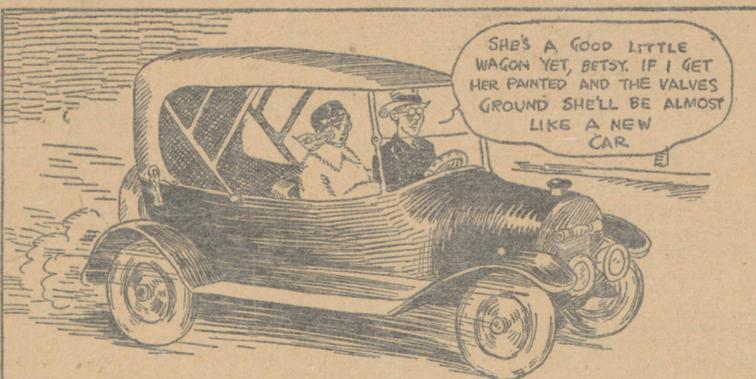
Many states have saved up their 1918 appropriations and have these available, together with their 1919 funds, enough for a double capacity.

Autos Mean Good Roads. There is a good road tradition that is more than twenty years ago a governor of Illinois called a public meeting in a certain agricultural county because he advocated "good roads." The farmers were said of high taxes that they feared would follow the adoption of any general state plan for road improvement. The fact today we are blessed with the good roads law in the United States. And why? Because the automobile has been the great emancipator from mud. It has been the teacher, the agitator, the guide, philosopher, friend of the good roads advocate, and the automobile has gone, good sense and sentiment has followed.

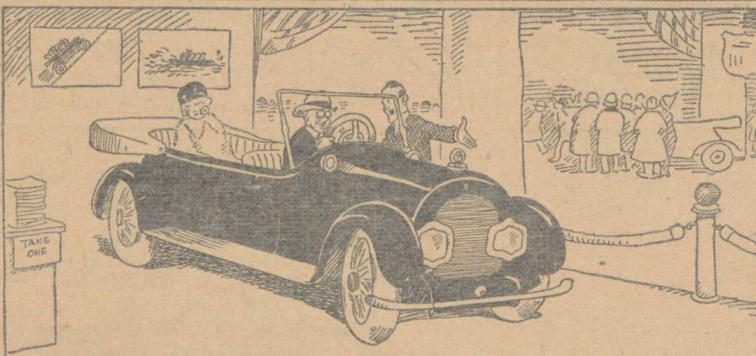
Times Have Changed. Ten years ago Illinois was a hostile state. Today what a change! To appreciate the situation just recall the fact that the \$60,000,000 bond issue on Jan. 15, 1918, was approved by voters by a majority of 567,419. It was the first time in the history of the state that it was defeated, through the action of the constitutional provision requiring a majority of the votes of the members of the general assembly.

6,000,000 pieces of literature were distributed in the campaign. A copy of this literature was for reference purpose and sets from other states. These have been so numerous that the supply now is exhausted. It is necessary to commission necessary to commission the form of a blue book in the history of the Illinois highway which is expected that this published shortly.

### SPEAKING OF PET PEEVES



When you get into the little old last year's car and drive it down to the Show—



—and give the new '19s the up-and-down, the in-and-out, work the clutch pedals and all that—



—isn't this about the way the little old bus looks and sounds to you on the way home?

### SHORTAGE OF OIL FORCED GERMANY TO SUDDEN PEACE

Oil experts of the United States have come to the conclusion that one of the chief reasons for Germany's complete and sudden acceptance of peace terms was her stringent insufficiency of petroleum products. This was evidenced by the sporadic efforts of her submarines, which could not operate uniformly and in accordance with the admiralty program. In addition, the lack of activity of German airplanes and the fact that the country did not operate tanks, except on a limited scale, seemed to prove conclusively that oil was unobtainable.

### Greece Finds Gasoline Substitute During War

When the allied fleets blockaded Greek ports at the end of 1915, shutting her off from the outside world, many industries sprang up within the country. Foremost among these was the manufacture of a gasoline substitute known as "motorine," sold throughout Greece by several companies and under various names. Roughly, the product is composed of 80 to 90 per cent of pure high purity turpentine, distilled to a high degree of volatility and mixed with 10 to 20 per cent ether. Properly blended and used in an automobile or any internal combustion engine this gives satisfactory results. Owing to the fact that automobile owners in Greece are drawn from the wealthy classes, no attempt has been made to lower the high cost of producing this fuel.

### BOOZE AND AUTOS

Passing of John Barleycorn Will Be Boon to Motorist and to Motor Industry. SAYS one motor car builder who is also a bit of a philosopher: Old John Barleycorn is getting ready to take the count. By next July he'll be groggy and by Jan. 1, 1920, the average citizen will not be able to fill a thimble. What will this mean for the automobile industry? A great deal, viz.: 1. There will be few motor car accidents, because rum has been at the bottom of most disasters. 2. There will be fewer arrests for speeding, because it is rum that makes the auto go. 3. The post of the roadhouses and their bars will be removed, thereby enhancing touring for those who don't care for barroom loitering and the pursuits thereof. 4. Billions of dollars spent for booze will be available for other purchases. The motor car industry will benefit by this. 5. There will be more alcohol to put into anti-freeze mixtures—not for the human system, but the automobile's system.

### Auto Chamber Commerce Drops Its Usual Banquet

There will be no banquet of the National Automobile Chamber of Commerce during the show season, it is now said. With the original decision of the chamber to pass up the show during the early part of 1919, the usual dinner project was likewise abandoned. After a period in which the brilliant promise of the show revived interest in the banquet, however, it is now to be dropped.

### Auto Club of America to Discuss Truck Laws

A conference on the regulations covering speed, weight, and dimensions of motor trucks will be held under the auspices of the National Highway Traffic Association at the Automobile Club of America, New York, on Jan. 31. Highway officials, engineers, manufacturers, and truck owners are asked to present their views at this conference.

### FRANCE TO HOLD EUROPE'S FIRST POST-WAR SHOW

The first post-war motor car show in Europe will be a portion of the Lyons sample fair to be opened on March 1. A special building has been erected in the fairgrounds for motor cars only and the participation of car manufacturers is being encouraged by the French manufacturers' associations. The list of exhibitors, which has already been gathered shows this section will be of considerable importance.

### Chicago Automobile Club to Bar German Products

As far as members of the Chicago Automobile Club are concerned there will be no such thing as a German product on the market for the next seven years. The decision of completely ignoring such articles was reached at a luncheon recently following the appeal of Capt. Edward Tupping, national organizer of the British Seaman's union, who declared that 11,000,000 British seamen had taken a similar pledge.

### India Lifts Restrictions on Automobile Imports

Automobiles, traction engines, and chassis, together with parts and accessories, may be imported into Straits Settlements and the Federated Malay States, India. The proclamation of May 15, 1917, prohibiting such commerce has been revoked, according to the American consul general at Singapore.

### REAL PINCH OF CAR SHORTAGE DUE THIS YEAR

Recovery from War Work to Come Slowly.

BY HENRY PAULMAN. (Treasurer of the Chicago Automobile Trade Association.) "If it had not been for the great fleets of motor trucks the war could not have been won," said Earl Curzon of the British war cabinet at a dinner in London. In toasting the American, French, and Italian delegates, Earl Curzon said the allied cause had been floated to victory on a wave of oil and that during the last year and a half the council had dealt with 12,000,000 tons of oil. Senator Berenger of France said the Germans expected to win through control of coal, but the allies won with oil. It was a victory, he said, of automobiles over the railroads.

Many in U. S. Service. Automobile and truck companies that were engaged from June 10 to the armistice when the war orders were signed, include Pierce-Arrow, Packard, Locomobile, General Motors Truck, Mitchell, Buick, Ford, International Motor, Inter-State, Nordyke, Marmion, Overland, Paige, Root & Vandervoort (Moline), Simplex, Studebaker, Velle, White, and a number of others.

More than eighty companies holding membership in the National Automobile Chamber of Commerce were at work on government orders, the total value of which amounted to more than \$1,000,000,000—equivalent to 80 per cent of the whole value of the output of motor vehicles by the industry in 1917.

Few Cars in Spring. First of all, I feel there will be a shortage of motor cars during the period of April, May, and June. The reason for this will require from six to eight months for the factories to swing back into normal production. Throughout the Mississippi valley the automobile industry should be more active than in the east because we have had few war contracts. Therefore the readjustment should not be as drastic as in the east.

As Chicago is really the handle to the bread basket of America and the center of the world's greatest agricultural area, and as the farm has been hit by the war more than any other high prices, the Chicago market for the year 1919 should be prosperous. From statistics furnished Chicago is the largest motor car market in the world.

New Roads for Illinois. With the passing of the \$60,000,000 bond issue for improved roads, it is the duty of the highway department of the state of Illinois to build during the year 1919 approximately 800 miles. In order to accomplish this task during the building period from April to December, it will be necessary to award at least fifty contracts, as it is a highly matter for one contractor to build more than ten miles of road during the year. This will give a fair idea of what a huge task we have before us.

At present there are only twenty recognized highways in Illinois and they are not more throughout the state. This, therefore, offers an unusually attractive field for engineers who like outdoor work and have a good knowledge of road building.

The Illinois farm of the future will be of this type of tractor, the passenger car, the necessary truck, and the farm tractor. These three essentials represent three different engineering problems; the first two have been successfully solved and the third will shortly be perfected. The development of this trio of automotive devices, in conjunction with good roads, will tend to increase the size of the individual farms and to make them more profitable.

One Benefit of War. The necessities of war have in the last eighteen months directed attention to many fresh fields of activity which present immense peace time possibilities; and in one of these—promoting the movement of merchandise over the highways by means of motor propelled vehicles—we have simply anticipated, as a wartime emergency measure, a development in transportation which with the advent of good roads is likely to produce the most far reaching effect on the economic welfare of our country of any single development since the construction of the transcontinental railroads.

The necessity for this sort of transportation in the emergency through which we have so successfully passed has emphasized as never before the importance of suitable highways. Good roads are the foundation upon which our future national machinery of distribution is likely to rest; and the perfection of that machinery by means of motor express transportation service will be restricted by and will naturally follow the course of good roads construction.

Following closely upon the completion of the hard surfaced highways we are likely to see the development of comprehensive motor express services radiating from the larger distribution centers, and the availability of such service may not improbably develop new centers of distribution in adjacent smaller communities.

### "Rick," U. S. Ace of Aces, Motordom's Greatest Hero

BY JOHN ALCOCK. America's ace of aces, Capt. Edward Victor Rickenbacker, is the automobile man's great hero of the war. Rickenbacker is America's air champion. In the final summing up of the aviation records he was officially credited with bringing down twenty-six German planes. One story from "over there" relates that he fired the last shot of the war. The story states he was flying over the German lines at 10:50 on the morning of Nov. 11, and that he kept his hand on the trigger of his machine gun for just sixty seconds, driving Germans helter-skelter until the minute was up and the war ended.

New York will put on a public banquet in Capt. Rickenbacker's honor on Feb. 3. That will be the second night of the New York show, and it is expected all the big men of the industry will be at the banquet to pay tribute to our aviation king. Congressman Clifford Ireland of Illinois, member of the A. A. A. contest board, and a personal friend of the "ace of aces," will act as toastmaster. Capt. "Rick" was leader of the Ninety-fourth aero pursuit squadron. In a recent letter he said that on the day the armistice went into effect his squadron was transferred from the First army to the Third army, and was the only pursuit squadron in the American flying service to accompany the army of occupation. This unit was credited with bringing down sixty-nine German planes.

Capt. Rickenbacker plans to be back in the automobile racing game this season. His presence will do much to bring about the racing boom that automobile men predict for 1919. He is one of the picturesque figures of the war, and his mere entry undoubtedly will draw thousands to the tracks.

"Rick's" exploits won him his decoration after decoration. War censorship allowed only the news of his rapid victories to reach this country, but since the armistice wonderful tales of his daring have come across the ocean. It is known he has received the Distinguished Service cross with four oak leaves, equivalent to five citations; the French Croix de Guerre, and the decoration of the Legion of Honor. He may have been honored even further, but these decorations were officially reported.

Capt. Rickenbacker enlisted early in 1917. His first work after reaching France was a job as chauffeur to Gen. Pershing. That proved too slow for the dare devil of the speedways and he secured a transfer to aviation. After completing his course of instruction in April, 1918, he won his title of "ace" in one month by bringing down five German planes. Then victories came so fast that "Rickenbacker" was headlined in the papers every day.

Capt. Eddie had plenty of close calls. Probably his narrowest escape came in the closing days of hostilities, when his machine was rammed by a German during an aerial battle. One of Rickenbacker's wings was put out of commission, but he managed to regain his own lines. There were three German flyers in the group he had attacked, but when the man who rammed Rickenbacker's wing hurtling to his death his two companions sought safety in flight.

Letters from members of his squadron indicate "Rick" was criticized even by his pals for taking unnecessary chances. He was the daredevil of a company of daredevils. It is said he jammed his machine gun at high altitudes, just to learn to repair it while flying at 125 miles an hour. One of his companion aviators recently wrote: "We were inclined to think that Eddie was overdoing it at the time, but we now realize that fewer American aviators would have lost their lives in France had they been as thorough as he."

It has been reported several times that Capt. Eddie twice was declared incapacitated for further flying and ordered home. He had some ear trouble, following falls with his plane. On both occasions, the story goes, Rickenbacker got to the headquarters of Gen. Pershing, and the American commander in chief had him restored to aviation service. It is said Gen. Pershing maintained that a man as game as "Rick" had proved himself, even though a trifle deaf, was needed over the firing lines.

In 1916, his last racing year, Capt. "Rick" ranked third to Resta and Aitken in the A. A. A. championship ratings. It is expected Capt. Rickenbacker will be in Chicago for show week.

### HOW MANY AUTOMOBILES IN CHICAGO? NO ONE SEEMS TO BE PERFECTLY SURE

How many motor vehicles are owned in Chicago? According to the secretary of state's report for 1918, almost exactly one-third of the year's payments for automobile license fees in Illinois came from Cook county. This would justify the conclusion that approximately one-third of the state's motor cars are owned in the county.

The state total for the year was 589,741, which would place the Cook county figure at somewhere between 125,000 and 130,000. Assuming that the average license payment hereabouts is a trifle higher than in the rest of the state, it would be fair, perhaps, to take the lower amount as more nearly correct.

Setting aside one-fifth of this for cars owned outside the city limits would leave a 100,000 total for Chicago. City Collector Charles J. Forsberg, however, says this is entirely too high. During the year of 1918 his office issued wheel tax tags to 74,217 passenger cars and motor trucks. These represented tax collections made with the aid of the police department through a detailed check on every automobile license issued at Springfield. A small number of state licenses remained unchecked at the end of the year, but the actual total, Mr. Forsberg believes, would not be over 75,000.

In detail, the 1918 wheel tax tags were issued as follows: Small passenger cars (\$10 each).....85,843 Large passenger cars (\$20 each).....8,324 Light motor trucks (\$15 each).....9,552 Heavy motor trucks (\$30 each).....6,492 Total.....110,211

### POST-WAR CAR, HOWEVER, HAS NOT YET COME

Peace Designs Still Seen in New Models.

### AUTOMOBILE SHOW FACTS AND FIGURES

PLACE—Coliseum, Coliseum annex, and First Regiment armory. OPEN—10 a. m. to 10:30 p. m. daily until Saturday night. Not open today. AUSPICES—Chicago Automobile Trade Association. TOTAL EXHIBITS—252. MAKES OF GASOLINE CARS—67. MAKES OF ELECTRIC CARS—3. ACCESSORY EXHIBITS—162. CARS ON DISPLAY—About 300. PUBLIC ENTRANCES—Coliseum, Wabash avenue; Armory, Michigan avenue. ADMISSION—50 cents, plus tax rate.

BY SHEPPARD BUTLER. They thought there wasn't going to be any Chicago automobile show in 1919. It turns out to be, in many ways, the most important event of its kind ever held.

When the National Automobile Chamber of Commerce voted not to hold its usual exhibits in Chicago and New York this year the action was taken under the impression that this was the government's desire. It was soon learned that, with the armistice signed, there was no disposition at Washington to frown further on industrial displays, but the Chicago dealers got this information as quickly as did the manufacturers and at once set about plans for staging the usual show on their own account.

This being the case, the builders' organization "sat in" on the plans, gave the affairs its full cooperation, and made it in every sense the national event it has always been since the first show was held in 1909.

Designers at Work. It is the first post-war show, but it is not in any general sense, a display of post-war cars. During the war the manufacturers were busy helping Uncle Sam put the Hun where he belongs. Neither opportunity nor patriotism permitted the designing of new models. Now that the war is over the designers are hard at work, but their creations will not appear for many months. The cars of 1920 probably will be the real American post-war cars.

As to what they will be like one can only conjecture. Many automobile engineers contend that the war has taught them little in the matter of improving the gasoline engine as it is used in motor cars. Aviation plants, they say, have been highly developed, but aviation conditions—high altitudes, extreme cold, etc.—are radically different from those under which an automobile engine operates.

Other authorities maintain that much has been learned as the cars have gone through the rigors of the war. They say the automobiles of the future will show striking changes. We shall see.

One New Car. Meanwhile we are introduced to the motor cars of 1919, which are those of 1918 for the most part, with little refinements introduced here and there in some cases. There are a few new models, but they are designs that would have appeared much sooner had it not been for the war.

The exception that proves the rule is the one entirely new car of the year—the Essex, which makes it bow for the first time at the Coliseum show. This is a light four cylinder model on which the Hudson factory has been at work for more than a year.

It has an engine that is remarkably powerful for its size and has developed great speed in road tests. The body has been designed with a special view to comfort, and great emphasis is laid by the makers on the spring suspension which, they claim, is such as to give remarkably easy riding.

Familiar Faces Missed. The car is not by any means simply a modified Hudson, but is intended to appeal to the buyer who wants some degree of the speed and "sporty" character for which such makes as the Maxwell and Stutz are known, at a decidedly lower price.

Some other manufacturers have been so completely occupied with war work that they have no definite announcements of plans to make for the present. While it is one whose arrangements for the year have been too much delayed to permit participation in a show, Brewster is another.

Simplex is testing new designs. Jackson and Interstate do not expect to have models until late in the year. Two California concerns, Fagot and Homer-Laughlin, have turned to trad-



Capt. Eddie Rickenbacker