

WATER MOTORCYCLES Conducted by SHEPPARD BUTLER MOTORCYCLES

Wooded Waters Lure Autoist to Fox Lake Chain

By John De Long and Larry St. John.

SOME fifty miles to the northwest of Chicago lies the Fox lake chain of nine lakes. While many Chicagoans "week-end" and "go-sage" in this region, these lakes seem to be too accessible and too near home to be really appreciated. If they were 300 miles away Chicagoans probably would rave about them, for they are truly beautiful. Charming bits of wooded shores, mysterious, wild looking little islands and broad stretches of clear blue water make one forget that a few miles away may be heard the rattle of the elevated and the shrill whistle of the crossing cop. Even the wilderness of rushes, cane, cat tail, and lotus that characterizes the Fox lake chain in mid-summer is beautiful.

Fox Lake is Chicago's nearest lake resort, and as such should be popular with motorists who wish to take an easy one day's round trip tour, with plenty of time left to try their luck at fishing. The roads, while not any too smooth in spots, still average up well and compare favorably with other Illinois thoroughfares. The route outlined in this article is the most direct one to Fox Lake and Antioch, from which towns the various resorts are best reached.

The route gives the motorist an opportunity to travel the new concrete road along Milwaukee avenue from Jefferson Park to a point just south of the Desplaines river. On account of construction work now under way between the river and Wheeling a detour is necessary. This detour starts at the road one-half mile south of the House that Jack Built, runs along the Dundee road and into Wheeling, where Milwaukee avenue again is picked up. Between Wheeling and Half Day the road consists of gravel, but from Half Day on a few stretches of dirt and clay—not at all bad, however—are encountered.

Owing to the many resorts located along the shores of the Fox lake chain, it is impossible to give detailed instructions for reaching them, but the tourist easily may inquire his way after reaching the borders of the fishing territory. In case the motorist decides to stretch his tour into a week-end affair, he will find many delightful tours leading from Fox Lake and Antioch. By driving back to Ingleside he may pick up a good gravel road that leads through Johnsburg, Solon Mills, Richmond, and Genoa Junction to Lake Geneva, thirty and one-half miles from Fox Lake. Fox Lake, Eagle Lake, Mukwonago, and other inland waters of southern Wisconsin may be reached by continuing north from Antioch.

The fishing is good in the Fox lake chain in spite of what anglers who fish there say. It is surprising how many fishermen in this vicinity—experts, some of them—will tell you that the lakes of this region are "fished out."

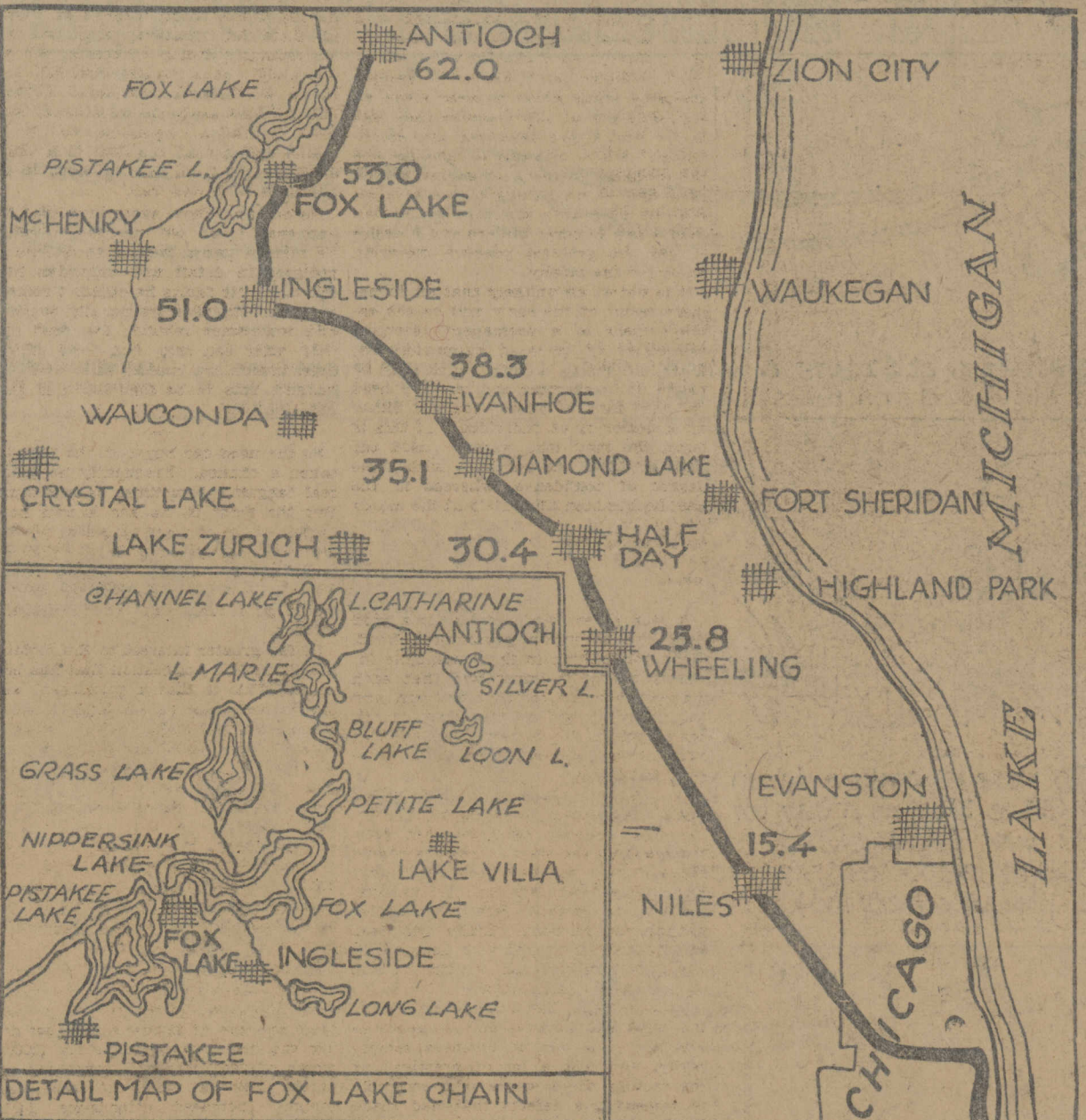
Not so. While these are probably the most fished waters in the United States and the amount of natural food for the fish is enormous, there are lots of fish, both large and small, taken from these lakes. A brother angler, for instance, took twelve bass, from one to nearly five pounds, from one of these lakes a few weeks ago. Those content with fishing with plain, old fashioned cane poles, can nearly always catch a mass of perch, sun fish, and other small varieties.

All this, mind you, is only a few corners' run from Chicago, over good roads with plenty of good accommodations. The usual going-in place is the village of Fox Lake, between Pistakee, Nippersink, and Fox lakes, while Antioch village is the nearest town to the north end of the chain.

The best casting places in Fox lake are around Indian Point and the east shore from the channel to Petite lake, west Willow Point, Stanton bay, and from the Country club to Square creek. The latter being considered by many as the best piece of water on the lake, one can continue casting along this shore into Mineola bay clear up to Point Comfort. This shore is also good trolling ground—so is the channel into Grass Lake. The fishing is usually good around Fish Apple Island. The still fisher had better watch the old timers and fish near them as they know where the fish ought to be, according to the prevailing conditions. One good spot for the bait fisher is on the abutment of the bridge between Nippersink and Pistakee lakes, by the way, is simply a matter of Fox lake. The best casting ground is the west shore of Point Comfort up to the railroad bridge.

TO THE LITTLE LAKES

This Easy One Day Motor Jaunt Northwest of Chicago Is Equally Attractive, Whether the Spirit Moves You to Fish or Merely to Ride.



From data in the 1917 Automobile Blue Book.

40.5—Cross roads beyond church and cemetery. Turn right with poles, and continue through.

46.1—YOLLO to 46.3—Right hand road. At fork [49.8] bear right. Left across railway [50.7] and take right hand road just beyond.

51.0—INGLESIDE. Left with poles. At fork [51.5] bear left. Cross railway. At fork with schoolhouse on right, bear left, leaving poles. Continue to 53.0—FOX LAKE. For Antioch, starting from station, go east across railroad. At fork, with schoolhouse beyond, bear right. Cross railroad at lechouse. At fork [54.3] bear left. Pass church and school [55.3]. Follow direct road to end [61.7]. Turn right to 62.0—ANTIOCH.

overlooked. Incidentally all the channels leading into the different lakes are good, especially for trolling.

In Lake Catherine good bass fishing will usually be found in the south end and at the entrance of the channel on the west shore.

The best casting baits for this region seem to be the spinner, weedless fly, and pork strip combination, wobblers, pork chunk, and frogs. For trolling a spoon, No. 4 to 7, with a red fly or bucktail, while the still fisher will get the best results with small minnows, usually obtainable at the different resorts, or worms.

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Pistakee is considered one of the best lakes in this region. From Eagle Point one can cast the entire shore line of the south end around Cedar Island, into Point Comfort, around Cedar Island and from here one can work west into Nippersink creek. This is a matter of territory and it takes some time to cover it as it should be. There many weed beds scattered over this and the caster should use hooks and baits fairly weedless.

As Lake Marie is noted for its big pike, mostly called pickerel, and the caster can almost anywhere in this lake the weeds are not too thick. The best channels entering this lake are the trolling waters.

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Cole Motor Car Company
Indianapolis, U. S. A.

Auto Men Tell Their Troubles in Washington

This summary of the automobile business in the United States was submitted last week as a brief of the manufacturers' argument against a special 5 per cent war tax on automobiles:

To the Members of Congress:
Motor car manufacturers without exception desire to pay their full fair proportion of the government's expenses. They want to be taxed fully and in proportion to all other industries. They do object to having double taxation imposed upon them, or any form of taxation that may put dozens of them out of business.

There are 450 motor car makers in the United States, of whom twelve makers produce 80 per cent and 438 produce 20 per cent of the whole. The twelve have been prosperous, while the bulk of the others are able to exist only in good times. The prosperity is due to increasing volume; the reverse occurs when the volume shrinks. Since war was declared the volume of sales has been seriously affected. This condition continued will change the volume and hence the profits.

To tax further and individually an industry with such a condition existing is unfair and unjust. Such a tax would have to be absorbed by the maker. Any advance on a declining market would further restrict sales and hence volume.

This condition would most seriously affect the small and the financially weak companies.

The industry has been obliged to increase its cost for labor 25 per cent and material more, as indicated in the appended list. These costs have been overcome to some degree only by the great volume.

These increases were:

	Pct.
Sheet aluminum	40
Steel castings	30
Rearings	30
Aluminum castings	50
Leather	30
Stampings	75
Sheet steel	65
Tungsten steel	400
Steel tubing	40
Iron castings	35
Paints	75

The motor car industry comprises approximately 450 manufacturers and 826 makers of parts and accessories. There are 25,294 dealers and 23,686 garages throughout the country, all depending on the products of the makers of motor cars.

Few of the 450 manufacturers are, we believe, averaging to exceed 12 per cent profit on their turnover. The 5 per cent tax would, therefore, take five-twelfths of their profits—assuming the tax cannot be passed on to the consumer—which would equal five-twelfths, or 41.6 per cent of the profits of the trade as a whole. It would be the equivalent of a tax of 41.6 per cent on entire net profits.

The 5 per cent tax cannot generally be passed on to the consumer. It is impossible to advance prices on a falling market. Few manufacturers after pay-

ing this 5 per cent tax would have any thing to pay under the excess profits tax. Their profits remaining, if any, would be less than 8 per cent of their investment.

The official reports show names of more than 600 motor car manufacturers that have failed during the last five years. We believe that not more than one-half of our motor car manufacturers are breaking even. Few are making in excess of 10 per cent on their turnover.

Material costs have gone up and are going up enormously. Prices have been driven to absolute top notch by high material and labor costs. Profits are probably not more than three-fourths what they were a year ago.

During the last year, excluding Ford, 30 per cent or four-fifths of all new cars were sold to people who already owned cars and traded them in. If the 5 per cent tax is imposed these people will largely keep their old cars instead of replacing them with new. Manufacturers will suffer seriously in their sales and the government's proposed revenues from excess profits taxation will not materialize.

We offer our services to supply further information and details regarding the statements made herein.
NATIONAL AUTOMOBILE CHAMBER OF COMMERCE, INC.
ALBERT J. BRYER, General Manager

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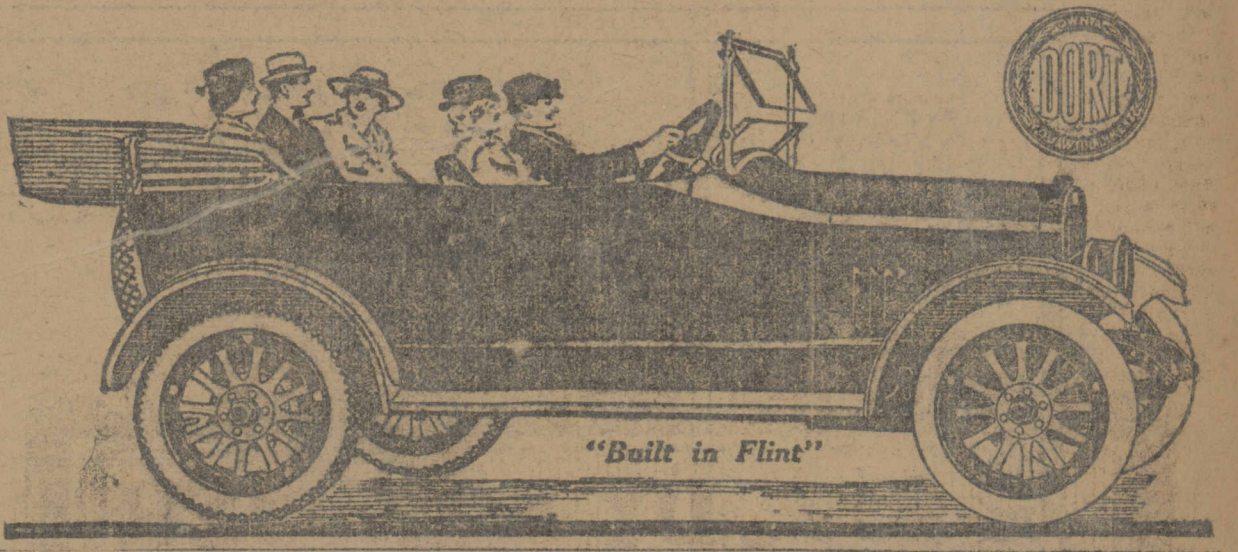
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