

AUTO SHOW TO CLOSE TO NIGHT

EXHIBIT HAS BEEN SUCCESS IN EVERY WAY

DEALERS REPORT MANY SALES ON FLOOR

Committee in Charge Congratulated for Manner in Which Affair at Grand Ave. Rink Has Been Handled

The great "independent" auto show at the Grand avenue rink closes to night, and from every standpoint it has been a success. Exhibitors have been well paid in the amount of busi-



WALTER NEWELL, mgr.

ness done, and the public has learned many valuable lessons in all that pertains to autoing. But the men who have made the big show a success are entitled to the thanks of the entire local auto world. Not a member of the committee has shirked at any point and they have earned for themselves lasting credit. All of them are old in the show game, and there has been an



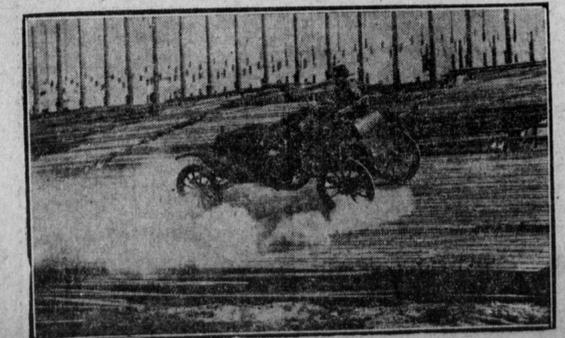
LES HENRY, Asst. Manager

entire absence of unfinished points. The Saturday crowds were up to expectations, and there was a generous representation present from San Diego and other out-of-town points. One of the results of the show which is of as much moment to the dealers as the number of floor sales has been the placing of a number of sub-agencies in adjoining cities, and it has been an opportunity for country agents of all the companies to get to-

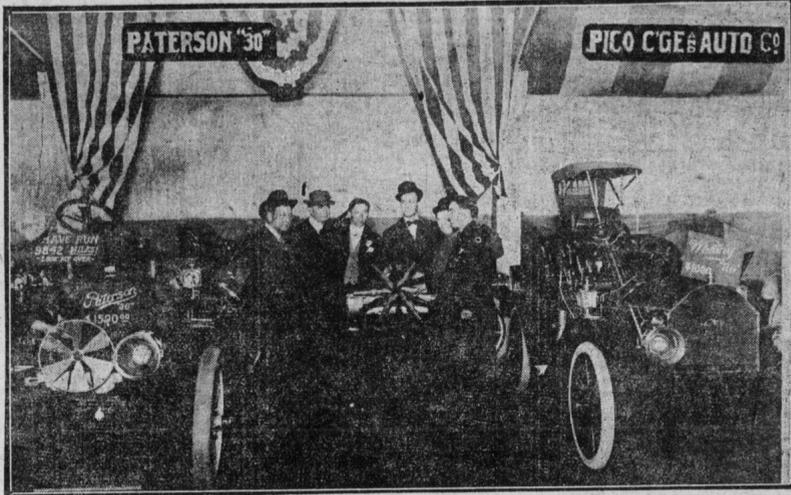


W. K. COWAN, Chairman

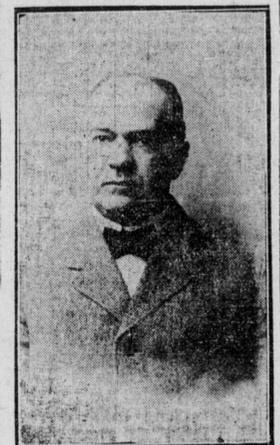
DE BLIN DRIVING FIRST CAR OVER MOTORDROME TRACK



PICO CARRIAGE AND AUTO CO.'S BOOTH AT GRAND AVE. MOTOR CAR RINK SHOW



gether with their managers and outline a vigorous campaign for the coming season. The Empire roadster has been one of the popular cars of the show, and yesterday sales were reported of one each to R. A. Purcell, Tucson, Ariz.; R. H. Hayes, Pasadena, and F. H. Solomon, manager of Halladay cars reported for Sales of Halladay cars reported for



V. S. BEARDSLEY

this week are seven-passenger cars to J. G. Oliver, Buffalo, Wyo., and Edward Locke, Los Angeles. Also a five-passenger car to J. Motheral, Hanford, Cal., and a four-passenger to J. A. Bauer, city.

Hawley-Ring company are much elated at the results of sales and prospects of the Grabowsky commercial trucks, and in support of their claims that these trucks are solidly built, yet light, point to the accident the other day where a Grabowsky truck was hit by a local street car and thrown ten



L. H. JOHNSON

feet from the track, without injury to the frame, the only injury being a slightly damaged rear axle and wheel. Louis Bill, manager of the San Francisco branch of the Rambler, has been an interested visitor to the show. While the entire exhibit will present just as good an appearance today as on other days, there will be no attempt to sell any cars.

A LONG JOB
"Where have you been for so long?" asked the head man of the menagerie. "Been watching one of the animals clear his throat, sir," replied the attendant.
"But does it take half an hour for an animal to clear its throat?"
"Yes, sir; it was the giraffe, sir!"
Yonkers Statesman.

ENCOURAGE PLANTING OF TREES: LOWER TAX

Pennsylvania Lumber Men Are Addressed by Kellogg—Declares the Problem is Vital

PHILADELPHIA, Feb. 12.—That conservation of natural resources, particularly in regard to lumber, is the most important subject of international importance today, was the opinion expressed by Acting United States Forester R. W. Kellogg of Washington, when he spoke before the Pennsylvania Lumbermen's association, Inc., in annual session, at the Hotel Walton. The present system of land taxation, according to Mr. Kellogg, is manifestly unfair to the producers of lumber, as they are taxed each year upon the value of the standing timber upon their tracts and are forced to pay ever-increasing taxes upon what has consumed years in the process of development, rather than upon the increase in value through development. "The present system of property taxation is wholly wrong in regard to timber land," said Mr. Kellogg, "because it forces upon the producer the necessity of cutting timber from his tracts that would be reserved did he not face the necessity of raising money for what is, to my mind, exorbitant taxation."

"For that reason I incline to the belief that the first thing necessary to advance the conservation of timber is the inauguration of a movement looking to the readjustment of the system of property taxation. The farmer's land is taxed at a rate each year in accordance with the value of his product, but he turns his soil over each year, fertilizes the ground and brings forth his season's crop. This is fair.

"The lumber grower, on the other hand, may reforest his land when he has made his season's harvest, increasing the value of his tract with the direct knowledge that he must wait twenty or thirty years for a profitable development, pay taxes upon the standing timber, as well as the lumber of the future, and be face to face all the time with the cold fact that the government and the people alike are looking for cheaper lumber and an unlimited supply. This is unfair.

"The lumber grower and producer must live, and it is but natural that he should desire to lend his aid to the conservation scheme, when he knows that by lending his knowledge, his work and his public spirit to its furtherance he is laying a foundation for nominal prices, smaller profits and a greater supply.

"The timber grower, so far, has given the forest conservators his moral support. He has injected scientific methods of planting and growing into his reforestation; he has placed his tracts under state control and given his moral and financial support. He should have some recognition, and as surely as these matters exert powerful influences upon the future of the lumber industry in Pennsylvania and in the United States, you members of the Pennsylvania association should see to it that he has the support of dealers and consumers. If the taxation problem attains to the position as a conservation factor that it should enjoy.

"Forestry has come to stay. Conservation is attracting the attention of the entire American people, and it should be the particular business of the lumbermen to direct the movement into safe and sane channels. The greatest obstruction to the development of the project has been cheap timber. Many of our lumbermen knew for years that they were selling timber cheaper than it could possibly be grown. In spite of this they cut and they chopped and they sold, simply because they had it, until depletion of the forests called for public expressions and some careful interference.

"We, as a people, do not care for the real value of a thing until we are out of it. We are suddenly facing a famine in that thing, that commodity.

"In the matter of forestry, fortunately, we awoke in time, and for the first time we are beginning to realize that standing timber is really worth just as much as the trees planted now will be worth at a stage of similar development, or after, in many instances, from 100 to 200 years.

"It is now time to take up the conservation of many kinds of timber in this state. Our supply of cork pine, hemlock, oak, poplar, and other trees I might mention has become alarmingly small."

TAKES AGENCY
Mr. Williams of the Williams Automobile company has just returned from a particularly successful trip east, where he made arrangements for the exclusive agency for the Moon cars and for the Schacht cars. The former will be shown in the 30 and 45-horsepower models, priced at \$1500 and \$3000, and the Schacht in the style which includes a roadster, a light delivery wagon and a family car, all in one. The company has moved from 1806 South Main street into a large garage at 1842-44 South Main street, where it has ready quarters and a fully equipped machine shop.

INSPIRING
Visitor—Ten thousand students at chapel to hear Rev. Dool! Isn't it fine! What a tribute to the power of man!
Willie Rahrah—You bet. That old plebeid ape is on the faculty, and just one word from him would disqualify every member on the 'varsity baseball squad.—Puck.

Loss in good-pay tenant, or boarder? Let a want ad help you to take it like a philosopher.

HALF OF OUR IMPORTS ADMITTED FREE OF DUTY

Tables Presented Showing Merchandise Not Affected by Tariff from 1821 to 1909

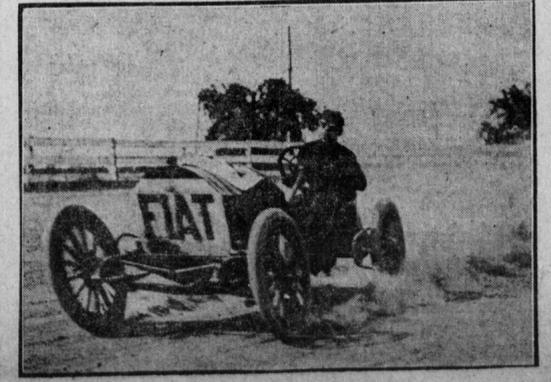
WASHINGTON, Feb. 12.—More than half of the merchandise imported under the new tariff law enters the United States free of duty. The new act went into effect August 1, 1909, but the bureau of statistics of the department of commerce and labor shows only full months in statements of imports and exports. Taking the full month of August, the share of the imports entering free of duty was 46.32 per cent, in September 49.25 per cent, in October 50.61 per cent, in November 54.11 per cent and in December 55.96 per cent; the average for the entire five months' period being 51.5 per cent. This is a larger percentage of imports free of duty than under any prior law of this character except the act of 1890, which admitted free of duty 47.3 per cent, an unusually high proportion of non-dutiable imports. Prior to that time the highest annual average importation free of duty occurred in 1841, when 47.73 per cent of the imports were free of duty, the figures for 1840 being 48.82 per cent.

The bureau of statistics in its publications presents tables showing the percentage of merchandise imported free of duty in each fiscal year from 1821 to 1909. In the year 1821 the share admitted free of duty was 3.36 per cent, in 1822 5.19 per cent; then there was a slow but steady advance until in 1831 the share entering free of duty was 6.55 per cent. Then there came a sharp advance by reason of changes in tariff laws, and in 1833 the share free of duty was 24.21 per cent. One year later, through another change in tariff, the share admitted free of duty rose to 45.67 per cent, and continued at about that ratio until 1842, when it dropped to 26.53 per cent. Following further changes in the tariff laws, the proportion of the imports entering free of duty fell to 17.31 per cent in 1844, 14.83 per cent in 1845, 13.62 per cent in 1847, 10.93 per cent in 1848, 9.74 per cent in 1850 and 3 per cent in 1851, ranging from that point slowly upward until the share admitted free of duty in 1860 was 20.34 per cent. During the civil war period the share admitted free of duty rose from 27.85 per cent in 1862 downward to 12.67 per cent in 1864 and 19.12 per cent in 1865. From 1867 to 1873 the share of the imports free of duty was 21.81 per cent, ranging slowly upward to 23.11 per cent in 1870 and 43.92 per cent in 1889. Under the operation of the law which went into effect October 1, 1890, under which sugar was admitted free of duty, the share of the imports recorded as free of duty was, in the fiscal year 1892, 55.73 per cent, in 1893 51.93 per cent and in 1894 59.11 per cent. In 1896 the proportion entering free of duty was 48.58 per cent, in 1897 48.39 per cent, in 1898 49.65 per cent, falling in 1899 to 43.72 per cent, and ranging from 42 per cent to 47.5 per cent from that time until the end of the fiscal year 1908, and increasing, as already noted, under the tariff act of August 5, 1909, to 46.32 per cent in August, 49.25 per cent in September, 50.61 per cent in October, 54.11 per cent in November and 55.96 per cent in December, 1909.

The total value of all merchandise entering free of duty, which never reached as much as \$100,000,000 prior to 1873, passed the \$200,000,000 line in 1880, the \$300,000,000 line in 1891, the \$400,000,000 line in 1892, the \$500,000,000 line in 1893, the \$600,000,000 line in 1894, the \$700,000,000 line in 1895, the \$800,000,000 line in 1896, the \$900,000,000 line in 1897, the \$1,000,000,000 line in 1898, the \$1,100,000,000 line in 1899, the \$1,200,000,000 line in 1900, the \$1,300,000,000 line in 1901, the \$1,400,000,000 line in 1902, the \$1,500,000,000 line in 1903, the \$1,600,000,000 line in 1904, the \$1,700,000,000 line in 1905, the \$1,800,000,000 line in 1906, the \$1,900,000,000 line in 1907, the \$2,000,000,000 line in 1908, and the \$2,100,000,000 line in 1909. The principal articles forming this large total of non-dutiable imports in the calendar year 1909 were: Hides and skins, 104 million dollars; india rubber, 79 millions; pig tin, 27 1/2 million; raw silk, 74 million; fibers, 29 1/2 million; cotton, 15 million; copper, 40 million; coffee, 8 1/2 million; tea, 16 1/2 million; cacao, 13 1/2 million; chemicals, 52 1/2 million; art works, 13 1/2 million and undressed furs, 12 3/4 million.

The figures above quoted, showing the percentage of the merchandise imported free of duty at various periods are published annually by the bureau of statistics and can be obtained on application to that office. It is proper to add that the figures for each fiscal year from 1821 to 1909 relate to imports for consumption, while those for the five months ending with December last relate to general imports, and while the latter are not absolutely comparable with the annual figures referred to, they indicate at least in a general way the proportion of the imports under the new tariff entering the country free of duty in comparison with earlier conditions.

Ralph De Palma at Steering Wheel of a Fiat Cyclone



RELIGIOUS WORKERS MAKE LONG TOUR OF TENDERLOIN DISTRICT

Men and Women Parade Chicago Bad Lands, Singing Hymns—Prayers Offered for the Sinners

CHICAGO, Feb. 12.—Pastors of several of the most influential churches in Chicago, some of them accompanied by their wives and members of their congregations, marched through the South Side levee recently, gathering first-hand facts regarding the dives and resorts there.

Among the ministers taking a leading part in the parade were Rev. Melbourne P. Boynton of the Lexington Avenue Baptist church and Rev. John Bacon Shaw of the Second Presbyterian church.

There were about 100 men and women in the parade. They sang Gospel hymns as they marched through the levee streets and at the corners they halted with bowed heads while the ministers prayed.

The fruits of another march on vice were manifest to the police in the levee. This march was by W. C. T. U. women and church workers to Mayor Busse's office to urge the abolition of the redlight district. As a result new and more strict regulations were enforced.

The levee invaders gathered at the Second Presbyterian church, Michigan avenue and Twentieth street. Dinner was served by women of the church and a stereoscopic lecture was delivered by Rev. Ernest A. Bell of the Midway mission on "Praying to the evil and mission work in the slums. Miss Lucy A. Hall of the Deaconess home and Rev. Mr. Boynton and Rev. Mr. Shaw also spoke of the fight on the vice district that they were about to march into.

At 9:30 o'clock the guide, Rev. Mr. Bell, led the way to Eighteenth street and Arroyo street. Places where arrests had been made and convictions obtained on charges of pandering were pointed out, and the story told of the downfall of different victims of the traffic in women as the ministers and their wives stood in front of the brightly lighted dives.

Among the houses pointed out was "Vic" Shaw's place, where the son of a railroad king was found dead several weeks ago. The bright lights and noise of an unmusical piano inside told the story that it was open again, despite the statement the Shaw woman made to the police she was through and would close her place.

A number of automobiles and cabs stood in front of the doors of some of the more pretentious of the houses.

"Sons of rich men come to these dens these cabs," said Rev. Mr. Bell. "You see, they are waiting outside to whirl them from one dive to another until they are so drunk that they can no longer hold a glass to their lips."

The marchers stopped in each block in Armour avenue and Dearborn street, sang old-fashioned gospel hymns, and prayer was offered by the ministers.

The marchers expressed surprise at the open flaunting of vice. The inmates of the resorts, for the most part, remained inside, but here and there curious women came outside and stood on the sidewalk watching the little band.

Buxbaum's place at State and Twenty-second streets was visited, and some of the women in the parade went in to see what was going on.

The marchers stopped in each block in Armour avenue and Dearborn street, sang old-fashioned gospel hymns, and prayer was offered by the ministers.

Rev. Mr. Shaw of the Second Presbyterian church said the purpose in marching through the district was to give the ministers an opportunity to learn conditions for themselves.

RANG THEM ALL UP

Col. Edwin W. Hine, the secretary of the public service corporation, takes frequent trips over the line and keeps in close touch with the rank and file of the trolley company. The colonel is a great admirer of the corporation's employees and believes them to be the B. P. O. E. Nevertheless he tells this story with gusto:

On one occasion he was on the rear platform of a fairly well filled car. The latter rattled away at a great rate, taking a fresh lease upon the conversation whenever the colonel nodded his head or got in a word.

After having posed as the target for a rapid fire verbal onslaught for several minutes, the colonel lifted his eyes to the fare register at the end of the car. The movement was involuntary, but detected by the conductor, who managed a few minutes later to learn the colonel's identity. The one-sided inquisitorial conversation was stopped by an ominous silence, and the conductor, leaving the platform, walked to the center of the car and without stopping rang up exactly seventeen fares.

"I counted them," said Colonel Hine afterward in speaking of the incident, "and there was genuine satisfaction every time the bell rang."—Newark Star.

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Warren Detroit 30s Are Here



Warren-Detroit 30 - semi-touring with 34x3 1/2-inch tires—\$1350

And Will Be on Exhibit at the Auto Show Today

We make this announcement for the benefit of the many who have consistently attended the show to see these cars.

The Warren-Detroit 30 is a new car—but a most highly standardized car in every detail—and its makers are among the best known, most reliable men of the automobile world. It has been instantly recognized as a car of overwhelming value. A splendid, classy roadster for \$1200—a great, big, powerful touring car for \$1350.

Our three great lines are now on exhibition. The California Tourist and Firestone-Columbus have already captured the show. No matter what you want in an automobile, you will find just what you are looking for in these three lines.

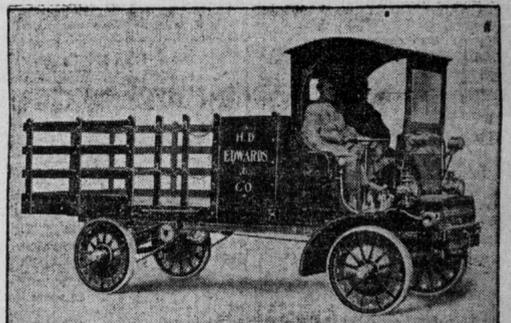
California Automobile Co.

Successors to Auto Vehicle Company

950-952 South Main Street

Our exhibit is open today for exhibition purposes only.

THE GRABOWSKY POWER WAGON



Recognized today as the highest type of commercial car yet produced. Built in sizes one to three tons capacity. Guaranteed for 20 per cent overload. Any style body. It is the car for your business. Let us make a demonstration for you.

Hawley, King & Co.

Between 2nd and Third Sts., Los Angeles St.

BUICK TWO SHOWS

We shall exhibit exclusively at the Licensed Dealers' show,

Fiesta Park, Feb'y 19-26

But don't wait for it. We are prepared to

SHOW YOU ANY OLD DAY

Buick is at its best when being tested by a prospective purchaser who knows what he wants and whether he is getting his money's worth. At the same time the man who never has owned an automobile before will find Buick a treasure. A Buick is a Buick and the same for everybody—the biggest value for the money ever put into a motor car.

Howard Automobile Co.

1142 SOUTH OLIVE STREET

THE LIMIT OF HEROISM
Mighty Napoleon, hands clasped behind his back, feet wide apart, trembled as he spoke.
"Is there no way to check the onslaught?" he asked.
"Not even the Tenth Legion could do it!" rejoined Caesar.
"The Macedonian Phalanx would crumble before it like a sand wall before a tidal wave," declared Alexander.

"Worse than useless would be the dusky cavalry of Carthage," muttered the swarthy Hannibal.
"In such a war as this there lies no virtue in a wooden horse," Achilles

remarked, more to himself than to the others.
"Let come who may, I'll hold the bridge," thundered Horatius.
"Not much!" exclaimed Leonidas.
"They're suffragettes!"
And they all sat down and wept, for they saw the day was lost.

He'd Seen Her
Mr. Church—I see one of those Salome dancers has returned from Europe with sixteen trunks filled with clothes.
Mr. Gotham—For gracious sake! What is she going to do with the clothes—Yonkers Statesman.