

## PLANS COMPLETE FOR MOTOR SHOW

Exposition Will Be Held in New York Jan. 3-10.

More Than 100 Makes of Passenger Cars and Trucks Will Be on Display.

With the New York Twentieth National Automobile Show only one week off plans are being rapidly perfected for the conduct of this great exposition which is an eagerly awaited event of each winter. The passenger car and motor truck divisions of the show will be held simultaneously this year during the week January 3-10, the passenger cars and accessories being displayed on four floors of Grand Central Palace and the trucks, including trailers, bodies, parts and accessories, in the Eighth Coast Artillery Armory, Jerome avenue and Kingsbridge road and 124th street.

More than eighty-three makes of passenger cars will be on exhibit, sixty-seven makes of motor trucks, and 284 accessories. S. A. Miles, manager of the National Automobile Shows, states that this is the largest number of exhibitors and the most complete exposition of the industry in the history of the shows. The list of passenger car exhibits includes the following makes: Holmes, Templar, Cleveland, Allen, American Beauty, Anderson, Apperson, Auburn, Biddle, Buick, Cadillac, Case, Chalmers, Chandler, Chevrolet, Cole, Columbia, Comet, Commonwealth, Crow, Elmer, Davis, Detroit-Electric, Dixie Flyer, Dodge Bros., Duesenberg, Elcar, Elgin, Flat, Franklin, Grant, Haynes, Hottel, Hudson, Hummel, Jackson, Jordan, Kig Kiesel, Kvar, Kline Kar, Lexington, Liberty, McFarlan, Packard, Marmon, Maxwell, Mercer, Metz, Milbur, Electric, Mitchell, Moline-Knight, Monitor, Moon, Nash, National, Oakland, Oldsmobile, Olympian, Overland, Owen-Magnette, Packard, Paige, Paterson, Peerless, Pierce-Arrow, Premier, Reo, Rosmer, Saxon, Sayers, Scripps-Road, Standard, Stanley, Stearns-Knight, Stephens Six, Stevens-Duryea, Studebaker, Stutz, Velle, Westcott, Willys-Knight, Winton.

**Trucks to be shown.**  
The following makes of trucks will be shown: Acuson, Acme, Ace, Armleder, Atterbury, Autocar, Bethlehem, Brockway, Clydesdale, Comauers, Corbitt, C. T., DeLancey, Denby, D'Amico, Dodge Bros., Dorris, Ferns, F. W. D., Garford, Gram-Bornstein, Graham, Huffman, Hurlburt, Indiana International, Jackson, Jumbo, Indiana International, Jackson, Jumbo, Kissel, Koehler, Maccar, Master, Maxwell, Nash, Oldsmobile, Omeida, Packard, Paige, Pierce-Arrow, Rainier, Roe, Republic, Rowe, Sandow, Safford, Schacht, Schwartz, Seiden, Standard, Sterling, Stewart, Sullivan, Trailmobile, Transport, Three Point, Triangle, Union, Velle, Vim, Walker, Walter, Ward, Ward LaFrance, Wilson, Winther, Keystone, Highway Trailer, Warner Trailer, Metropolitan Body Company, Inc., Parry Manufacturing Company. For the first time it is possible to show complete lines of motor trucks without crowding. The floor of the Eighth Coast Artillery Armory is 300 by 600 feet, unobstructed by posts, and the building is believed to be the largest of its kind in the world. The roof, which is 110 feet high, is supported by sixteen steel girders, each of them 12 by 12 feet at the base, and extending 160 feet

## Cured His Piles

Now 88 Years Old But Works at Trade of Blacksmith and Feels Younger Since Piles Are Gone

The oldest active blacksmith in Michigan is still pounding his anvil in the town of Homer—thanks to an internal method for treating piles.



Mr. Jacob Lyon, Homer, Mich.

I wish that you could hear him tell of his many experiences with ointments, salves, dilators, etc., before he tried my method. Here is a letter just received from him:  
Mr. E. R. Page, Marshall, Mich.  
Dear Sir: I want you to know what your treatment has done for me. I had suffered with piles for many years and used suppositories and all kinds of treatments, but never got relief until I tried yours. Am now completely cured. Although I am 88 years old and the oldest active blacksmith in Michigan, I feel years younger since the piles have left me. I will surely recommend it to all I know who suffer for this way. You can use my letter any way you wish and I hope it will lead others to try this wonderful remedy.  
Yours truly,  
J. L. LYON.

There are thousands of afflicted people suffering with piles who have never yet tried the one sensible way of treating them.

Don't be cut. Don't waste money on foolish salves, ointments, dilators, etc., but send today for a Free Trial of my internal method for the healing of Piles.

No matter whether your case is of long standing or recent development—whether it is occasional or permanent—you should send for this free trial treatment.

No matter where you live—no matter what your age or occupation—if you are troubled with piles, my method will relieve you promptly.

This liberal offer of free treatment is too important for you to neglect a single day. Write now. Send no money. Simply mail the coupon—but do this now—TODAY.

### FREE PILE REMEDY

E. R. Page, 412 E. Page Bldg., Marshall, Mich. Please send free trial of your Method to:

under ground to bed rock. Men in charge of the work of laying a new concrete floor in the armory in preparation for the truck show ride from point to point in the room on bicycles, covering miles in the course of an ordinary day's work. To carry out the decorative ceiling scheme adopted by the show management will require bunting weighing 8 1/2 tons. Both of the buildings chosen to house the two divisions of the automobile show have the merit of accessibility. Grand Central Palace at Forty-sixth street and Lexington avenue, where the passenger cars will be exhibited, is well known as an exhibition hall. Although the Eighth Coast Artillery Armory has never before been used for a public display it is particularly well adapted to this purpose because of its size and because it is conveniently located near subway and elevated. Either Lexington avenue or Seventh avenue subway and either Sixth or Ninth avenue elevated reaches the armory.

**Many Visitors.**  
Visitors from all parts of the United States will be present at this year's automobile show. Interest is keen to see what effects the war experience has had upon the industry. Experts who have studied the makes of passenger cars to be shown state that on the whole attention is still being given to production rather than design. For the most part the basic lines of last year's models have been adhered to with considerable refinement in details. Some wonderful examples of advanced engineering will appear chiefly in the products of concerns which were doing war work on engines.

Motor truck transportation is the subject of greatest moment in the truck field, and manufacturers and users of trucks are looking for the solution of many of their perplexities to the highway transport conference, which is to be held in connection with the motor truck show in the Eighth Coast Artillery Armory, January 3 to 10. John R. Eustis, who is in charge of the programme for the conference, has selected subjects and speakers to

## ENORMOUS NEW PLANT TO MAKE MOTOR CAR AXLES

Cleveland Becomes Axle of Automobile Industry With New Factory.

CLEVELAND, O., Dec. 27.—Cleveland literally becomes the axle of the automobile industry by the establishment here of an enormous manufacturing plant for the production of axles for both trucks and passenger cars.

The new company, organized by a group of strong and well known financial interests and incorporated under Ohio laws with approximate capital of \$5,000,000 as The Eaton Axle company will have its first factory unit completed soon and will be marketing its product by June, 1920. All the stock has been sold.

V. V. Torbensen, inventor of the Torbensen axle and one of the founders of the Torbensen Axle company, is chief engineer of the Eaton Axle

cover every angle of the motor transportation idea. Illustrations, both stereopticon and motion pictures, will be used freely during the conference sessions. Motion picture shows will follow each meeting. For these movies a large number of films dealing with motor transportation in all of its varied phases are being collected. Several are being secured from abroad. Dr. Francis Holley, director of the Bureau of Commercial Economics in Washington, is cooperating in collecting interesting films having to do with highway transportation by motor vehicles.—New York Sun.

company and J. C. Eaton, formerly president of the Torbensen Axle company, is president and general manager of the new concern.

Following inventions of Mr. Torbensen of a decade ago, the two founded the Torbensen Axle company which started production in a small shop in New Jersey.

Subsequently, the industry was moved to Cleveland where it grew rapidly and is today conducted on a gigantic scale. With the Eaton Axle company here, Cleveland will be supplying the bulk of axles to the automobile industry. The products of the new company will be based on new inventions by Mr. Torbensen which eliminate, it is declared the outstanding objections to pleasure car and truck axles of the past.

The Eaton company, according to Mr. Eaton, will manufacture two distinct types of axle—a conventional passenger car axle of beveled gear drive type and a truck axle of internal gear type with all years operating in oil. These axles will be featured in a national advertising campaign.

During the first year of operation the new company will produce 200 sets of passenger car axles and 100 sets of truck axles per day. Contracts for the first year's product have already been made. As rapidly as possible the plant will be enlarged.

The new company in locating in Cleveland, becomes one of more than a score of concerns manufacturing well known cars and trucks and accessories. Automobile men see its establishment here as an important link in Cleveland's steady endeavor to wrest the leadership in automobile manufacture from Detroit. This is also the view of Mayor Harry L. Davis of Cleveland.

"With the establishment here of the Eaton Axle company," said Mayor Davis, "I think it is true that Cleveland today is the leader in the automobile industry, taking into account the manufacture of important accessories as well as cars."

## PNEUMATIC TRUCK TIRES ARE PRAISED BY MAGUIRE

Life of Truck Prolonged and Loads Carried Safer on Air, He Says.

"Within the next two years millions of tons of freight will be shipped on air."

This prediction, made by John M. Maguire, president of the Mid-West Rubber association, is not a reference to airplane transportation of freight, but the development of the air-filled or pneumatic tire to truck capacity.

"Nothing the tire industry has accomplished in recent years," said Mr. Maguire, "is more important than this development. When a truck is equipped with pneumatic tires both the truck and its load are literally transported on compressed air. And there is nothing better to haul loads on. The truck, the load and the road are saved countless jars and jolts, for air is the best of shock absorbers. With pneumatic tires, the life of the truck is greatly prolonged, roads receive but a minimum amount of wear and loads are carried with greater safety and economy."

Mr. Maguire, who is vice-president of the Portage Rubber company of Akron and Barberton, believes that the development of the pneumatic tire to truck capacity is to have important results in converting thousands to the "ship-by-truck" idea and in promoting better roads.

The communities that must bear the cost of creating better highways, he pointed out, "are going to pay this cost much more cheerfully than in the

past when they see the advantages of the pneumatic tire for trucks. It will bring quicker and better transportation for the merchants and industries and trucks will not be the road-destroying factors they have been." The entire elimination of the solid rubber tire, of course, has not been achieved, and, in Mr. Maguire's opinion, may not be for a long time to come, if ever.

"The very heavy trucks, designed to

haul building materials and other loads of great weight," he stated, "still require the solid rubber tire. Industry and commerce will continue to require such trucks and the manufacture of solid rubber tires will continue as an essential industry. But it is highly encouraging, from the viewpoint of good roads promoters, that more and more trucks are being built for which the air-filled tire is not only practicable but is specified."



# Essex Sets World's Long Distance Endurance Mark

3038 Miles in 50 Hours, Averaging 60.7 Miles An Hour

All that 20,000 owners have claimed for Essex endurance is proved in the official tests completed under American Automobile Association observation on the Cincinnati Speedway, December 12. It was the first official test ever made of a car driven at top speed for fifty hours.

## Made 5,870 Miles in 94 Hours 22 Minutes Driving Time

The Essex was put on the speedway to prove its reliability in a fifty hour test.

At the end of 27 hours 58 minutes and in the 1790th mile, rain and sleet forced a stop. A second start was made three days later but snow again ended the trial. This time the run lasted 16 hours 25 minutes and covered 1042 miles. The third run starting the following day was successful, the fifty hour period being completed.

Thus the proof of Essex endurance is even greater than that expressed in the 50 hour run. Think what that means. The average car is driven little more than 5,000 miles in the entire season. But this stock Essex chassis went more than a mile a minute for 5,870 miles.

ed for as being identical with every Essex built.

### Doesn't It Settle the Light Car Question?

Light weight in an automobile has meant principally moderate price and perhaps gasoline and tire economy. There was enough speed and power to get about but none that gave distinction on the road. Fineness and performance were not expected.

But the Essex brought fine car quality to the light car field. Its appearance gave it immediate distinction. Its performance placed it in the large costly car class. Only in size, cost and economy of gasoline, oil and tires was it compared to cars in the moderate price field.

Is it any wonder that motorists have praised the Essex as they have? It gave them just what they had wanted. It was the way by which they could keep their motoring costs down and still have a car that filled their demands in performance, appearance and endurance.

### So Make Sure You Can Get an Essex

Every Essex delivered has resulted in an increased demand. The purchases grew to more than thirty-five million dollars within eleven months. Its 20,000 owners are adding to the demand that is rolling up for next spring deliveries. We are already booking them. There is no possibility that all buyers can be served. Now is the time when you should make reservation. This latest proof will decide thousands who have waited for just such evidence that the Essex is as good as people have said it is.

### More Than You Will Ever Want

Your average driving speed is probably 25 miles an hour. You rarely maintain that speed for more than an hour or two. Still if your car should go through the season with that kind of performance wouldn't you be pleased?

How much more trying to every item of its mechanism were every one of those high speed miles than any demand you will make.

Almost as astounding as its endurance was its tire experience. The front wheel tires went through all three trials without change. Two rear tires were replaced because of damage done by splinters from the board surface track.

Application was made last April to conduct stock reliability tests under the Association rule. Since then close to 15,000 cars have been delivered and the Essex used in this test is officially vouch-

# SAWYER MOTOR CO.

18-20 Church Street. Asheville, N. C.

**Willard STORAGE BATTERY**

## Can You Answer These?

- Is your generator working properly?
- Are your starting motor brushes O. K?
- Are your spark plugs clean?
- Is solution at the proper level?
- Is the charge too low?
- Are the terminals tight or loose?
- Is the battery firmly wedged or clamped into place?

Drop in and see us and we'll give you the answers in a few minutes. It may save you a repair bill.

**Asheville Battery Co.**  
Official Service Station  
Corner Market and College Streets

## The Secret of a Superlative Tire

The whole question of a super-tire is a matter of principles. For there is nothing exclusive in the industry. No patents, no secret formulas prevent a conscientious maker from building the best.

But cost and competition modify ideals. The Brunswick idea is to pay perfection's price and get it.

That has been the Brunswick policy since 1845. And it accounts for the growing preference for Brunswick Tires. Motorists expect the utmost from a tire bearing the name of Brunswick—and get it.

You, too, will be convinced by your first Brunswick, that here is an extraordinary tire, and that more money cannot buy a better.

Better tires of their type are impossible—or better tubes. That we guarantee.

Try ONE Brunswick—learn how it excels.

**THE BRUNSWICK-BALKE-COLLENDER CO.**  
Atlanta Headquarters: 38 Luckie St.

**BRUNSWICK TIRES**

There's a Brunswick Tire for Every Car Cord—Fabric—Solid Truck

**FIVE POINTS SERVICE STATION**  
Cor. College and Oak Sts.  
TEXACO GASOLINE GREEN FLAG OIL