

### PREDICTS COMING SHORTAGE IN CARS

Christian Girl Comments on Outlook for Year.

Foresees More Settled Industrial Conditions This Year.

NEW YORK, Jan. 17.—More settled industrial conditions, a continued increase in production and little prospect of an early lowering of prices are foreseen for the motor car industry by Christian Girl, president of the Standard Paris company of Cleveland, and vice-president of the Motor and Accessory Manufacturers' association. At the Waldorf yesterday Mr. Girl dictated the following:

"The signing of the peace treaty, which we hope in some correct form will be accomplished during the next thirty days, will have a very beneficial effect upon the social conditions in America as well as the rest of the world. In our opinion labor will be more constant and will accomplish more in the year 1920 than in 1919. That prices will fall to any marked degree is not to be expected for a number of reasons. All material product is based upon the work of the hand and the brain, and the price of materials can only be lowered when there is less demand for the labor of the hand and brain than there is at this moment.

"It will take some years to restock the warehouses of the world and until this occurs there can be no such thing as overproduction. There may be some unbalanced production but no surplus of commodities in the world. Our debts have been contracted with a rising and inflated market and cannot be paid with a deflated market. This is another reason for the general prices of materials remaining up. Demand for goods will exceed the supply. This will be especially true of the wonderful form of locomotion and transportation known as the motor car. In our opinion the demand for cars this next year will far exceed the demand in 1919 and should run from 3,000,000 to 3,500,000 cars, including trucks. Production will be limited by the ability of motor car manufacturers and parts makers to secure steel and other metals, and to secure labor with which to fabricate the same. Production will be nowhere equal to the demand and if it should run at the rate of 2,250,000 cars for the year, it is possibly all that can be expected. Cars are being designed better than formerly and lasting longer. Replacement business will not amount to as much in proportion in the future as in the past, but this is in the tendency of greater economy in the entire industry and in the use of automobiles, and should be a benefit rather than a detriment.

"In our humble opinion, it will be impossible for supply to overtake demand within the next three years, after which the rehabilitation of other portions of the world and demand from them upon us for motor car means of transportation will be sufficient to afford an excellent market for our products for many years to come."

The New York Yankees have never won a pennant, but they are the champion big money spenders for talent. Stars bought by the Yanks include: "Babe" Ruth, \$100,000; Carl Mays, \$55,000; Frank Baker, \$35,000; Lee Magee, \$25,000; and Fritz Masiel, \$12,000.

### WAR'S LESSONS AT AUTO SHOW IN N. Y.

Gen. Bullard Spoke at Opening of Big Event.

Advances Made in Industry Emphasized at 20th Annual Show.

NEW YORK, Jan. 17.—America's automobile builders, their war work done, showed how they had embodied the lessons learned during the struggle in the vehicles of peace, when the twentieth national automobile show, the largest in the world, threw open its doors.

Thousands of men and women, many of whom had depended for their lives on automobiles in overseas service, came to examine and select them for home or commercial use. Those looking for passenger cars went to the Grand Central palace, where four floors were filled with cars, bodies and accessories. Motor trucks were to be seen at the Eighth Coast artillery armory, Kingsbridge, and Jerome avenue. The Bronx, on an unobstructed floor of 180,000 square feet.

A year ago, the automobile dealers of New York city had an exhibit, but the present show is the first of a nationwide scope since the armistice. It is the first chance for the public to find out in a large way how the war has affected the third most important industry of the country, in the reconstruction period.

Lieutenant General Robert L. Bullard, commanding general of the eastern department, U. S. A., and Colonel Francis H. Pope, representing Major General Shanks, spoke at the formal opening.

General Bullard took as his topic "Commercial Development of Motor Transportation with Preparedness in View." He said that industrial efficiency, like military efficiency, was unless a high degree of mobility was provided. He declared that military preparedness should be kept in mind in development of commercial motor transportation and national highways.

Eighty-four individual car manufacturers had exhibits at the palace, while more than 400 commercial cars, ranging from a giant fifteen-ton truck to a small light delivery wagon, and devices for quick changing a passenger car into a commercial car, were drawn up in long ranks on the Bronx armory floor.

Cars to Match Purse. Every man's purse was catered to in the shiny models presented, and the little sport and span type, at \$715 drew quite as much attention as the dignified touring car at \$11,000.

According to an expert the cars did exhibit tendencies toward refinements as in former years, but showed the war influence plainly in the improvement in efficiency and endurance. What changes were made were not immediately visible, but were the kind that would prove themselves in every mile the car was driven. Streamlines were more pronounced and more generally used, and the cars, without exception, got away from frills and fads, to a higher standard than ever before—New York Tribune.

Battling Nelson, former lightweight champion, claims to have picked Johnson to win over Jeffries, Willard to beat Johnson, and Dempsey to take the heavyweight crown away from Willard. And the Battler adds: "And then they say old But is nuts."

### NEW WORLD'S MARK IS MADE BY ESSEX

Goes More Than Mile a Minute for 5,870 Miles.

In Endurance Run on the Cincinnati Speedway—Weather a Handicap.

An Essex stock chassis under American Automobile association observation set a new world's mark for long distance endurance on the Cincinnati speedway, December 12.

It was the first time a car had been driven under official observation for forty hours.

The run on the speedway to prove its reliability in a fifty hour test, the Essex at the end of 27 hours, 58 minutes and in the 1790th mile because of rain and sleet was forced to stop.

A second start was made three days later but snow again ended the run. 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. 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.

Almost as astounding as its endurance was its tire expense through all three trials without change. Two rear tires were replaced because of damage done by splinters from the board surfaced track. The tires were Goodyear cords.

The car was driven by Dave Lewis and Tommy Norton, noted racing driver, and DeLoid Thompson, one of the most famous "stunt" aviators in the country. The drivers worked in six hour shifts, making two stops during this period to fill with oil and gasoline.

The American Automobile association representatives at the trials were Fred J. Wagner, the widely known official starter of practically all American speedway events, assisted by E. E. Edwards, technical representative of the American Automobile association contest board, J. E. Schipper, of Detroit, assistant technical representative, and R. A. Leavell, in charge of the electrical timing apparatus.

### WILLYS-KNIGHT ON HARD WINTER TRIP

Made Run of 700 Miles in 26 Hours Running Time.

Tour From Toledo to New York Called for Great "Roadability."

The remarkable durability, dependability and roadability of the new Willys-Knight models of the Willys-Overland Automobile company have not been better demonstrated in all of the thousands of miles of tests to which this car was subjected before it went into production than in a trip from New York to Toledo made last week.

The Willys-Knight car that made the trip is now at the Willys-Overland salesrooms at Broadway and 50th streets and is being used there as a demonstrator.

Officials of the Willys-Overland company, scheduled to be in New York in time for the opening of the big automobile show in Grand Central Palace, decided to make the trip in the Willys-Knight car.

Throughout the trip, made under mid-winter conditions, the Knight performance was wonderful. There was speed in plenty when opportunity offered. There was always an abundance of power. The almost perfect balance of the car and its road ability under the most adverse conditions were pronounced remarkable.

The entire 700 mile trip was made in 26 hours running time, the car averaging 17 miles per gallon. That is an average of 28 miles an hour notwithstanding that no attempt was made for a record run.

The run was made under the most grilling of road conditions. For 200 miles the roads were practically a sheet of ice aggravated in the rough places by the frozen ground. Yet, the riding qualities displayed by the car were pronounced as splendid.

Despite the fact that the car was new and had only gone through the regulation factory tests, it was not necessary to halt a moment for adjustments or repairs of any kind. The new standards of operating economy claimed for the new Knight cars was emphasized, if possible, on this 700 mile mid-winter run.

The trip realized to the full the hope of Willys-Overland engineers to match the wonderful Willys-Knight motor with a chassis and body of equal merit. The trip stamped the new Willys-Knight car as not only

efficient and sturdy and dependable but it developed also a riding comfort, roadability and economy that place this car in a class almost by itself regardless of price.

### RELIEF WORK PLAN AT GOODYEAR PLANT

The manner in which it conducts relief work among the 25,000 employees in its Akron factories, brings the Goodyear Tire and Rubber company many inquiries every week, from corporations who desire to adopt a similar system.

Over 15,000 employees, two-thirds of the total enrollment in Akron carry insurance in the men's relief association. They pay dues of \$6 a year in return for which they receive a \$1,000 policy and are paid \$8 a week when laid up by accident or sickness. Without additional cost the policy is increased \$500 every five years until it reaches \$3,000. The extra insurance is given as a regard for long service.

The women's branch in the relief work has 1,300 members.

In the six months ending January 1, 1920, the relief association paid out \$12,000 for deaths and \$11,988 for accident and sickness.

Over 7,000 employees joined the relief association in the past five months and it is expected that 1,200 will become members during the first month of 1920.

### PREUSS' VIEWS ON U. S. CONSTITUTION

BERLIN, Wednesday, Jan. 15.—Hugo Preuss, former minister of the interior, today said that one of the chief reasons for framing the German constitution differently from the American charter was that under the American constitution the cabinet ministers occupied positions as mere assistants to the president and were not accountable to the parliament of the country. He was discussing a statement ascribed to him that American great headquarters had sought to influence the shaping of the German constitution.

"I submitted a written statement of my contentions, chief of which was that I preferred the introduction of a parliament system opposed to the status of American department secretaries, who are merely aides to the president and are not responsible to congress," said Herr Preuss. "Here, I claim, lies the root of one of the greatest drawbacks of the American constitutional organizations, which in so many other respects I consider most excellent and worthy of copying."

### VALGER AWARDED DECISION

BALTIMORE, Jan. 16.—Beeny Valger, French featherweight, was awarded the decision in a 12 round bout with Matt Brock of Cleveland, Ohio, tonight. Valger had it all his own way.



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### NEW REFLECTOR LIGHTS OVERCOME DIFFICULTIES

New Cadillac Lamps Tilted by Little Lever on the Steering Post.

"Difficulties in night driving occasioned by the elements—such as fog, rain, and snow, and by natural conditions such as curves and hills—are gradually being overcome by automobile engineers," says John Lange, local Cadillac dealer.

"Lights tilted to meet these problems are the tilting reflector lamps of the Cadillac.

"The solution of obtaining adequate road illumination when driving in fog, rain and snow lies in the narrowing of the atmospheric wall to be penetrated and directing the lights to the spot where it will do the most good under circumstances.

"Cadillac's tilting reflectors, overcome the difficulties to a large extent. When Cadillac reflectors are tilted by means of a little lever on the steering post, they necessarily combat the narrowest possible wall of atmosphere for safe driving, illuminate the road ahead for a safe distance, and at the same time confine the projected beams.

"Changing of the direction of the rays is instantaneous so that when the weather clears or occasion demands the light instantly can be put into the upward position.

"These lights also solve the problem of sharp curves and hills, at night, problems that are menacing with the fixed lights of most automobiles.

"The fixed light ordinarily illuminates the fields when a turn is made, forcing the driver to much guess work as to whether he is making the turn properly. With Cadillac tilting lights, the road directly ahead of the car is always lighted when the lamps are in the down position. The rays of light, through the movable reflectors, are concentrated on the ground immediately ahead of the car, eliminating all guess work as to where the car is going. On hills the lights have a downward angle as the brow of the hill is crossed, instead of shooting straight ahead into space.

"The tilted or two-way lamp does away with the necessity of dimmers or lenses.

"Dimmers or lenses with the two-way system, are not necessary. For when the lights are in the down position, the beam or projected rays of light cannot get high enough to reach the eyes of the driver of an approaching car.

"There is nothing left to the judgment of the driver of the car as to how far he shall deflect the projected beams to come within the law. There are only two driving positions possible. The projected beams are either full ahead or in the down position, these positions have been pre-determined and comply with the provisions of the New York law which was drawn from recommendations of the Society of Illuminating Engineers who solved the locomotive headlight problem. If the driver should neglect to deflect his lights when parking they would be automatically deflected when the motor stopped.

"The greatest authority in the country, the Society of Illuminating Engineers, which co-operating with the S. A. E. in framing the recommendations for the New York state anti-glare law, conceded to be the only scientifically drafted law outside of California, has said in its report containing the recommendations that the ideal solution to the blinding glare problem is the lamp capable of being operated as to accomplish results obtained by the movable reflector lamps. Cadillac at large cost, and simply in the interest of eliminating the glare menace, has made the tilted lights standard equipment on the cars."

Efforts are being made in New Jersey to have the limit of boxing bouts extended from 8 to 12 rounds.

# CHANDLER SIX

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MANY admirers of the Chandler Six choose the Chandler Dispatch. For two years this model has outsold all other cars of the so-called sport type. Its popularity is one of the high spots in motordom.

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	Four-Passenger Coupe, \$2795
	Limousine, \$3395

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