

low, is being devoted to the display of thieves, and told the assembled offiand the assembled off-discover cars, while next week these machines will be replaced by trucks. To the Automobile Trade Associa-tion of Philadelphia is due the credit not for this show, but for all preceding off the city. Daily reports are being the preceding the number of cars in every ones since 1996. For months the of-garage, and plain clothes men have been ices of the association at Broad and allowhill streets have buzzed with the uniowall strets have buzzed with the exhibition, and it can be truly said of this show, as of a certain circus, that "bis year it is bigger and better than yeer." The officials of the trade association who have done the work this year are Louis C. Block, president and year are Louis C. Block, president and chairman; H. B. Harper, sceretary; J. E. Gomery, treasurer; A. E. Maltby, John H. Fassitt, L. S. Bowers, James Sweeten, Jr., Ralph W. Cook. The truck show will be held next week under Juspices of the Motor Truck Associa-tion of Philadelphia, of which E. J. Berlet is chairman; J. Harry Shu-macher and W. H. Metcalf.

Lavish Decorations

ions, many of which contain cages of ive birds that add their chirps to the

Visiting automobilists will no doub!

be glad to know that the new traffic ordinance prohibiting the parking of cars on Broad street and on all streets The show committee has transformed the interior of the museum building from a skeletonized floor space into a polychromatic upholstered series of priviles that makes a parfect hack bounded by Race, Pine, Seventh and Sixteenth street has not yet become orridors that make a perfect back-round for the handsome cars. Myriads of incandescent hulbs shed a soft but effective light through the rich dra-peries. The enchanting effect is fur-ther enhanced by lavish floral decora-liens, many of which contain carses of effective.

the last week.

Await Legal Opinion

garage, and plain clothes men have been

assigned to all sections of the city as a means of breaking up the thieving syn-dicate which thrived for some time on

Watchers on Duty

As a large number of automobilists are here this week from all parts of

the state and country to see the big show, a special detail of plainclothes

show, a special detail of plainclothes men will keep watch on parking spaces

Already there has been evidence of the efficiency of Director Cortelyou's plan, as but two or three ears have been stolen in the entire city during

the proceeds from stolen cars.

This ordinance, although passed by both branches of Councils, cannot be both branches of Councils, cannot be enforced until an opioion regarding various phases of the measure has been given by City Solicitor Smyth. Captain of Police George Tempest, who supervises city traffic, said the present traffic regulations, which per-its mething on Broad street will pre-

Facts at a Glance

Place-Commercial Museum Build

ng, Thirty-fourth street below

'Time-Open 10 s. m. to 10:30 p. m: daily all this week (passenger

Number of car exhibitors..... 54

Fotal number of cars exhibited. .250

Number accessories exhibitors... 29

Floor space of show. 100,000 sq. ft.

Value of exhibits.......\$1,000,000 Motortruck abow, January 19 to

Directing heads-Officials of Auto-

nobile Trade Association of Phila-

HOW TO GET THERE

west over South street bridge ; west

bound cars Routes 13 and 42 on

Walnut street, central section of city ; surface cars from Juniper and

Eifteenth streets subway stations.

By subway-elevated-Walk south

on Thirty-third street from Thirty-second street (West Philadelphia)

Another way to get to the show in

By trolley-All lines running

Number of makes of care ex-

The birds that add their chirps to the incessant buzz of the spectators. The artistic appeal of the show is further emphanized by an excellent mu-sical program given by forty members of the Third Regiment Band, National Guards of Pennsylvania, which saw ervice with the Iron Division in France, Edwin Brinton is conductor, a position that he has held since 1002 mit parking on Broad street, will pre-vail until the opinion regarding the new ordinance is received from the city soicitor. With the enforcement of the new or

dinance it will be necessary to erect many more gafages in the central part of the city to take care of the hundreds a position that he has held since 1903.

Cars Real Magnets While the decorations are a triumph of cars which come to that section during business hours. Automobile Show

Spruce.

cars).

delphia.

station.

While the decorations are a triumpa in themselves, the cars are really the "nonure of the thousands of expert, "ritical even that pass in review from 10 o'clock in the morning until 10 o'clock in the evening. Although it ap-peared several years ago that the ulti-mate in attractive designs and efficiency had been reached, this year's show proves that automotive progress is virproves that automotive progress is vir-tually limitless, Body refinements and interior appointments are more appar-interior appointments are more appar-int than ever, while the advance in effective mechanical appliances in equally as great.

While the casual observer may not be able to see such remarkable progress in this year's machines, the motor stuin this year's machines, the motor stu-dent at a glance realizes the steady attistic and engineering progress. For the most part the mechanical changes are not radical departures, but the lit-the improvements here and there on a some of different parts form a sum lotal that stands out boldly before the experienced eye. The general aim of the manufacturers seems to have been for simplicity of contruction, which, in the final analysis, means efficiency. The us of lighter materials in the chassis is evicent everywhere, which, of course, is a step in tire-saving.

Many Six-Cylinders

Many Six-Cylinders Bu-cylinder motors are the most nu-berous, although many of the high-read cars have "twelves." In gen-ral it may be said that motors are bing decreased in eise while they are iscreasing in power. On the whole, the sanifacturers have spent more time on ods, angine and chassis design than op approximate of starsing enders.

The upper photograph shows an auto-crowded section of South Broad street; the lower shows the stream that constantly meanders up and down North Broad street. That the passing of the horse is indeed a reality is proved by the auto hay truck snapped on North Penn Square

BIG AUTO DEMAND SHOWS PROSPERIT

Charles W. Nash Believes Increased Production Is the Only Important Problem to Be Solved by Dealers and Manufacturers During Coming Year

orno SAY that business is good own a motorcar of some sort if they

throughout the country is but a could afford it. "To me, it naturally follows that mild statement of the fact; in the face of unusual conditions the country never was more prosperous, and the never was more prosperous, and the outlook from the standpoint of the nu-tomobile manufacturer or merehant is such that increased production appar-ently is the only important problem which we will have to confront during the 1920 selling season." They have been person to buy. In other words, that is such a wonderful condition is due in such a wonderful condition is due year is possessed of more money than be ever has possessed in the entire his-tory of the country. "Ard I have said that every sign

ently is the only important problem which we will have to confront during the 1920 selling season." The foregoing is a summary of an interview with Charles W. Nash, presi-dent of the Nash Motors Co., on busi-talking about conditions this year in talking about conditions this year in taiking about conditions this year in a vem that a few years ago would have caused him to be stamped as a

dent of the Nash Motors Co., on busi-ness conditions with particular refer-ence to the automobile industry. "In fact," says Mr. Nash. "a criti-cal survey of the situation based on my own first-hand information and re-ports coming to me from our represen-tatives in all sections of the country indicates that the market for motorcars never was better.

"This is significant. It is a straw which shows plainer, perhaps, than anything else which way the wind is blowing. It is unmistakable evidence "This is significant. It is a straw which shows plainer, perhaps, than anything else which way the wind is blowing. It is unmistakable evidence that the country as a whole is in a wonderful period of prosperity and that this unprecedented era of good times will continue during the coming selling. will continue during the coming selling which has flowed into British and con-

"It take it most persons will agree "It take it most persons will agree with me that virtually every one wants an automobile. There is scarcely a person in any position of life who does not desire to own a car is because "Generally speaking, the only reason any one does not own a car is because he hasn't yet reached that point where he can afford the purchase. This, of course, is abvious, but the point is that there are few persons who ar in any in the point is that

FIRST DISPLAY HERE RATHER CIRCUSESQUE Original Automobile Show | Dates and Locations Staged in Second Regi ment Armory by Private 1901-Second Regiment Armory Managers for Own Benefit Broad street and Susquehanna ave

INITIAL DATE 1901

THE nincteenth annual automobi I show presents a strange contrast to the first automobile show held in this city in 1901, not only in the elegance and large number of cars being exhibited this year, but it the general diguined character of the modern show as

That first show was hald under private with the circusy atmosphere that pervaded that early day exhibit. That first show was hald under private management for money-making ends, but after the Philadelphia Antomobile Trade Association assume charge of the shows (incidentally the

1912-First and Third Regiment fourth show was their first experie as managers) these annual expositions took on a different tone and were raised Irmorie

automobiles and to promote sales

The show committee this year is composed of Louis C. Block, chair-man, and president of the association; J. E. Gomery, secretary freasurer of

"But actual conditions determinable by a careful and not too enthusiastic the committee; and the following co bring of the association: A. E. Mathy, John realms H. Fassitt, L. S. Bowers, James Sweeten, Jr., and Ralph W. Cook. survey of the factors entering into eco-nomic condition of the country bring nomic condition of the country this current optimism into the But the pioneer automobile show men possessed great enterprise and confi-dence in the public influent in auto-mobiles, to risk their time and money, in promoting what was then purely a speculative venture. The sponsor for that first show was H. D. LeCato, who had been interested in a rolles chartier

had been interested in a roller-skating rink back in the eighties. Trick bicy cle riding was often given in the rink. and it is interesting to note that at one of these exhibits the first pneumatic having been imported from Coventry, England. Of course, it was a bicycle tire and consisted of a continuous piece of cloth wrapped around the inner tube and the When it tire ever seen in Philadelphia was used

ment during the Texas-Mexican cam- are improved. ment during the Texas-Mexican cam-paign in 1916, were nonstered into fed-siderable cost of properly maintaining such a heavily traveled road, 377.33 miles of new permanent work was ac-complished during the last year. This new mileage was of the following types: Infantry at Camp Hancock, Ga., when the band was transferred to the 310th Cavalry at Fort Ethan Allen, Vt. Cavalry at Fort Ethan Allen, Vt., where they quickly mastered the cav-airy drill and became a famous mounted band. In the fall of 1918, when the

ery enne from France for more artilto field artillery, the band was di-vided into two bands and scut to Camp Jackson, S. C. as the Fifty-eighth and Fifty-ninth Field Artillery Bards of the Twentieth Brigade of Artillery. Twentieth Division, and were quickly drilled into shape for oversea service until the hostilities were brought to an

until the hostifities were brought to an end by the signing of the armistice. The men were mustered out of fed-eral service in February and March, 1919, returning to their Philadelphin homes when Mr. Brinton quickly reor-ganized them into the Municipal Band and they oracie played together for fit of Phila, Auto Shows and they again played together for fif-teen weeks. They formed the musi-cian veteraus into Post S7, American 1903-Horticultural Hall, Broad Legion, and Mr. Brinton has been again asked to reorganize a band for the Third Pennsylvania Infautry. Mr. Brinton was commissioned second licutemant N. A. July, 1918, and was prometed to 1904-Second Regiment Armory. 1905-First Regiment Armory, Broad and Callowhill streets, 1906-Commercial Museum Build first lieutenant infantry a month later.

CARELESSNESS AID TO AUTO THIEVES

Safety Devices on Cars Should Be Used Regularly, Not Haphazardly

Automobile thieves can be placed in two classes-professional and amateur. The professional, an expert mechanic usually, is equipped with tools to render virtually every safety device valueless, He will usually steal the car he wants regardless of obstacles. Heavy punish

portunist. The steals automotoles or accessories occasionally because un-usually good opportunities present themselves. He may be likened to the sneakthief who will only rob a house when a window is up or a door unlock-ed. To foil him we must consider the

According to a recent article by H. Walter Schlichter, a veterau Phila-delphia sporting writer, who was a copartner with LeCato in that first show, they got their inspiration from an automobile show in New York, and they engaged the Second Regiment Aroad and Susquehanna ave-us an instant success—but utomobile show as one is "As Mr. Schlichter says came to me with the prop-together we worked it up-tore all eager to buy space of the legitimate concerns Continued as Nars Pare mory, at Broad and Susquehanna ave-nue. It was an instant success-but, bue. If was an instant success—but hardly an automobile show as one is known today.¹ As Mr. Schlichter says: "Le Cato came to ne with the prop-csition, and together we worked it up. The dealers were all eager to buy space, and every one of the legitimate on cerns

ery came from France for more artil- the improvement has already been lery, the cavalry regiments were changed financed or is about to be financed, and construction is but a question of time. The Lincoln highway is the best-known road in this country, if not in the world, and is becoming yearly a more and more adequate memorial to the

great man whose name it hears. The concrete and brick improvement put in on the Lincoln highway during the year was largely in the eastern states and in California, where the tremendous traffic and the vast sums avail-able for construction combined to make the highest type of work necessary and possible. The nincteen miles completed in New Jersey were all of the highest type of concrete construction. This sec-tion between Philadelphian and New York carries what is said to be the heaviest traffic on any road in America. A careful census made on the Lincoln A careful census made on the Lincoln highway bridge over the Passaic river west of Jersey City last spring by county efficials showed the passage of 11,000 vehicles in fifteen hours.

The Pennsylvania section of the Lin+ coln bighway, comprising the main trav-eled road between Pittsburgh and Phil-adelphia and other castern points, car-ries a traffic volume almost as heavy as the New Jersey section. Ohio took a long ster toward the p manent completion of the Linguis.

manent completion of the Lincoln w in 1919 by completing fifty six and on half miles of new concrete, brick an bitmineus macadam. Indiana com pleted twenty one piles of new concrete

pleted twenty one piles of new concrete and Illinois thirty-five. West of the Mississippi progress to-ward the ultimate achievement of the Lincoln highway ideal has been, if any-fiing, more notable than that accom-plished in the East, for the reason tha-during the last year fundamental dif-ficulties have been removed in second ficulties have been removed in severe states and a safe and open route i line for rapid betterment opened fro the Mississippi to Sau Francisco ha With the exception of California, Ioy

through which the Lincoln highway, passes which is fully expuble of financeing the permanent completion of the

6,500,000 Autos in U. S.: 7,880,000 in World

Of the 7.881,000 automobiles in world 6.500,000 are in the United States, according to a survey by the Alexander Hamilton Institute, of New York. Therefore, there are almost five times as many autos in the United States as all the other countries combined, The 1,384,000 automobiles not in the United States when the survey was made were distributed as follows Great Britain, 415.000; Canada, 200.000; France, 200.000; Ger-many, 75.000; Italy, 35.000; Ar-gentina, 35.000; The Netherlands, 20.000; Russia, 15.000; Japan 3000; all other countries, 321.000

ment alone can discourage this type o criminal. But the amateur is more often an op-portunist. He steals automobiles or

Why Lights Go Wrong

1918-Wanamaker Garage, Twen y third and Wahnut streets. 1919-Commercial Museum Build-1920-Commercial Museum Building.

ng.

1913-Automobile Club of Philselphia. Twenty third street below Market.

1914 - Metropolitan Building, Broad and Wallace streets.

tirst trucks shown)

nd Locust streets

1915-Metropolitan Building, 1916-Convention Hall, Broad

treet and Allegheny avenue. 1917-Commercial Museum Build

Thirty-fourth and Spruce

1907 (January)-First Regiment

1907 (November)-First Regi

ment Armory, 1909-Second Regiment Armory, 1910-Third Regiment Armory

1911-First and Third Regiment

day and without which speeds beyond fifteen or twenty miles an hour, if that much, would be impossible or unsafe. Ouich Success Quick Success If a slugle lamp refuses to burn it may be due to a burned-out bulb, a bulb making a poor contact in the socket or a loose connection at the lamp. Failure of all the lights may

to be detached, as it was impossible to repair the puncture. That tire was the foremoner of the wonderful air cushions on which automobiles ride to-day and without which