

HERE'S WHY YOU HAVE NO NEW CAR

Simple Arithmetic Demonstrates Why Even the Average Dealer Doesn't Drive a 1946 Automobile.

DETROIT, Jan. 2 (U. P.).—A handful of new autos are scurrying around the nation's streets, but if you are the average motorist, you aren't driving one.

You aren't driving a new 1946 model even if you are an average auto dealer—and it can be proved by simple arithmetic.

In 1945, only 75,000 civilian cars were made. According to the Automobile Manufacturers association's figures, that's just 2.3 cars per dealer.

Many a dealer has only bare showrooms and pictures of the 1946 models he sells to offer prospective buyers, for those 2.3 new vehicles weren't spread around evenly.

A lot of those 75,000 cars were gone even before your dealer had a chance.

NOW, this 1946 output after the war's end was far off schedule. The car makers had planned to turn out about 500,000 by New Year's.

For instance, the Ford Motor Co.'s schedule was so upset that Henry Ford II, president, apologized to his customers a few days ago. Chrysler, Packard and the strike-bound General Motors Corp. have idle assembly lines.

The economic law of supply and demand applies to new cars, as to other commodities, but it's completely out of balance. Demand screams from the public, but the supply can't even start to offset it yet.

For instance, the 75,000 new civilian cars had to do for a demand of more than 4,000,000.

AND 315,000 new civilian trucks had to satisfy a demand for possibly twice or perhaps three times that many.

The automobile manufacturers report that there were 41,790 car dealers at the time of Pearl Harbor, but the figure now is about 33,000. Apparently, the dealers are in for a hectic 1946.

If the auto companies can hurdle obstacles of labor, material shortages and tight price controls, they expect to double their 1939 output of cars, trucks and trailers in 1946.

REALTORS SET UP SCHOLARSHIP FUND

Times Special

BLOOMINGTON, Ind., Jan. 2.—An annual scholarship fund of \$1000 has been established at Indiana university by the Indianapolis Real Estate board.

Recipients will be needy boys from metropolitan Indianapolis. A \$250 scholarship award will go to a member of the freshman, sophomore, junior and senior classes, the school's foundation said.

Wendell M. Hicks, president of the Indianapolis group, explained that the scholarships are being created in order to attract a high caliber of well-trained young men into the real estate field.

Recipients will be selected by the Indianapolis Real Estate board president, chairman of the board's education committee, dean of the I. U. school of business administration and the executive director of the I. U. foundation.

The scholarships will go into effect in September.

Meetings

Ad Club

Miss Annette M. Snapper, Milwaukee, will discuss "The Truth About Post-War Europe" at the luncheon meeting of the Indianapolis Advertising club tomorrow in the Lincoln hotel.

Miss Snapper, director of consumer service for Pabst Brewing Co., recently completed her third trip to Europe where she studied post-war conditions, especially in France.

Realtors

"Atomic Power and the Atomic Bomb" will be discussed by R. J. Kryter, Esterline-Angus Co. treasurer, at the luncheon meeting of the Indianapolis Real Estate board tomorrow in the Washington hotel.

LOCAL PRODUCE

PRICES FOR PLANT DELIVERY
Poultry: Hens, 4 1/2 lbs. and over, 22c; under, 18c; leghorns, 18c; springs, 4 1/2 lbs. and over, 22c; under, 18c; leghorns, 18c; springs, 18c; ducks, 4 lbs. and over, 20c; light, 18c; geese, 20c; capons 8 lbs. and over, 20c; under, 18c.
Eggs: Current receipts, 34 lbs. to case, 40c; graded eggs, A large, 40c; A medium, 36c; A small, 32c; B large, 30c; no grade, 28c.
Butterfat: At ceiling, 30c.

TRUCK WHEAT

Indianapolis grain mills and grain elevators are paying \$1.70 per bushel for No. 1 red wheat; other grades on their merit; oats, No. 2 white or No. 2 red, setting 34 lbs. or better, 90c; corn, No. 2 yellow shelled, 61c; corn, No. 2 white shelled, 61c; corn, No. 2 white shelled, 61c.



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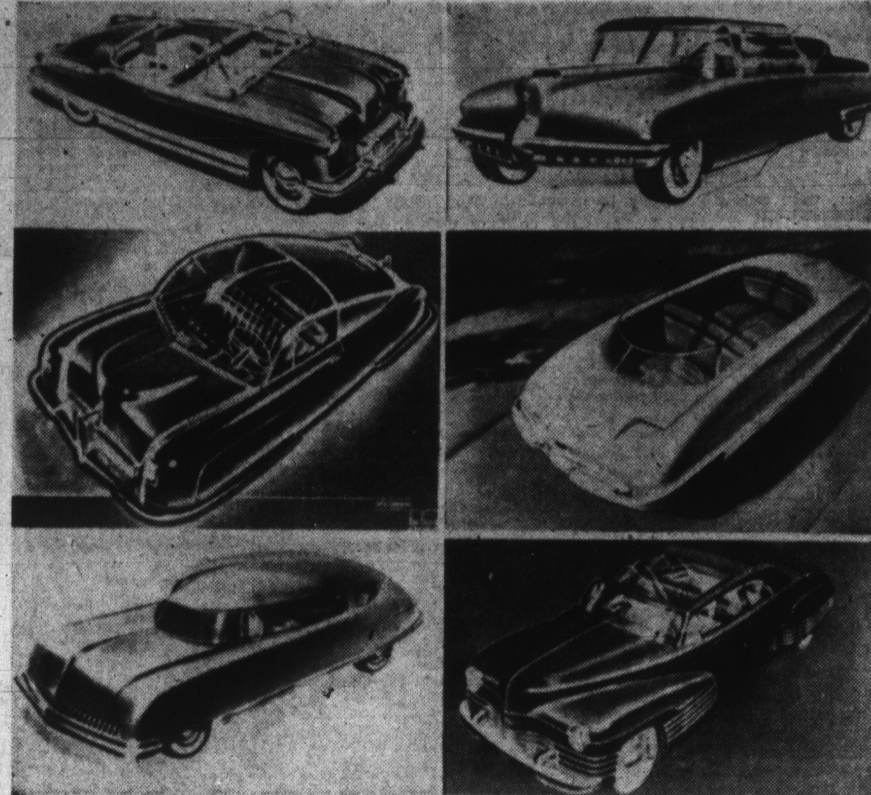
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You May Be Seeing Cars Like This



Streamlining and full vision are brought out in the cars pictured here, but it's very probable you won't see them on the road in the very near future. It is possible, however, that you may see them sometime for Ward's Automotive Year Book lists them in the form of a forecast. Editors of the publication asked leading car designers to sketch what they believed to be the trend in auto styling and these were the result.

Bell Telephone Names Engineer

Charles A. Pfeiderer has assumed the duties of chief engineer for the Indiana Bell Telephone Co.

Mr. Pfeiderer, building and equipment engineer, succeeds Vance Oathout who will retire next month after more than 42 years with the Bell system.

A native of Louisville, Ky., Mr. Pfeiderer was graduated from Purdue university in 1922 with the bachelor of science degree in electrical engineering. He joined Indiana Bell's engineering department that same year and has since held the positions of facilities engineer, equipment engineer and building and equipment engineer.

Mr. Oathout has been connected with the telephone business since he was 17. He joined the Bell system in 1903 when he began work for the Iowa Telephone Co. It was under Mr. Oathout's direction that the telephone company's 11,000-ton eight-story office building here was moved to an adjoining site and the present building erected. This engineering feat, begun in 1930, attracted world-wide attention.

YARD RECEIPTS INCREASE HERE

17,500 Hogs and 3200 Cattle Received Today.

Trading was active and prices held fairly steady despite increased receipts at the Indianapolis stockyards today, the U. S. agriculture department said.

The 17,500 hogs and 600 weaners showed no price changes. The 3200 cattle lost about 25 cents in a slow-starting session. Sheep totaled 4900 head. Fat lambs were steady to 25 cents lower, and slaughter ewes held firm.

GOOD TO CHOICE HOGS (17,500)	
120-140 pounds	\$13.75@14.50
140-160 pounds	14.50@14.85
160-180 pounds	14.85
180-200 pounds	14.85
Packing Sows	
Good to Choice	14.10
700-800 pounds	14.00@14.10
800-900 pounds	13.90@14.00
900-1000 pounds	13.80@13.90
1000-1100 pounds	13.70@13.80
1100-1200 pounds	13.60@13.70
1200-1300 pounds	13.50@13.60
1300-1400 pounds	13.40@13.50
1400-1500 pounds	13.30@13.40
1500-1600 pounds	13.20@13.30
1600-1700 pounds	13.10@13.20
1700-1800 pounds	13.00@13.10
1800-1900 pounds	12.90@13.00
1900-2000 pounds	12.80@12.90
2000-2100 pounds	12.70@12.80
2100-2200 pounds	12.60@12.70
2200-2300 pounds	12.50@12.60
2300-2400 pounds	12.40@12.50
2400-2500 pounds	12.30@12.40
2500-2600 pounds	12.20@12.30
2600-2700 pounds	12.10@12.20
2700-2800 pounds	12.00@12.10
2800-2900 pounds	11.90@12.00
2900-3000 pounds	11.80@11.90
3000-3100 pounds	11.70@11.80
3100-3200 pounds	11.60@11.70
3200-3300 pounds	11.50@11.60
3300-3400 pounds	11.40@11.50
3400-3500 pounds	11.30@11.40
3500-3600 pounds	11.20@11.30
3600-3700 pounds	11.10@11.20
3700-3800 pounds	11.00@11.10
3800-3900 pounds	10.90@11.00
3900-4000 pounds	10.80@10.90
4000-4100 pounds	10.70@10.80
4100-4200 pounds	10.60@10.70
4200-4300 pounds	10.50@10.60
4300-4400 pounds	10.40@10.50
4400-4500 pounds	10.30@10.40
4500-4600 pounds	10.20@10.30
4600-4700 pounds	10.10@10.20
4700-4800 pounds	10.00@10.10
4800-4900 pounds	9.90@10.00
4900-5000 pounds	9.80@9.90
5000-5100 pounds	9.70@9.80
5100-5200 pounds	9.60@9.70
5200-5300 pounds	9.50@9.60
5300-5400 pounds	9.40@9.50
5400-5500 pounds	9.30@9.40
5500-5600 pounds	9.20@9.30
5600-5700 pounds	9.10@9.20
5700-5800 pounds	9.00@9.10
5800-5900 pounds	8.90@9.00
5900-6000 pounds	8.80@8.90
6000-6100 pounds	8.70@8.80
6100-6200 pounds	8.60@8.70
6200-6300 pounds	8.50@8.60
6300-6400 pounds	8.40@8.50
6400-6500 pounds	8.30@8.40
6500-6600 pounds	8.20@8.30
6600-6700 pounds	8.10@8.20
6700-6800 pounds	8.00@8.10
6800-6900 pounds	7.90@8.00
6900-7000 pounds	7.80@7.90
7000-7100 pounds	7.70@7.80
7100-7200 pounds	7.60@7.70
7200-7300 pounds	7.50@7.60
7300-7400 pounds	7.40@7.50
7400-7500 pounds	7.30@7.40
7500-7600 pounds	7.20@7.30
7600-7700 pounds	7.10@7.20
7700-7800 pounds	7.00@7.10
7800-7900 pounds	6.90@7.00
7900-8000 pounds	6.80@6.90
8000-8100 pounds	6.70@6.80
8100-8200 pounds	6.60@6.70
8200-8300 pounds	6.50@6.60
8300-8400 pounds	6.40@6.50
8400-8500 pounds	6.30@6.40
8500-8600 pounds	6.20@6.30
8600-8700 pounds	6.10@6.20
8700-8800 pounds	6.00@6.10
8800-8900 pounds	5.90@6.00
8900-9000 pounds	5.80@5.90
9000-9100 pounds	5.70@5.80
9100-9200 pounds	5.60@5.70
9200-9300 pounds	5.50@5.60
9300-9400 pounds	5.40@5.50
9400-9500 pounds	5.30@5.40
9500-9600 pounds	5.20@5.30
9600-9700 pounds	5.10@5.20
9700-9800 pounds	5.00@5.10
9800-9900 pounds	4.90@5.00
9900-10000 pounds	4.80@4.90

THAW THREATENS FARMS WITH FLOOD

Above-average temperatures last week thawed ice and snow throughout Indiana so that several river points reached flood stage, the Indianapolis weather bureau reported today in the weekly crop bulletin.

Ice jams were reported at various places and caused some local flooding. The usual mid-winter work proceeded, including manure hauling and corn harvesting. An estimated 15 per cent of the corn crop is still in the fields, the bureau said.

Other activities included butchering and the general care of livestock. Disappearance of snow reveals winter grains, grasses and clovers in good condition. However, they will now be exposed to low temperatures, the report said.

CHECK ON PARKING LOTS

WASHINGTON, Jan. 2 (U. P.).—A national survey of prices charged by city auto parking lots will be made by local price control boards during the first two weeks of January, the OPA announced today.

SHOE RECORD

NEW YORK, Jan. 2 (U. P.).—The Tanners Council of America today estimated shoe production for 1945, civilian and military, at a record total of 500,000,000 pairs.

LOANS on Life Insurance Policies - LOW COST

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Returns to Local Brokerage Firm

Morris W. Champion has returned to the brokerage firm of Thomson & McKinnon after two years in the navy.

Mr. Champion, who is commodity representative for the firm, served as branch manager for James E. Bennett & Co. in Terre Haute and Indianapolis before joining Thomson & McKinnon in 1940.

Located in the Circle Tower, the firm is a member of all the principle commodity and security exchanges throughout the U. S.

SALES AT PEAK

NEW YORK, Jan. 2 (U. P.).—The dollar volume of retail trade for December hit a record high, Dun & Bradstreet, Inc., disclosed today in reporting retail sales for the past week at a level 7 to 11 per cent above the corresponding 1944 period.

The domestic air network, including passengers, mail and cargo, was increased by 4034 miles during the year. That brought the total number of authorized air routes to a new all-time peak of 66,971 miles.

Domestic airlines in 1945 carried 72,231,000 ton-miles of mail, an increase of 41.2 per cent over 1944, and 24,505,000 ton-miles of express and cargo, an increase of 38.4 per cent.

The Levine parafol has instead a harness to fit the human head and a chin strap to hold it on. It is the only umbrella ever made that'll keep you dry while you're carrying two suitcases.

The invention of Houston Farrington of Macon, Miss., may be equally useful, but I guess it'll have to be tried out first. Houston has designed a combination, twin-motored airplane and submarine. It will, he says, sail over and under the sea with equal ease. As soon as he gets the first model built he'll prove it.

That brings us to Sampson Isenberg of Chicago, who has saved

AIRLINES SEE BIG GAINS DURING '46

Preparing Now for Another Banner Year.

WASHINGTON, Jan. 2 (U. P.).—America's commercial airlines which broke all records last year are preparing for another banner year in 1946.

The Air Transport association said today that 24 major U. S. airlines will be operating 1414 planes capable of carrying 58,284 passengers by the end of this year.

That compares with a domestic fleet of 402 planes in service on Dec. 15 and a pre-war peak of 359 planes.

A. T. A. said wartime improvements also should boost commercial aviation. Airlines now are studying the peacetime application of radar, electronics and improved flight instruments.

"The performance of planes took a big leap as war needs ended," A. T. A. said. "There began to be available aircraft capable of 300-mile-an-hour speeds as compared with the pre-war 180-mile-an-hour speeds."

"Capacity was rising to 50 or more seats, while pressure cabins were due to raise comfortable 'over-the-weather' cruising heights to 30,000 feet."

Last year, despite the press of war commitments, U. S. airlines flew 37 per cent more passenger miles than in 1944 and carried 39 per cent more ton-miles of express and freight.

In 1945, A. T. A. said, 6,000,000 airline passengers flew 219,169,000 miles as compared with 1944 when 4,500,000 passengers flew only 144,240,000 miles.

Even so, the association said, "the aircraft still were insufficient to handle the steadily increasing demand for seats, particularly on the eastbound transcontinental trips."

Shortage Explained
It said part of the shortage of seats on eastbound flights was due to the fact that the army and navy in December temporarily took over 70 per cent of the available space for returning servicemen.

At the same time, the U. S. overseas air fleet carried 460,000 passengers a total of 32,000,000 miles and transported 4,825,000 ton-miles of mail and 8,336,000 ton-miles of express and freight.

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Future Is Bright at the U. S. Patent Office, Says Othman

By FREDERICK C. OTHMAN, United Press Staff Correspondent
WASHINGTON, Jan. 2 (U. P.).—There's one place in all the world to start the new year right, where ideas flow like air, the future is bright (for everybody but oysters), and only geniuses are allowed: The U. S. patent office.

Let us consider as our first invention of 1946 the somewhat complicated, but entirely practical, machine of Gerolamo R. Ragopus of Spokane, Wash. It is designed first to make an oyster hysterical and then to grab him while his nerves are frayed.

If you ever have tried to open a non-co-operative oyster, you'll understand the necessity of Gerolamo's machine. You put the oyster in it and a reciprocally operable hammer goes to work, bang-bang-bang, bankety-bang, on the oyster's overcoat.

An oyster can stand only so much of this. He opens his shell to see what's making the racket and—plop—a chisel-like tool automatically pries it the rest of the way. Then you drop in another oyster and bang-bang-bang.

Miss Ethel L. Fleischauer of Lafayette, Ind., has designed for the new year a bath tub with a built-in, form fit rumble seat to make bathing a joy, while the General Motors Corp. has bought the rights to three of the trickiest railroad cars you ever saw. These were designed by George A. Jergenson of Detroit. One is a two-decker, one has a sunparlor upstairs, and one has three floors, something like a house.

I also approve wholeheartedly of the umbrella patented by Benjamin B. Levine of Pittsburgh, Pa. It has no handle.

The Levine parafol has instead a harness to fit the human head and a chin strap to hold it on. It is the only umbrella ever made that'll keep you dry while you're carrying two suitcases.

The invention of Houston Farrington of Macon, Miss., may be equally useful, but I guess it'll have to be tried out first. Houston has designed a combination, twin-motored airplane and submarine. It will, he says, sail over and under the sea with equal ease. As soon as he gets the first model built he'll prove it.

That brings us to Sampson Isenberg of Chicago, who has saved

untold thousands of marriages from going p-f-f-t. You know how it is when you want to read in bed and your wife wants to sleep. Or vice-versa. Leads to the divorce courts.

Isenberg has invented a method of printing with fluorescent ink, which lights up when subjected to ultra violet rays.

All you need in your bedlamp is a globe which produces black, or invisible light. This strikes the printed word, as printed by Isenberg, and it lights itself, without disturbing your sleeping partner.

Keep it up, inventors. Continue this pace and 1946 will go down in history as the year that life (except for oysters) became worth living.

Officers for 1946 have been named by the Indianapolis Retail Hardware Dealers association.

They are Francis Helkema Jr., president; Wesley Brown, vice president; O. A. Hufnagel, second vice president; Harry Alexander, secretary, and E. K. Oeder, treasurer.

The next meeting will be held Tuesday, Jan. 8, at 8 p. m. at the Beech Grove hardware store. H. D. Bishop, plant manager of the Pittsburgh Plate Glass Co., will be guest speaker.

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