

Dollar Buys More Auto Today Than One Year Ago

A dollar spent in the purchase of a new automobile at the present time is worth 16.7 cents more than it was in December, 1927, according to reports of the U. S. Bureau of Labor Statistics to the American Motorists Association. In December, 1927, the motorist's dollar, based upon the average purchasing power of a dollar for all wholesale commodities, would buy but 9 cents worth, compared with 108.7 cents worth of machinery at the present time.

SURVEY CHANDLER PLANT

The Chandler-Cleveland plants in Cleveland which have passed to control of Hupp Motor Car Company interests are closed temporarily to permit Hupp officials to survey their facilities.

Auto Briefs

Automobiles, trucks and parts ranked third in railroad shipments for 1927, according to the Chicago Motor Club.

Over 60 per cent of automobiles sold in 1927 were on the installment basis, and \$574 was the amount of the average note given.

The average life of motor vehicles is seven years.

More than 82 per cent of all cars manufactured in 1927 were closed cars as compared to 43 per cent in 1924.

Ninety-two percent of all stolen cars are recovered.

Predicts 7,000,000 Cars Will Be Built in U. S. Next Year

A prediction that the combined production of American Automobile builders will reach 7,000,000 cars in 1929 is made by Col Leonard P. Ayres of Cleveland.

Such a production would shatter every production record in American automobile history. The market is a "little over 4,000,000" automobiles.

Col. Ayres says: this prediction:

"It seems probable that new concepts of competition will develop in the automobile industry in 1929.

"With existing markets taking about 4,000,000 cars annually, the automobile companies showed by their output in the early part of this year that they could easily produce over 350,000 cars; and over 50,000 trucks a month, without any important help from the Ford plants.

"But now the Ford Company is rapidly pushing up production toward the rate of 2,000,000 cars a year, and is having no trouble in selling them."

BOND ISSUE HELPS IOWA

When Iowa adopted the \$100,000,000 bond issue program at the November election, motorists of that state were saved ten years of travel over incomplete primary highways. Road authorities point out that this plan will allow completion of the present system within six years.

COST FOR DRIVING A CAR ONE MILE IS TEN CENTS

Chicago Motor Club Gives Figures Showing Operating Expenses—After Making a Survey

The cost of operating the average automobile is ten cents per mile, according to the Chicago Motor Club, which reports the result of a nationwide survey on the subject made by the American Automobile Association.

The A. A. A. figures show that while the range of operation costs is from 7.05 cents per mile for a light four-cylinder touring car to 11.73 cents per mile for a light six-cylinder coach, the average is ten cents per mile. Improvement in car design, development of good roads and standardization of motoring services have done much to lower the operating costs, it is stated.

Costs \$229 for Year

The automobile association figures show that the average motorist spent \$229 in 1927 for operation and maintenance, excluding depreciation and garaging charges. This as divided into four principal items as follows: Replacement parts and supplies, \$41; tires for replacement, \$40; fuels and lubricants, \$101, and labor, \$47.

The association points out that the average cost of operation for 1927 was lower than for 1919, when the average cost was \$281. Averages for other years were: 1921, \$221; 1923, \$222; 1925, \$217, and 1926, \$219.

During the fiscal year ending June 30 the federal government expended a total of \$88,056,984 toward the completion of initial improvements on 8,184 miles of federal-aid roads and the completion of advanced improvements on 2,014 miles.

Government Gives

In the same period the government extended financial assistance toward initial improvements in progress on 9,494 miles and advanced improvements on 1,285 miles. The entire cost of the finished project was \$205,043,784 of which the government's share was 43 per cent. The various states paid the remainder. Illinois received \$9,280,164, which was the largest disbursement. Iowa, Kansas, New York, Pennsylvania and Texas received the next largest amounts, each having been paid more than \$3,000,000.

These statements were taken by the Chicago Motor Club from fiscal report of Thomas H. McDonald, chief of the federal bureau of public roads.

FIRST CONCRETE IN OHIO

During 1892 the first concrete pavement was laid in the United States at Bellefontaine, Ohio. This was a narrow strip along the hitching rock on one side of the court house square.

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