

SEPTEMBER PROVES WORST MONTH FOR AUTO ACCIDENTS

September was the worst month of the year in the number of automobile accidents on city streets and the number of persons injured. A high water mark for collisions was established with a total of 1927 and 151 people were injured, five more than in any previous month this year.

There was a decrease in killings. As compared with seven in August, four people were killed within the city in September.

The increased accidents were due in large part to cut corners, failure to give right of way and skidding. As against 182 failures to give right of way in August, there were 229 accidents from such causes in September; there were 14 collisions from cut corners in September and 33 in August. Accidents from skidding more than doubled last month.

It is also apparent from figures included in the report of the traffic bureau that pedestrians were far more careless and more responsible in large measure for the increased number of injuries. Seventy-two were injured last month and only 48 in August.

Carelessness is given as the cause of 661 accidents, failure to signal 17, driving on the wrong side of the street 10, reckless driving 6, jockeying on the bridge 2. Of the total number of collisions, 769 were between automobiles, 115 between automobiles and streetcars, 35 with motorcycles, and 33 with bicycles.

Falling Beam Pins Two Men; Both Hurt

Shortly before noon Monday Alfred West, 28, and M. Gulobson, 20, were seriously injured at the former Columbia River Shipbuilding plant, when a heavy roof timber fell and pinned them to the ground. Both men were members of a wrecking crew demolishing the old ship ways used during war times. West is reported to have a broken left hip and bad body bruises. Gulobson's back is badly sprained, and physicians believe it may be broken. Both men are at Good Samaritan hospital. Gulobson resides at 834½ Penn street and West at 4128 Forty-sixth avenue S.E.

County to Combat Tax Levy of State

Aberdeen, Wash., Oct. 5.—The Board of county commissioners Monday took preliminary steps toward bringing an action against the state to restrain the collection of the tax levy certified to the county assessor's office here. The commissioners instructed County Attorney George E. Johnson to file suit, and he should find that there is any possibility that it can be carried through. The excess of 17 per cent over last year's assessment for this county the commissioners deem unwarrantable.

Inquiry Ordered of Restaurant Prices

Atlanta, Ga., Oct. 5.—(L.N.S.)—A thorough probe into restaurant prices of Atlanta will be immediately made as a result of a resolution adopted by the city council directing the mayor to appoint a committee for that purpose.

Plans for Proposed Repair of Bridge Cost County \$949.87

The work of the bridge department of the state highway commission, on behalf of Multnomah county, in preparing plans for repairs for the bridges across the Willamette river, totaled \$649.87. The bill was ordered paid by the commissioners Monday morning after a report was presented by Heribert Nunn, state highway engineer.

The cost of preparing the design for the proposed new Burnside bridge was placed at \$1528.51. The items include \$1807.44 for salaries, \$24.32 for traveling expenses, \$10.50 for supplies, and \$175.75 for miscellaneous items.

Visiting in Everett
Freewain, Oct. 5.—Edmund B. Sanderson, assistant general manager of the Milwaukee Land company of Seattle, and his wife and three daughters are the guests of Sanderson's mother, Mrs. D. C. Sanderson.

Auditorium Claim Solution Without Court Action Aim

Efforts on the part of city officials and representatives of Hans Pederson, contractor, to settle the auditorium claim without court action, were being made today to settle differences without court action. Pederson, who claimed \$77,000 loss on the building through the city's direct fault, was awarded \$65,000 by a special committee appointed by the council.

The council Monday unofficially asked the commissioners of Multnomah to "reach some compromise" with the city attorney. The commissioners entered conferences with the first concession, waiver of \$7000 interest charges allowed. They also prepared to deduct \$12,000, the value of steel stock which was posted by Pederson, which is being returned.

The council intended to take official action in fear the commissioners might fall and they would then have waived certain legal rights which they now hold in anticipation of a court battle.

LISTEN TO THE CALL

The call of the Open" is a call to simple eating and simple living—a call to get in harmony with natural law. The food for the outdoor man who wants to keep in trim, for the every-day job is Shredded Wheat Biscuit. The food of safety in Summer. There is no substitute for it. A food for the men and women who do things with hand or brain. Delicious for any meal with milk or cream. Two Biscuits make a nourishing meal.



DOLLARS ATTRACT DOLLARS



NA SH

SIX



Nash Prices Cannot Be Reduced Because They Have Never Been Inflated

There will be no reduction in the price of the Nash Six.

We think it only fair to state our policy plainly in justice to present Nash Six owners and those who contemplate purchasing this car.

Nash prices cannot be reduced because present prices represent the actual intrinsic value of the product plus a profit sufficient only to maintain manufacturing operations.

That is a plain statement of fact.

We cannot buy the high grade materials used in the Nash Six any cheaper.

We cannot buy the skilled labor employed in the making of the Nash Six any cheaper.

These two factors determine price. Until materials are lower or labor is lower, no one can manufacture such a car as the Nash Six for less money.

We say no one advisedly because here in this great plant covering 101 acres of ground and employing 5000 skilled workmen, manufacturing costs are reduced to their lowest level.

Here, the Nash Six is manufactured 93% in its entirety.

We have every advantage that large resources and a well established business afford—the purchase of raw materials on a big scale, perfected manufacturing processes and the distribution of costs over a large output.

This insures minimum production costs for each individual car.

That is why the Nash Six has always represented exceptionally high value.

The savings made by our manufacturing methods have been given to the buyer, keeping the price of this car at the lowest possible figure.

Consider this fact.

Since 1917, while prices of all commodities have been soaring,

A STATEMENT

Our policy has always been to give the consumer the best automobile and best truck we could build at the least possible cost. We have never asked a dollar more, simply because we could get it.

In view of the fact that there is no reduction today in the price of materials or labor entering into Nash products, and that there is no possibility of any reduction for some time to come that can substantially affect manufacturing costs, the policy of The Nash Motors Company will be to absolutely maintain its present prices on both passenger and trade to at least July 1st, 1921.

C.W. Nash

The Nash Motors Company, Kenosha, Wisconsin

No Reduction in Nash Truck Prices

The following present prices on both Nash Passenger Cars and Trucks will be maintained

PASSENGER CAR PRICES:

Five-passenger Touring Car	\$1990	Seven-pass. Touring Car	\$2180
Two-passenger Roadster	\$1990	Four-passenger Coupe	\$2295
Four-passenger Sport Model	\$2145	Seven-passenger Sedan	\$3250

TRUCK PRICES:

One-ton Chassis	\$2175	Two-ton Chassis	\$2880
Nash Quad Chassis	\$3675		

Prices f. o. b. Pacific Coast Points

Portland Motor Car Co.

Tenth and Burnside Streets

NA SH MOTORE