

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 1027 and 181 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 238 accidents from that cause in September, there were 74 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 were responsible in large degree for the increased number of injuries. Seventy-two were injured last month and only 48 in August.

Carelessness is given as the cause of 641 accidents, failure to signal 17, driving on the wrong side of the street 10, reckless driving 6, jockeying on the bridge 3. Of the total number of collisions, 747 were between automobiles, 118 between automobiles and street-cars, 85 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 894 1/2 Foss 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 Stewart to begin such an action if he should find that there is any possibility that it can be carried through. The excess of 77 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 begin immediately 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 \$949.87. The bill was ordered paid by the commissioners Monday morning after the report was presented by Herbert Nunn, state highway engineer.

The cost of preparing the design for the proposed new Burnside bridge was placed at \$1528.51. The items include \$1807.54 for salaries, \$34.32 for traveling expenses, \$18.50 for supplies and \$175.75 for miscellaneous items.

Auditorium Claim Solution Without Court Action Aim


Efforts on the part of city officials and representatives of Hans Pederson, contractor who built the Auditorium, 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 \$45,000 by a special committee appointed by the council.

The council Monday unofficially asked the bondsmen of Pederson to "reach some compromise" with the city attorney. The bondsmen entered conferences with the first concession, waiver of \$7000 interest charges allowed. They also prepared to deduct \$13,000, the value of steel block which was posted by Pederson, which is being returned.

The council refused to take official action in fear the compromise efforts might fail 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



Just as the Magnet Attracts Steel, So Do Dollars Attract Dollars

Every time you deposit a dollar in your savings account it becomes lonesome for another dollar to keep it company. Nor does it rest until it gets it. And so on.

You've no idea how easy it is to save money—till you've tried.


Try TODAY

Savings Dept. Ask for Mr. Hoyt



THE NORTHWESTERN NATIONAL BANK
PORTLAND, OREGON.

NASH 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,

the price of the Nash Six has risen only 31%. Considering the addition of cord tires and other equipment as standard equipment, the actual increase has been only 24%.

During that time, the increased price of other motor cars shows an average rise of 76%.

The cost of living has risen 104%.

These figures show plainly that Nash manufacturing ability does make possible a car of exceptional value, and that Nash selling prices have always been kept low in accordance with our low production cost.

In view of price changes, actual and rumored, we welcome the opportunity to make this statement:

"That the Nash Six today represents more actual value, and is a bigger and better automobile than any other car within hundreds of dollars of its price."

That is our judgment and that it is the judgment of many thousands of motor buyers is evident in the widespread conviction that the Nash Six does represent value impressively above the average.

Under these unsettled conditions it is the only explanation of the fact that today the Nash Motors Company has thousands of unfilled orders on its books and that maximum production schedules are being maintained in our factory.

You may purchase the Nash Six with the assurance that today, as always, you are buying a car of exceptional value.

You buy more power with the Nash Six due to its Perfected Valve-in-Head Motor.

You buy comfort and convenience beyond the ordinary.

You buy really exceptional beauty of design and finish.

And you buy a car with the high character of its performance proved beyond question.

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 cars and trucks 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.....\$2995
Four-passenger Sport Model \$2145	Seven-passenger Sedan.....\$3250
TRUCK PRICES	
One-ton Chassis.....\$2175	Two-ton Chassis.....\$2880
Nash Quad Chassis.....\$3675	
Prices 1. c. h. Pacific Coast Points	

Portland Motor Car Co.
Tenth and Burnside Streets

NASH MOTORS