

COMMISSION HAS BIG PROGRAM FOR COMING SESSION

Contracts Involving Half Million Dollars to Be Awarded for Road Work in Many Counties.

Salem, Aug. 20.—Road improvements in 18 of Oregon's 36 counties involving an expenditure of approximately \$500,000 will be up for consideration by the state highway commission at its meeting in Portland on August 29. This, according to Roy Klein, secretary to the commission, will represent the last big letting of road jobs for this season.

The program for the session follows:

GRADING, MACADAM AND PAVING

Clackamas County—Mount Hood Loop highway, divided into section line to Salmon river, 2.4 miles, section line to Multnomah county line—Sandy, 6.3 miles, macadam; Sandy-Cherryville, 6.7 miles, macadam; Cherryville-Brightwood, 8.1 miles, macadam.

Clatsop County—Coast highway, Youngs Bay bridge and north approach, paving.

Crook County—Crooked River highway, Frisville-Bear creek, macadam.

Deschutes County—Central Oregon highway, Bend-Horse ridge section, grading.

Douglas County—Roseburg-Coos Bay highway, Winston-Camas Hill section, 11.5 miles, grading.

Grant County—John Day River highway, Wheeler county line east, 11.4 miles, macadam.

Hood River County—Mount Hood Loop highway, Booth Hill section, 5 miles, grading.

Jackson and Klamath Counties—Ashland-Klamath Falls highway, Jenny creek-Hayden creek section, two units, 14.3 miles; grading.

Jackson County—Pacific highway, Ashland-Talent section, widening present roadbed. Pacific highway, Central Point-Gold Hill section, widening present roadbed.

Josephine County—Pacific highway, Wolf creek-Graves creek section, widening roadbed.

Malheur County—Central Oregon highway, Vale-Burrell section, 6.8 miles, grading and graveling; John Day River highway, Jamieson-Brogan section, 6.3 miles, grading.

Umatilla County—Guard fence on state highway, approximately 40,000 lineal feet.

Famhill County—West Side highway, McMinnville-Amity section, 2.4 miles, graveling; West Side highway, Yamhill city section, 8000 cubic yards of pavement.

BRIDGES

Baker County—Four culverts and two short trestle spans on the Huntington-Nelson section.

Lane County—Superstructure only for a bridge over the Willamette river between Cottage Grove and Latham. Alternative bids are asked for on wood end steel spans.

Malheur County—A 90 foot steel truss span with wood approaches over Bully creek near Vale.

Morrow County—Three bridges at the town of Heppner; a 36 foot concrete span in the town of Lexington.

Umatilla County—A bridge over Stage gulch at Stanfield.

Washington County—A concrete bridge of three spans totaling 75 feet in length over Scoggins creek, near Forest Grove.

FELLOWS ALONG THE ROW



THAT NEW BUICK.

E. H. JONES of the Salem-Velle company at Salem, was a visitor with the W. R. DeLay Motor Car company last Thursday.

H. S. ROTCE, Klamath Falls Velle company, came up to drive away a couple of Velle's from the W. R. DeLay company, last Thursday.

C. A. NYQUIST of the Nyquist Motor Car company, Astoria dealer for the Velle and Peerless, came to Portland to attend baseball game with W. R. DeLay last Monday.

EDDIE COHEN of the Oldsmobile company of Oregon left Portland on a flying trip East about three days ago and will be back as soon as the trains will bring him.

H. E. HARWOOD, Mack manager, has returned from his two weeks' trip over the state with C. E. EVANS, one of his salesmen.

W. S. ULERY, traveling service manager for the Nordyke & Marmon Co., is in town at the Northwest Auto company, checking up on Marmon. He will be here for a week and any Marmon owner who would like to have his car looked over by the factory man will find him at his service at Eighteenth and Alder streets.

C. B. SEARL, St. Helens garage, Castle Rock, Wash., Dori & Reo dealers for that territory, was a visitor up at the Northwest Auto company.

STY DUBBINS, trouble shooter for the Oregon Lexington company, made a trip to Medford and Ashland last week with a new T. S. special Ansted Lexington.

FRANK BROTHERTON, Walls Velle dealer for the Reo line, sent his secretary here to get a car, which stirred up quite an excitement for MR. PERCY JOHNSON, at the Northwest Auto company, as she would always sign letters to him—C. THURBER, not stating Mr. or Mrs. and MR. JOHNSON has sent back a few hot letters, so the story goes. A fair stranger came into the salesroom last week, and JOHNSON approached to wait on her. She announced that she was MISS C. THURBER, secretary to FRANK BROTHERTON of Walls

COLUMBIA MOTORS PUTS OUT NEW CAR

De Luxe Model of Five Passenger Touring Car Announced for 1922 Line of Autos.

The Columbia Motors company, is out with an announcement of its 1922 line. The important part of the announcement is a new five-passenger touring model, known as the De Luxe, to sell at \$1,475. Similar low prices are announced for the rest of the line along with a cut on the challenge model recently put out, of \$300. The price of this model, a five-passenger touring car, 116-inch wheel base, is announced at \$1,195—a figure which brings it within a few dollars of the lowest priced six cylinder car on the market today.

"In making this announcement," says Russell Lawson of the Russell Lawson Auto company, local distributors, "we are guided by the fact that we now are able to offer a new line of cars, made up of new parts and built under conditions that will prevail the balance of this year and next. We believe that the public is wearied of price cutting on old cars, so we decided to offer an entirely new line at entirely new prices. That our policy is a sound one is proven by the rapidity with which orders are coming in."

The De Luxe touring model is a thoroughly up-to-the-minute car in every respect. It has a beautiful body and racy looking top. The touring model has long body lines, deep-drawn crown fenders, a many-louvered hood and a non-collapsible top. The upholstery is genuine leather and the top is Panhard.

Two other open models are included in the line, a roadster and a sport model, both selling at \$1,475. Two closed cars, a coupe and a sedan, complete the standard line.

BRIGHT YOUNG BUSINESS MAN HEADS OWN COMPANY



Russell Lawson, who has entered the local motor world under the name Russell Lawson company. His company is handling the well known Columbia car.

NEW FOUR SHOWN TO OREGON PUBLIC

Buick Four Is Inspiration for Gathering of Dealers Which Culminates in Banquet.

The new Buick Four made its first bow to the Buick dealers of the Oregon territory at the salesrooms of the Howard Automobile company last week, with Manager George Dean doing the honors for the occasion.

The chassis of the new car was disassembled, the assembled dealers under the tutelage of W. R. Fenton being shown each minute detail of the working mechanism of the car from the radiator to the differential.

As a fitting wind-up for the occasion, a banquet was given in honor of the visitors at the Benson hotel in the evening.

The following were present from out of the city: W. R. Southard, Baker; C. H. Murphy, Albany; O. C. Baker, Roseburg; J. H. Dennison, Medford; T. L. Linsch, Frank Wilcox, Vancouver, Wash.; J. H. Shinn, Baker; T. Bert Wilson, J. Harbke, Tom Wilson, Goldendale, Wash.; Les Hall, Oregon City; Sherman Lovell, M. R. Dimond, W. R. Rowland, Astoria; W. S. Maxwell, Great Falls; H. C. Hoelne, Roseburg; M. D. McKley, Tillamook; E. W. Howard, Prineville; Homer Ross, McMinnville; B. F. Goodpasture, Eugene; W. I. Irwin, D. L. Sorter, White Salmon, Wash.; E. A. Frans, Hood River; C. A. McGee, San Francisco. Portlanders present were: George W. Dean, manager of the Portland branch, and his assistants as follows: A. M. Beaver, sales manager; J. D. Clancy, manager of the parts department; W. R. Fenton, manager of the service department.

CAR INSPECTION URGED ON OWNER

"Every motorist should set aside a regular time for looking over his car, and once a week is not too frequent," says Fred Vogler of the Northwest Auto company, Dori distributor for this territory.

"While foolproof design and sturdy construction of the modern motor car permit of a lot of neglect, there is a

limit to all good things, and crossing the deadline generally is costly.

"The motorist should regard his car as an investment and take care of it as he does other things he owns, not let it take care of itself and run down at the wheel, so to speak. It is good business, real conservation, and the owner of the service station is not at all put out, for repair men have about all the work they can do.

"In the instance of some cars, it is not a pleasant task to overhaul them, but the Dori is different. Accessibility of parts was one of the first principles built into the car, and the average owner has more fun than hard work in keeping his Dori fit and ready.

"That this practice is becoming more

a habit with owners is shown by the falling off of calls for service in relation to the number of cars in commission in this territory. Quite a saving can be made and much satisfaction gained from regular inspection on the part of the owners. It is the shortest cut to continuous motoring pleasure, which every owner wants, whether business best or touring."

BIG ROAD PROGRAM

The state highway commission in New Mexico has launched a big road building program with six new federal aid projects, one to cost \$46,107.23, a second to cost \$46,888.87, a third \$58,388.87, the fourth \$41,624.74, a fifth, \$69,844.49 and the sixth \$74,194.47.

Why Columbia Six?

There are more Columbia Six owners in the "AUTOMOBILE WISE" city of Detroit than there are of any other six cylinder car built.

Standard Features	Special Features
7-R Continental Motor. Timkin Axles and Bearings. Speier Universal Joints. Borg & Beck Clutch. Presto-O-Lite Battery. Stromberg Carburetor. Atwater-Kent Ignition System. Auto-Lite Starting and Lighting System. Pantosote Top. Full Leather Upholstery. Cord Tires.	1. The famous non-syn-chronizing spring suspension, making the Columbia the easiest riding car in the world regardless of wheel base. 2. Syphon - Thermostatic controlled Radiator Shutters—does away with hard starting, slow warming up, and hood covers. Keeps motor at even temperature. 3. The Flometer—a trouble-proof device that accurately registers, on a dash dial, the gasoline consumption of the car. An increase in gasoline consumption indicates trouble somewhere—soft tires, leak of oil, dragging brakes, etc.

The Columbia Six Is the GREATEST Car in the City for the Money!

CHALLENGER MODELS	DE LUXE MODELS
New Challenger 5-Pass. Touring.....\$1195	D-4-Pass. Sport Model.....\$1475
New Challenger 4-Pass. Coupe.....\$1995	E-2-Pass. Roadster.....\$1475
New Challenger 5-Pass. Sedan.....\$1995	C-5-5-Pass. Sedan.....\$2350
	H-4-Pass. Coupe.....\$2295
	C-C Special 5-Pass. De Luxe Touring \$1475

All prices F. O. B. Detroit.

Russell H. Lawson Auto Co.

East 3rd and Broadway, Portland, Ore. Phone: Auto. 310-16.
Phone for Demonstration Today

EXTENDING ROAD INTO MOUNTAINS

Highway Construction in Eastern Multnomah Opens Up Scenic Section.

Sandy, Aug. 20.—Road work is proceeding over the whole stretch of 24 miles of highway, beginning at the Multnomah line and extending to the forest boundary, about 4 1/2 miles beyond Brightwood. Several stretches of a mile or two are "roughed in," according to Mr. Eason. But these stretches while practically completed, will not be ready for traffic until the road is laid. Comparatively heavy work is being done at one or two points, which is opening up the road rapidly and good progress is being made. The multnomah county line is seven and a fraction miles northwest of Sandy, and the general route follows the Oregon trail beyond the town of Sandy.

Artistic bridge structures of concrete are being constructed at Alder, Cedar and Wild Cat creeks, and large concrete boxes are at Whiskey, Badger, Beaver and other small creeks. This road will be in the class A, the work all being of the highest standard, and which many claim will equal, or even surpass, the world-famed Columbia highway. This section is expected to prove a great attraction for tourists in the '25 exposition. There will also be great attractions for those who build summer homes out this way when the road is completed. It is hoped that surfacing can be completed from the Multnomah line to Cherryville this winter, which will make traffic much better than heretofore and hold the grading in shape.

PAVING WILL HALT AT CITY LIMITS

Pacific Highway in Clarke County Will Pass Up Strip Through La Center.

Ridgefield, Wash., Aug. 20.—Because the town of La Center was incorporated into a municipality a few years ago, a part of the Pacific highway will remain unpaved. A state law forbids the use of state highway funds within the limits of an incorporated settlement, and for this reason when paving resumes on the Pacific highway next year La Center will be passed up.

The assessed valuation of the town is about \$80,000, and the cost of paving the half mile stretch through it would be about \$20,000, so although the community may possess unlimited amounts of municipal spirit the funds necessary to finance the project within the incorporated limits are lacking. It has been proposed that La Center disincorporate, allow the state to finish the paving of the highway and then reincorporate, but the proposal has not met with very much approval among town officers. With the exception of this stretch, the highway will be graded this year and paved next year. Work has already commenced on the detour, getting it in shape in preparation for the closing of the highway. Grading operations on the highway were also started between La Center and Woodland south of the steel bridge over the north fork of the Lewis river. A large steam shovel and a number of teams are at work widening the grade and eliminating small curves.

Setting Brakes Not Enough; Set Wheels

If you stop the car on a hill it is not sufficient to set the emergency brake, particularly if the car is a heavy one. Cramp the front wheels so that one of them rests against the curb or a rock. Use front of front wheel if car points down hill and rear of rear wheel if the car points up. Then if the emergency brake slips, or if some mischievous boys disengage it, the car will not start.

Adjust Carburetor When Engine Warm

A great many car owners make the mistake of adjusting the carburetor when the engine is cold. Now it is always best to make adjustments to the motor when it has been run for long enough to get thoroughly warmed through, and this applies equally to the valve tappets, etc. It is quite possible that the cold motor may operate very well on certain adjustments that will not agree at all with the hot engine.

Viola Dana Driver Of Speedy Racer Now

Viola Dana, who recently awarded prizes to the winners of the Nevada 1000 mile road races, suddenly has found herself the driver of a speedy racer. Her latest Metro picture, "The Fourteenth Lover," adapted by Edith Kennedy from Alice D. G. Miller's story, calls for several bursts of speed, which Miss Dana has provided with the aid of a Dusen-berg racer that has seen service in numerous track races.

Way to Let Acids Escape Battery Box

A hole should be drilled in the bottom of the metal battery box to allow water or acid that happens to overflow to make its escape. This operation is assisted if the battery is raised from the bottom of the box on four little wooden cleats, which also assist ventilation. The best way to preserve these cleats is to hold them in paraffin before they are put in place, as this prevents deterioration due to the action of the acid.

EIGHT IS WRITING ITS OWN NAME



Apperson Eight, in high gear, making a perfect figure 8 in the very small area shown.

Footprints on Time's Sands Left by MACK Trucks

The most complete display of efficient municipal motor equipment ever shown was the recent parade of New York City's Department of Street Cleaning. We quote from the New York Times' account of the parade:

"Some of the oldest motor truck units in the department's service were in line, representing twelve big Macks installed in the early part of 1917, which have been working at least two shifts a day for over 300 days a year and eight hours on many Sundays ever since purchased. One, a steel covered sanitary body for the collection of refuse is said to be one of the most efficient municipal units known."

MACK Trucks endure where others fall by the wayside and are sent to the junk pile. Measured by the full period of years over which they rendered efficient service, MACK Trucks are the most economical motor transport known.

They Are in Six Sizes

Mack-International Motor Truck Corporation

Tenth and Davis Streets

PERFORMANCE COUNTS

DORT

In the rear the genuine comfort of Dort upholstery is at once apparent. Wide doors make entrance and exit conveniently easy.

There are no classes of prospects we would rather see at our show rooms than experienced designers, coach-makers, wood-workers or painters.

These men know instantly—from experience—the superiority of the Dort body design and workmanship.

They invariably exclaim: "Don't see how you do it for the money!"

If you have any friends among these classes of "men who know" bring them along when you inspect the Dort.

And by the way, why not fix a time now?

Compare DORT Prices

Touring	\$ 985
Roadster	985
Sedan	1685
Coupe	1535

F. O. B. Factory
Wire wheels and spare tire extra

DORT TOURING CAR NOW \$985

NORTHWEST AUTO CO.
Distributors
18th and Alder Sts. Portland, Ore.

Quality Goes Clear Through