

# DORT AGENCY TO SHOW CAR IN TRUE FORM

Various Events During Recent Years Prove Durability of Great Machine

J. W. Jones Promises Display Surpassing All Previous Attempts on Part of Local Concern.

## REFINEMENT AND GOOD LOOKS ARE COMBINED

Every Precaution Is Taken to Add Simplicity and Guard Against Mishaps

The Dort exhibit at the Salem Automobile show will be one of the most attractive and interesting displays ever made, according to J. W. Jones, local dealer for the Dort. There will be a cut out model of the Dort car showing how this sturdy car is made. Good looks and refinement are characteristics of all Dort models. In the open cars many minor changes have been incorporated to add to the convenience of the owner. In the first place the hand brake and gear shifting levers are in center position, well forward so that ample room is provided when entering the front compartment. The foot pads on both the foot brake and clutch pedals are extra large and so curved that they fit into the ball of the foot, which makes for easy operation. Gas Tank is Novel. The gas tank operated under vacuum pressure, is suspended from the rear frame and permits of a more even distribution of weight than lo-

calating the tank in the cowl. Upholstery is deeper and the cushion springs are stronger, giving a more durable and longer lasting type of seat. Many refinements have been incorporated in the exterior appearance, which will be noticeable at a glance. The headlights are larger with nickel rims and black center, a pleasing combination. The rounded hood and carefully molded fenders lend gracefully to the beauty of the entire design. Those of a mechanical nature who are desirous of witnessing the simplicity and careful engineering of Dort construction can do so from the cut-out chassis that shows in detail every part of the Dort's "inner works." Walking about this chassis the visitor to the show can plainly behold the keynote of construction in Dort building and that is simplicity.

**Motor Held Durable.**  
The Dort motor is four cylinder cast in bloc, of the latest accepted practice. Bore is 3 1/2 inches, stroke 5 inches, with extra light cast iron pistons. Transmission of the selective type, with three speeds forward and one reverse, is built in unit with motor.

Both front and rear springs are extra long with the main leaves of tungsten steel, a guarantee of long spring life. Rear springs are the approved cantilever type, standard on cars of a great deal higher price than Dort.

The Dort rear axle is three-quarter floating with nickel steel gears and axle shafts mounted on high duty roller bearings. Equipment is complete in every detail.

**Simplicity is Feature.**  
It will be noted from the cut out chassis that simplicity and accessibility of all working parts are uppermost throughout the Dort design. In fact it has always been the Dort ideal to build the Dort car in such a way that it can be cared for by the average owner, and also that if it should require expert service, this can be had without the outlay of huge repair expense.

First and foremost in simplicity, from the standpoint of upkeep, is the oiling system. A car well oiled is a car that runs well and the Dort oiling system makes it possible for any man, regardless of mechanical knowledge, to keep it properly oiled after a single instruction.

**Car Accident Proof.**  
Then there is the matter of accessibility. Every adjustable part is arranged with special attention to its accessibility. You will see from the Dort cut out chassis that it is designed so that the owner can make any minor adjustment without fear of making an injurious mistake to the mechanism. It is possible to remove the entire

# SHIFTING OF SETTLEMENT CAUSES SCARE

Governor Davis of Idaho Urges Reclamationists to Keep Center West

## TWO BILLS INTRODUCED

Former Secretary Lane in Sympathy With Western State's Program

A statement in the preliminary report of the census bureau that the center of population of the United States in moving eastward instead of westward is considered startling information by Governor D. W. Davis of Idaho, president of the Western States Reclamation association. It is such information, he believes, that should cause western men who are working in the cause of reclamation to redouble their efforts to bring the financial assistance from the government that is needed to develop the undeveloped lands of the west.

Percy A. Cupper, state engineer, and member of the executive committee of the association, is in receipt of a bulleting from Governor Davis, and also a report on the committee's recent conference in Washington. During the conference a bill was drafted calling for a bond issue of \$250,000,000.

**McNary Introduces Bill**  
The bill has been introduced in the house by Representative Kinkaid of Nebraska and in the senate by Senator McNary of Oregon. Strongest opposition to the measure is expected from the middle west, which is said to fear competition with the far west both in production and in land. Former Secretary of the Treasury Glass, just before resigning, expressed himself in favor of a direct appropriation instead of a bond issue, but said he believed it would be impossible to get an appropriation. Former Secretary of the Interior Franklin K. Lane, just before resigning, urged a cut in the bond issue sought to \$100,000,000, but his favorable attitude toward the reclamation question and the spirit of the bill have encouraged the reclamationists from the west. In his report of the conference Governor Davis writes: "In the first place this country is in a financial condition which is unparalleled in its history. We owe thirty billions of dollars, and deficits and huge expenses face congress. I have never known before a subject to receive the intense thought of the members of congress, on whom the responsibility of stabilizing conditions rests, as does this.

**Demand Staggered Leaders**  
"Our demands for financial assistance staggered the leaders, yet I can report to you that our economical arguments have made a deep impression on them, and I believe I can state with absolute sincerity, that if we do not get the things now which we are asking, that within another year or two, it is certain to come because your committee of governors and executive committeemen has, I think, made a deep impression on members of congress.

"Our fight will come from the middle western states where they fear competition, both in production and in land. Their argument is baseless. We must produce more wheat no matter where it comes from, for in three years' time the United States will be importing this grain, a condition which will be an indictment against our intelligence if we fail to develop the wheat and hay lands of the west.

"Your committee met with the ways and means committee of the senate and house, the steering committee and finance committees. Both encouraging and discouraging things were put up to us, the discouraging things serving only to set our purposes more firmly. After many hours of discussion and consultation a tentative bill was framed asking for a bond issue of \$250,000,000. It has been introduced in the house by Representative Kinkaid of Nebraska and in the senate by Senator McNary of Oregon, and is started on its way.

**Editorial Support Urged**  
"Our senate bill is known as S-3758. Let us keep interest up to the limit in this bill and the association. Ask your papers for editorial support. We have great problems and we can meet all of them successfully in time. Let us not spare legitimate expense for energy. "I suggest that everyone who receives this letter write to friends in the middle western states setting forth the necessity for support and the unfairness of the arguments of those who would oppose the bill.

"Former Governor Spry of Utah was selected by your committee to stay in Washington and keep us informed of the condition of this legislation and such other matters as it will be necessary for him to attend to. I think you will agree with me in the wisdom of this choice.

**Legion's Support Needed**  
"Your committee also selected Mr. Brown who acted as secretary of the

power plant without removing the body; in fact without removing another part of the car except the radiator. The same accessibility of construction is found throughout the entire design. Every precaution has been taken to add simplicity and to make the Dort proof against mishap. Even the ignition is so arranged that it is impossible to exhaust the battery by stopping the motor in dead center with the switch turned on. The entire Dort chassis is constructed on the ideal of service and simplicity. It is the contention of Dort officials that correct design does not consist in mechanical perfection alone, but in simplified mechanical perfection, and that is the Dort in a nutshell.

# OAKLAND AGENT IS OPTIMISTIC

D. Samuel Sees Bright Future For Automobile Business in Salem

D. Samuel, proprietor of the American Automobile company, agents for Oakland cars, is very optimistic over the future of the automobile business in Salem. Although in business just a year his patronage has assumed such proportions that his quarters on South Commercial street are inadequate to accommodate it. He has recently purchased the Capital Garage on South Liberty street and will run this branch for trading in used cars and accessories, also as a service station and general auto repair shop.

## Cadillac and Lexington Have Two-Way Lights

The tilting headlight shown this year for the first time by the Cadillac and the Lexington Minute Man Six, removes one of the greatest menaces to night riding. While there is a difference in the principles employed by the two factories to eliminate the glare the results are practically the same. It is accomplished by a special reflector, which throws the beam downward, concentrating on the road in front of the car below the vision level of the approaching driver or pedestrian. The reflection of light is controlled by a lever within each reach of the driver.

A demonstration of this feature was given on the streets of Salem by the local Lexington dealers on Saturday night, and attracted much attention. With the headlight reflector in road driving position the light is projected approximately 500 feet, but for city driving, or when meeting a car on a rural highway, the reflector is, turned downward, concentrating the same bright light on the roadway 35 feet in front of the car at a non-glare angle.

## Added Attraction For McKenzie Trip Planned

Those of Marion and Polk county who annually cover the Mackenzie river highway, at least as far as Belknap Springs, will this season find an added attraction at Lost Creek, where Swartz Brothers have in course of construction a twenty-room hotel of modern architectural design and with conveniences unknown to the average hostelry similarly located. It is the purpose of the promoters to make this a real place of resort. A garage will be erected for tourists.

## CLASS?

The Parlor-Built Daniels Eight is the class of the show. Everybody wants one of these distinctive cars. A few fastidious owners can own them. See the Daniels at the show.

## STRENGTH?

The Gramm-Bernstein Truck is the greatest hauling machine on earth. It was the first commercial wagon built in America and it's always been the first. When a better truck is built, the Gramms will build it, as they always have done. See the Gramm at the show.

## EVERYMAN'S CAR?

The Anderson Six is a revelation in brute strength, body design and quality, comfort and money-worth value. The million buyers who want a big, everlasting, quality car, should see the Anderson. It's at the show.

Salesmen's Exchange, 255 State

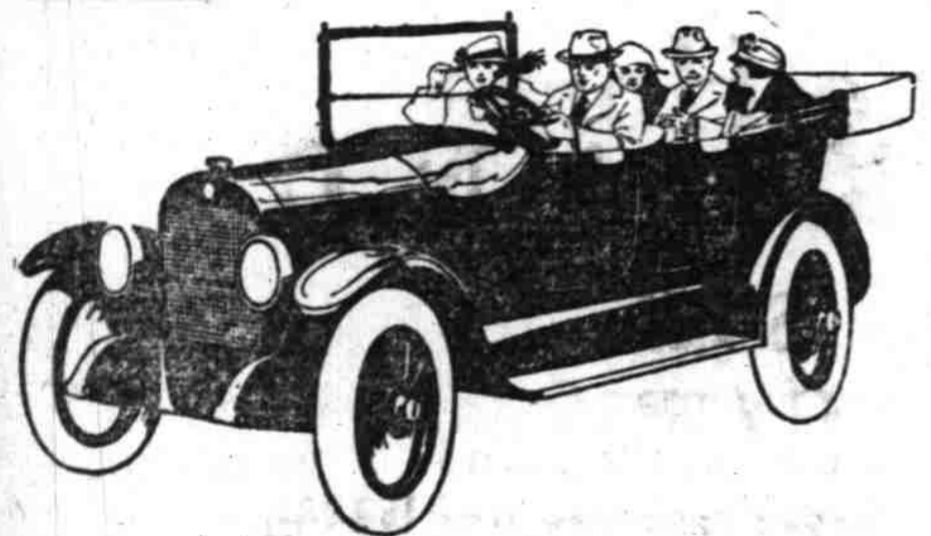
THE STATESMAN CLASSIFIED ADS. BRING GREAT RESULTS

# SEE OUR BUICK AND REPUBLIC Truck Exhibit AT THE Auto Show

Otto J. Wilson, Dealer

# DORT

Quality Goes Clear Through



It is the marked ability of the Dort to stay in fit condition despite the stress of daily use that makes it so desirable a car investment.

The low cost of motoring in a Dort, as you know, has come to be almost a proverb among owners.

Part of this is due, of course, to the efficiency with which it turns gas and oil into travel.

But a large part of its low operative cost must be credited to the soundness and enduring quality of its construction.

Every new Dort that goes into use emphasizes this characteristic—dependability.

Salem Velie Company  
162 N. Commercial St. J. W. Jones, Manager

DORT MOTOR CAR COMPANY  
Flint, Mich.



The Woman Who Instinctively Feels and the Man Who Unquestionably Knows Why the Elgin Six Is Called—

## World's Champion Light Six

Though a woman may be inclined to appraise motor car value in a slightly different way—

the fact that the Elgin Six has become a champion—by virtue of its repeated triumphs in most every conceivable kind of stock car competition—

means equally as much to her as it does to the man who enjoys the benefit of a larger number of years of experience in "owning" and "driving."

Both know—one probably more by instinct—that a car which has attained such notable distinction must continue to display these same high virtues when called upon to meet unexpected emergencies in private driving.

One knows that the Elgin Six is an exceptional car because he thoroughly

understands the mechanical reasons for its superior performance.

The other is made confident that the Elgin is a wonderful car because she has never had any occasion to question its reliability.

The one notices and marvels at its astonishing ease of manipulation.

The other loves to drive it because she finds it so easy to guide and control.

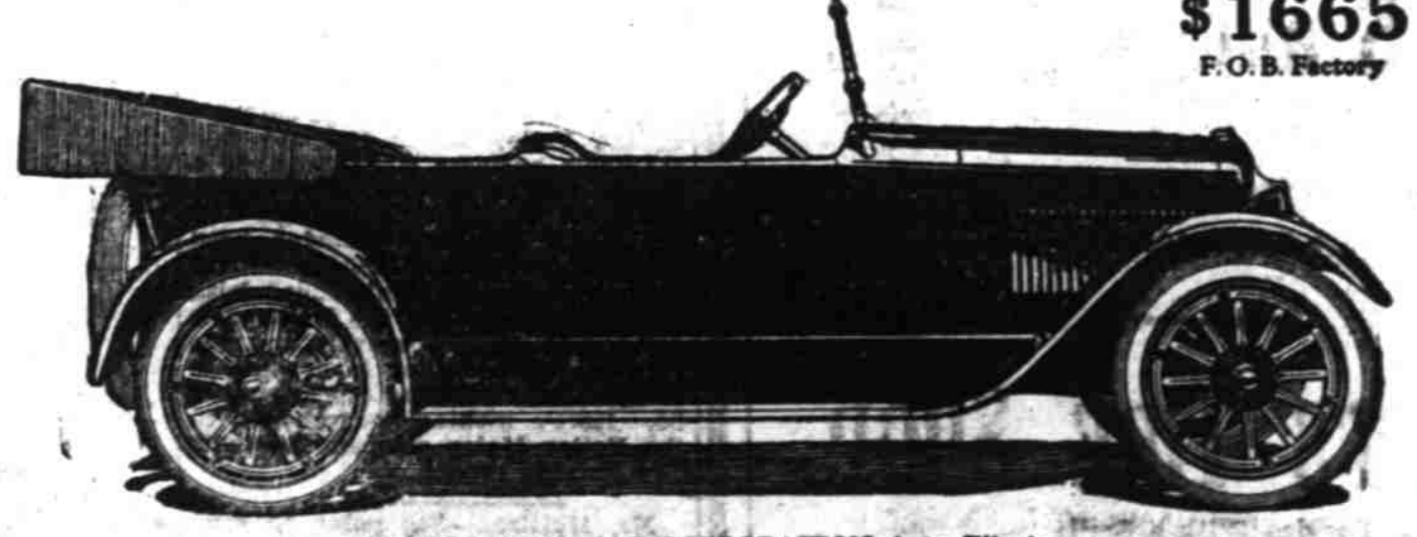
He recognizes the exceptional ability of engineers who designed such an attractive vehicle.

She is happy and proud to find how much her friends admire and respect the car she drives.

Why be contented with less than a Champion?

Lee L. Gilbert, Western Oregon Distributor, Salem, Oregon, will finance good live dealers in unoccupied territory. See the New Elgin "6" models at the Auto Show, 18,19-20.

\$1665  
F.O.B. Factory



ELGIN MOTOR CAR CORPORATION, Argo, Illinois