

AUTOMOBILES, TRUCKS AND TRACTORS

MOTORCYCLES — BICYCLES — ACCESSORIES

SOMETHING ABOUT COLUMBIA 6 TOLD FOR PROSPECTIVE BUYER

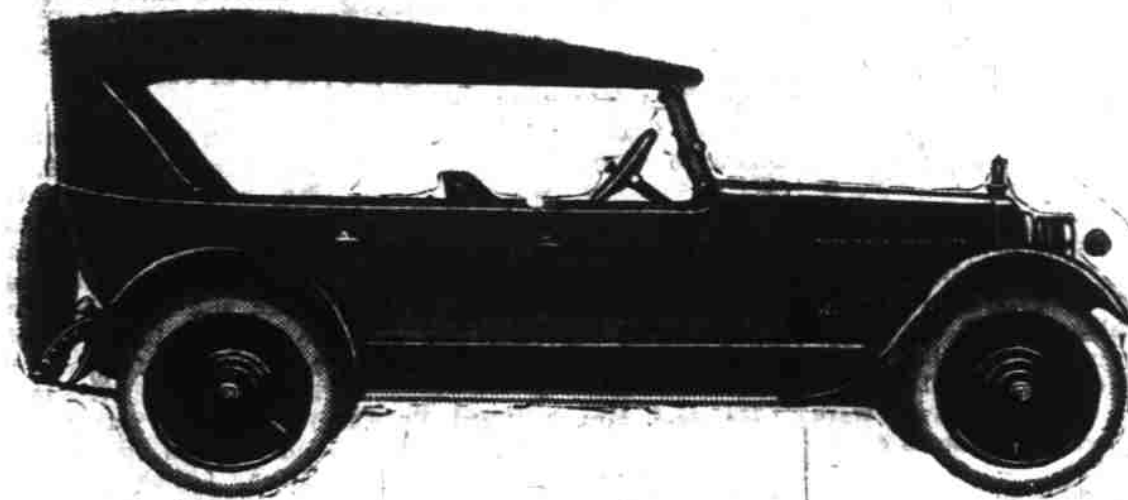
From an engineering standpoint, the plan of using standard specialized units in a motor car has many outstanding advantages. J. G. Bayerline, president of the Columbia Motors Company says:

"No experienced motorist needs to be told that the Continental Motors Corporation, with more than twenty years of concentrated study of automobile engines as a foundation, can produce a better, more reliable and more efficient motor than can any other builder with less knowledge, limited facilities and perhaps a dozen

other things to think about besides the engine.

"In the same way, Timken can be trusted to make more dependable axles, Durston a better transmission, Auto-Lite a more reliable electrical system. The buyer of a specialized car, such as the Columbia Light Six, gets the benefit of the specialized experience of a dozen different engineering organizations, each with a national reputation.

"This plan leaves Columbia with just the one job of combining these more dependable units into a sturdy, handsome, smooth-



running and long-lived automobile. Columbia engineers have become specialists on this important job and do better work as a natural result.

"The whole structure of our modern industrial system is founded on specialization not only

far better quarters, with added instructors, and with excellent shop equipment to demonstrate the work.

Two forms of instruction are to be given. One is the full mechanical course, covering four and one-half months of intensive work. The other is a short course for car owners, and is given in 12 or more evening sessions. The big course is an exhaustive study of auto-mechanics—designing, hand work, machine work, ignition, electrical service, everything that goes into an automobile and its operation. There will be a careful study of racing machines and the special problems they present for those who want to consider such work as a part of their training. This is of very great value in showing the valuable, scientific problems that speed cars bring up.

Lee Eyerly, one of the best known auto mechanics of Salem and a close student of the scientific development of better mechanical procedure, is to be one of the instructors. He took an all-summer special intensive course at O. A. C. this year, getting ready for this work, for which he was already well fitted. He will take up the racing car classes during the year, and two classes are to build race cars simultaneously on their own different designs to test out some of their class learning. Mr. Milson will take up the electrical department, and both will do their part in the general mechanical work.

AUTO SCHOOL TO OPEN MONDAY

H. J. Milson Ready to Begin Work for Year Under Smith-Hughes Act

"The State School of Automotive Engineering" is to open its doors for students Monday, Oct. 9, at 173 South Liberty street.

The school was started in a small way last year by H. J. Milson, under the provisions of the federal Smith-Hughes vocational training act, which for approved mechanical and industrial schools will give one-half the cost of tuition for every attending student. The work got across so well in spite of the poor quarters on North Liberty street, that it is to be largely increased this year, in

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\$125

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Harry W. Scott

"The Cycle Man"
147 So. Commercial St.

Remarkable Trip Made In Gardner Automobile

B. Risney and wife, from Okaloosa, Ia., are newcomers in Salem, at the end of an interesting auto trip. They left their Hawkeye home, driving first to Milwaukee, and circulating among the forests and lakes of Wisconsin for about 2000 miles before they circled back through their home town on their way westward.

They visited for awhile in Colorado, then going up to Casper and Douglas, Wyo., only to return to Denver for a fresh start westward. They took in Salt Lake, Twin Falls, Boise, and then the central Oregon route through Vale, Burns, Bend and the McKenzie Pass, to land in Salem this week.

After driving more than 8000 miles in their Gardner car, they still have the same air in their tires that they gathered up from their own back yard in Iowa. They did not clean or change a spark plug on the trip, and the only break was one leaf on a front spring, caused by a loose shackie bolt. They made an average of 24 miles to the gallon of gas, mountain roads and everything.

Mr. Risney has accepted a contract as salesman for the F. W. Pettyjohn company that handles the Gardner car in this locality.

Progress Being Made on Bonesteel Garage

All the reinforced concrete walls for the Bonesteel garage on South Commercial street have been poured and are about ready to be husked out of their shells, the wooden forms in which they were cast. The forms are built and in place for the upper story, and this will be poured the first of next week, as soon as the cement arrives ready for the mixing.

The building is to contain 500 cubic yards of concrete, exclusive of the floors, all of which, the basement, the main floor and the second story, are to be of concrete. About 150,000 feet of lumber is to be used in the construction,

GASOLINE SALES BREAK RECORDS

Secretary of State Koser Announces Distribution for August

All previous monthly records in the sale of gasoline in Oregon were broken by the sales for August, says a statement issued Saturday by Sam A. Koser, secretary of state.

The total distribution in August was 6,761,537.2 gallons which was an increase of about 2 1/2 per cent over the sales for the previous month and 14 per cent over the sales for August, 1921.

Sales of distillate totaled 342,730.5 gallons, which was a decline of 5167.5 gallons as compared with the previous month.

On these sales the state received a total tax of \$140,273.34, of this amount \$69,329.84 was produced under the law of 1919, which provides a tax of 1 cent a gallon on gasoline and half a cent a gallon on distillate. The additional tax law of 1921 provides for a uniform rate of 1 cent a gallon on all gasoline used in motor vehicles on the public highways, and in August produced in taxes \$71,043.50.

Up to date the motor vehicle fuel tax laws has returned to the state treasury to total sum of \$2,571,046.45.

NEW CORPORATIONS

Articles of incorporation were filed yesterday by the Merchants Holding company of Portland, capitalized at \$200,000. The incorporators are A. L. Veazie, A. C. Rudy and George J. Perkins.

Articles also were filed yesterday by the Lyster-Lawson Lumber company of Glendale, Douglas county, capitalized at \$70,000. The incorporators are John Lyster, Thomas E. Lawson and N. E. Stuvland.

Articles of incorporation were filed here yesterday by C. L. & Co., a realty and investment concern of Portland, capitalized at \$3000. The incorporators are James E. Craib, Waldemar Seton and L. S. Westfall.

Articles were filed by the Kaitai club a social organization of Oregon agricultural college at Corvallis. The incorporators are Ray T. Williams, Richard Hall, J. Wendell Howe and others.

A permit to operate in Oregon was issued to the Durant Corporation of New York, capitalized at \$20,000. Dan E. Powers of Portland is named as attorney-in-fact for Oregon.

The Western Wool Warehouse company of Portland filed notice of a decrease in capitalization from \$2,000,000 to \$800,000.

This, however, including the large quantity of material used for the concrete forms. The exceptionally heavy timbers for the posts and the floor joists accounts largely for this quantity of timber. Most of the floor joists are 24 inches deep, cut solid and not spliced or laminated.

The discussion of the future is very interesting. There is so much of it.

Isn't it surprising how many different things a man can eat when he has to do the cooking?

FURTHER MISSION WORK IS ORDERED

Methodist Denomination Is Believer in Movement as Cure for War Fever

Because the devout leaders of the church believe that the gospel of Christianity and brotherhood is the one cure for the war fever that has so befogged and cursed the world, and is even now threatening a worse outbreak than ever, the Methodist church is starting in a worldwide campaign for more missions. Bishop Homer C. Stuntz, now of the Omaha area, has been ordered to the Oregon conference and is to be in the state all the month of October. He is to visit Salem Monday, Oct. 9, and is to be given a reception and dinner at the First Methodist church at 6 o'clock that evening. As this is the only meeting to be held in this immediate district, it will be a district instead of a merely local meeting, both visitors from Silverton, Jefferson, Dallas, Falls City, Turner and other points, and also from all the Methodist churches of Salem. The occasion will take the place of the regular Tuesday club meeting for this month.

The annual "Every Member" canvass for the First church is to be made on Sunday afternoon, by a large number of volunteer workers who will aim to visit every home in any way affiliated with the church, and see to the underwriting of the budget for the current year. The church year actually began October 1, but it has been impossible to put

GEO. C. WILL

Closing Out Piano and Phonograph Stock

New Phonographs 1/2 Price. \$1 down, \$1 week up.

Pianos \$89 up; terms \$5 down, \$5 month up.

See Ad. on last page of second section.

on the canvass until now. A total of \$11,355, is apportioned for all local needs, besides whatever may go for the centenary and all outside missionary offerings. This is rather less than \$10 per member for the big church membership, and the annual centenary missionary subscriptions amount to a little more than one-

half as much, besides the amount that may be raised for other special or regular causes. The Salem First church has been one of the most cheerful givers of all the big churches in the northwest.

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