

# TRAFFIC LAWS NEED CHANGES

Biennial Report Submitted by T. A. Raffety, State Chief Inspector

Because of the increasing danger to life and property brought about by the increased number of motor vehicles operated upon the highways of the state, amendments to some sections of the traffic laws of the state are recommended in the biennial report of T. A. Raffety, chief of the state traffic department.

That malicious and reckless operation may be checked, the report declares that courts should be required to report to the secretary of state all convictions of violations of the state motor vehicle law coming under their jurisdiction and should be com-



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pensated for the transcript of such record.

**Other Recommendations**  
Other recommendations are: Where it is desired to transport logs or other heavy material over the highways bonds should be required that the state may be reimbursed for any resulting damage.

The use of only one spotlight is held advisable, but its location on the vehicle should be fixed by law.

The use of pneumatic tires on trucks should be encouraged and the use of trucks in excess of three and one-half tons should be discouraged.

Reckless driving should be placed in the same category as driving while intoxicated.

**Examinations Advocated**  
Applicants for licenses to operate vehicles should be required to pass thorough examinations.

Foreign licensed cars, the owners of which are sojourning in Oregon temporarily, should be required to be registered with the secretary of state and permits to operate such cars within this state for such period of time as the law of the state of the owners' residence grants to residents of other states, should be provided by the secretary of state.

Motor vehicles should not be permitted to remain standing upon any main traveled portion of a hard-surfaced highway or paved roadway outside the corporate limits of cities or towns.

**Inspection Necessary**  
Compulsory inspection of motor vehicle equipment, such as brakes and lights, should be required and certificates of such inspection filed monthly with the secretary of state.

The employment of traffic officers whose compensation is based upon the fee system, should be discouraged.

The report gives considerable attention to the question of speed and overloading of trucks, and notes that evils in this connection have been cut down to a remarkable degree through the opera-

tion of the traffic officers.

**Year Summed Up**  
In summing up at the close of 1921 the report says that "the activities of the officers indicated that attention had been given to every phase of the motor vehicle act, but particularly did it show the officers had been alert to observe and check up on those things in connection with the operation of the vehicle where any element of danger was manifest, such as speeding, reckless driving, improper lights and their operation, failure to observe 'rules of the road,' etc."

Statistics for 1921 are given as follows:

Patrol miles covered, 67,809; cities and towns visited, 969; improper lighting, speeding, recklessness, etc., 2792; warning slips issued, 4689; arrests, 800; operators' licenses suspended or revoked, 28; trucks inspected and weighed, 788; overloads found, 138; accidents observed, 54.

**Stolen Cars Recovered**

During the year stolen motor vehicles to the value of \$10,545 were recovered. The fines imposed by the courts amounted to \$10,93.90, "all of which remained in the counties in which the courts were located, none reverting to the state to help defray the expenses incurred by the traffic force. The average fine imposed was \$13.66 as against \$3.28 the year previous, showing clearly the desire of the courts to cooperate. Several jail sentences were imposed, but practically all were suspended."

The total expenditure for the work from its beginning to the close of 1921 was approximately \$28,287.91.

The report mentions the special session of the legislature, called in December, 1921, when the traffic problem had been so complicated by the commercialization of the highways by stage lines that the transportation act placing these lines under the jurisdiction of the public service commission was passed. The traffic squad was increased to 13 men and the state divided into 11 patrol districts.

**Statistics for 1922**

Statistics for 1922 are given as follows, covering the period up to October 1:

License activities, 8518 activities directed against improper lighting equipment, its operation, reckless driving, speeding and all violations containing an element of danger, 9270; trucks inspected, weighed, equipment investigated, 6418; stolen cars recovered, 42; accidents observed, 345; assistance rendered tourists, 95; miscellaneous activities, 50; warning slips issued, 14,706; arrests, 2,358; total activities, 41,902.

Days in the field, 4640; patrol miles covered, 288,072.

Disbursements since the organization of the traffic department total \$56,818.05, and receipts, \$146,894.15, leaving a credit balance of \$90,076.10.

## FRANK LOVELL TO RESIGN OFFICE

State Tax Commissioner Is Holder of Position at Capitol 30 Years

The resignation of Frank K. Lovell, state tax commissioner, and for 30 years a holder of positions in the Oregon state capitol, is in the hands of the governor.

Mr. Lovell's first connection with the state house was as auditor under Secretary of State G. W. McBride. Under the succeeding secretary of state, Frank I. Dunbar, Mr. Lovell was appointed chief clerk and also served in that position under Secretary of State Frank W. Benson.

In 1911 Mr. Lovell served as calendar clerk in the state senate, and after the legislative session was appointed secretary of the state tax commission. He was elevated to the tax commissionership in 1919 by appointment of Governor Olcott when Tax Commissioner Charles V. Galloway resigned.

Mr. Lovell will go to California when he leaves his office, which will be about January 1. His resignation is due to ill health.

## Two New Diptheria Cases Are Reported

Two new cases of diptheria were reported yesterday to Dr. E. C. Cashatt, city health officer. One of these cases is in Englewood and the other in South Salem. This makes a total of 13

cases in Salem at the present time, according to Dr. Cashatt.

Seven cases of smallpox are under quarantine at the present time, although no tendency to spread has been noticed so far. If such a tendency should be shown, Dr. Cashatt says, the students will be required to be vaccinated or remain away from school.

Every effort is being made to prevent the spread of disease and keep the city schools open. The diptheria has so far been confined to the Englewood district with the one exception. Cultures of the throats of all children who might be carriers of the disease are being made regularly.

## TROUBLED WITH WEAK KIDNEYS

"Have been troubled with weak kidneys since childhood," writes Mrs. G. Hyde, Benzonia, Michigan. "Now past forty and have had terrible backache and that tired out feeling, hardly able to do my work. By using Foley Kidney Pills accompanied with Foley Cathartic Tablets I soon felt like a new person." Backache, rheumatic pains, dizziness and blurred vision are symptoms of kidney trouble. Foley Kidney Pills give quick relief.—Adv.

## Logging Operations Stop When Snow Gets Too Deep

DALLAS, Or., Dec. 20.—(Special to The Statesman.)—Because of the depth of snow in the logging camps of the Willamette Valley Lumber company west of Black Rock, work has been discontinued for the past several days and will not start again until the snow has disappeared or melted to such a depth that will make logging easier.

Snow for the past week has averaged three and one-half to four feet on the level and when

rain began to fall in the valley snow continued to fall in the mountains.

The Willamette Valley Lumber company has a supply of logs on hand at the mill here to last several weeks and it is expected that no inconvenience will be suffered by the discontinuance of work in the camps.

The company also expects to start up a camp in Benton county near Monroes to furnish logs for the winter's run.

## Vancouver Citizens Here to Inspect Paper Mill

The following party of business and professional citizens of Vancouver, Wash., were guests of the Oregon Pulp & Paper company Wednesday, for the purpose of inspecting the plant. One similar to the Salem operation is to be established in Vancouver by the Columbia River Paper company.

Those comprising the party were: W. C. Stumberg, Dr. R. W. Wiswall, Dr. Herbert C. Lieser, J. B. Atkinson, J. J. Donovan, William Du Bois, C. W. Ryan, Henry Crass, F. N. Kitterring, E. A. Hannah, R. N. Wilkinson and C. C. Hutchins, all of Vancouver.

Luncheon was enjoyed with the Rotarians.

The new paper mill will manu-

## Dr. Jack Starts Saturday



facture the highest grade paper of all coast mills, with actual construction under way about January 1, according to their local representative G. A. Riach.

Both rail and deep water transportation will be enjoyed from the property, being directly on the Columbia river. Besides the paper mill unit will be a sawmill, box shock, sulphite and pulp mill. As at the Salem mill, it will carry their operation complete from the timber to the finished article, without waste.

## NEW CORPORATIONS

Articles of incorporation were filed yesterday by the North Maid Manufacturing company of Port-

land, capitalized at \$8000. The incorporators are Joe Metz, F. Rodinsky and Jacob Stern. The firm will handle women's merchandise.

Other articles were filed as follows: Washington Investment company, Portland incorporators, P. W. Cookingham, C. B. Woodworth, C. B. Stephenson; capitalization, \$5000.

Wander Recovery company of Portland incorporators, Ray Barkhurst, Roy Barkhurst, W. H. Sayre; capitalization, \$250,000; mining.

Notice of an increase in capitalization from \$10,000 to \$25,000 was filed by the Bend Gar-

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