

120 AUTOMOBILISTS KILLED IN OREGON

Annual Death Toll Increasing; Total of 14,412 in United States

WASHINGTON, Oct. 22.—A total of 14,412 deaths from accidents during 1923 caused by automobiles and other motor vehicles excluding motorcycles is shown in statistics assembled by the census bureau covering the death registration area of the United States which contains 87.6 per cent of the total population.

This total represents a death rate of 14.9 per 100,000 people, compared with 12.5 in 1922, 11.5 in 1921 and 10.4 in 1920.

California topped the list with a rate of 32.6 deaths per 100,000 population, and Wyoming was second, with a rate of 24.1. Among sixty-eight cities for which statistics were gathered, Camden, N. J. led with a rate of 25.4 and Scranton, Pa., was second with 22.2.

Mississippi Rate Lowest
The state in which the death rate from motor accidents was lowest was Mississippi, where the number per 100,000 was 4.4. Kentucky had the next best record, 6.7. Among cities where an estimate was possible, New Bedford, Mass., was the lowest with a rate of 6.2, and Fort Worth, Tex., ranked next with 6.3.

Figures by states, with the total number of killed and the rate per 100,000 follows:

California, 1239 and 32.6; Colorado, 157 and 15.9; Connecticut, 249 and 16.9; Delaware, 55 and 23.9; Florida, 170 and 16.2; Georgia, 259 and 8.6; Idaho, 51 and 10.8; Illinois, 1031 and 15.2; Indiana, 433 and 14.4; Iowa, 242 and 9.8; Kansas, 217 and 12.1; Kentucky, 166 and 6.7; Louisiana, 158 and 8.6; Maine, 91 and 11.7; Maryland, 243 and 16.1; Massachusetts, 612 and 15.2; Michigan, 738 and 18.6.

150 Killed in Oregon
Minnesota, 225 and 13.1; Missouri, 75 and 4.4; Montana, 385 and 11.8; Nebraska, 49 and 8.0; Nevada, 123 and 9.2; New Hampshire, 59 and 13.2; New Jersey, 672 and 19.9; New York, 1930 and 17.8; North Carolina, 258 and 9.6; Ohio, 1078 and 17.6; Oregon, 120 and 14.6; Pennsylvania, 1592 and 17.5; Rhode Island, 97 and 15.5; South Carolina, 119 and 6.8; Tennessee, 171 and 7.1; Utah, 60 and 12.6; Vermont, 46 and 13.1; Virginia, 200 and 8.3; Washington, 240 and 16.7; Wisconsin, 292 and 10.7; Wyoming, 51 and 24.1.

In the sixty-eight cities listed there was a total of 5618 deaths. The number filed in Portland, Ore., was 39, representing a rate of 14.3 per 100,000.

Mr. Bowers Remembers Republican Convention

N. J. Bowers, 1018 6th Street, West Salem, Oregon was a Statesman visitor recently and gave an account of the first political meeting he ever attended. He was then a lad of twelve years but

was inspired with enthusiasm for the patriotic issues that were disturbing the country at that time. He was not only an intense abolitionist as a boy but his father and grandfather had been abolitionists before him, and they had helped run the underground railroad.

Mr. Bowers was twelve years old, as stated above, when he attended his first political meeting in Harding county, Ohio, 20 miles west of the town of Marion. The meeting was presided over by General J. S. Robinson, publisher of the Kenton Harding County Republican. The meeting was wild with enthusiasm and at the close a resolution was passed strongly endorsing Abraham Lincoln of Illinois as candidate for president. The meeting impressed itself upon Mr. Bowers so strongly that even yet he can recall all the details of it.

TRADE OUTLOOK IN ENGLAND IS GRAVE

Statement Made By Noted
British Authority Speaking in Chicago

CHICAGO, Oct. 21.—Charles C. Pearson, of Liverpool, England, member of the war time allied purchasing commission told the members of the institute of American meat packers here that the trade outlook in England "for the coming winter is grave."

He cites statistics to show that when he left home a month ago "there were unofficially 1,200,000 unemployed, and unfortunately, these figures are mounting weekly as the winter advances."

"Financially, England has made great sacrifices and since the war has become a comparatively poor nation, but only temporarily, we hope, as I believe our recuperative powers will again make good."

"The greatest hindrance to trade in England is the crushing taxation which is legacy from the war. Anyone earning \$10,000 yearly pays from 28 to 30 per cent of it back in state taxation alone. In addition his city or municipality rates and taxes are practically 75 per cent of the full amount of his rent, so when you take office and home into consideration you can imagine what this means."

E. N. Westworth, who is the director of the livestock bureau of Armour and company told the institute that "the livestock industry is entering a phase of diminished production, a markedly different situation than has existed since the war. We have just closed two years of the heaviest hog runs on record and are just beginning to feel the diminished runs of cattle."

RICH SON SUICIDE

SAN FRANCISCO, Oct. 24.—Frank R. Chambers, said to be the son of a millionaire New York clothing manufacturer, shot and killed himself tonight in his store in Burlingame, fashionable suburb, where only a few weeks ago, his daughter, Mariouise Chambers had committed suicide.

Call of Open Road Is Growing Fainter Camp Ground Shows

Preparations are Now Being Made to Close Up Greater
Portion of the Auto Park This Week; Season Is
Highly Successful.

The open road has practically ceased its call for thousands of automobile tourists, who for the most part, have taken themselves home by the fireside instead of making camp along the road in the automobile tourist camps. At present there are only seven to 10 camps being maintained at the Salem auto park, according to H. S. Poisal, superintendent.

With the decrease in the number of campers, Mr. Poisal is making plans for the winter and this week will begin to take down the tables and store them for the season. The tents will be dried and placed in a dry place. Part of the electric light system has been discontinued.

Automobile tourists have already exceeded the number in the ground last year, according to figures kept at the camp office. This year there have been 5942 automobiles register, against 4535 for the entire season last year. Though the camp will be open, the usual accommodations will be lacking to a great extent. It is planned to keep only one man on duty, probably Dudley Purvine, who lives near the entrance to the grounds. Mr. Poisal is substituting for T. H. Albert who is on his vacation. During the summer Mr. Poisal was employed in the capacity as "greeter" for about a month, giving information to the visitors.

"From what I have been told by the tourists I am firmly convinced that it would be worth money to open South Winter through to Mission, erecting a temporary bridge over the creek for the summer," Mr. Poisal said.

"It is surprising the number of tourists from the south who are anxious to camp in Salem, but become confused in the round-about route, find themselves on the Pacific highway and on their way to Portland before they know it. They seldom turn around and come back. With the camp available and the overhead the same, these additional tourists would contribute sufficient money to pay for a bridge in a few years."

The tourists from the north find the camp grounds much easier. We should, by all means, erect a large sign at Mission and Commercial, send the tourists from the south along Mission and directly into the camp grounds."

The camp ground will probably be kept open and available to the visitors until well along in November and should bring the number of automobiles substantially over the 6000 mark.

This year the camp ground was opened six weeks earlier than in 1923. During March 124 machines were registered, with 281 in April. Last year, when the grounds were opened April 15, there were only 97 machines registered for the month. May this year had 571 against 320 last year, with 842 vehicles in June as compared with 758 in June,

1923. July was the peak month both year, 1459 machines being checked in overnight this year and 1014 in 1923. August was a heavy month both years, with 1435 in 1924 and 1127 in 1923. September, with schools starting throughout the country, the tourist visitors dropped to 866 machines for 1924 and 768 in 1923. October last year is a little ahead of the corresponding month this year so far, with 451 machines registered against 364 Thursday night.

Practically every tourist who is registered at the camp grounds at present demands a tent-house. Because of the popularity of these, and the increased revenue that is to be received from their rental it is probable the number will be increased next season.

MEANS A SAVING IN GASOLINE

Aside from the considerations of safety and unfeeling traffic control, the pavement surface should meet other important requirements. For comfort, it must be smooth-riding. For economy in gasoline consumption, it must have an even surface that is uniformly non-yielding in all seasons. Even small waves or depressions materially affect the amount of gasoline needed to operate your car. Every upgrade, every irregularity in the surface exacts its proportion of power, and is reflected faithfully in the number of trips that must be made to fill the gas tank or to charge the storage batteries.



TRAVEL IN
COMFORT — DURING
THE COLD MONTHS
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STRICTER LICENSE LAWS BEING SOUGHT

Various States to Consider
Real Estate Measures at
Legislature

Measure are now being prepared to be brought before a number of states at forthcoming sessions of their legislatures for setting up safeguards for the general public in real estate dealings through the passage of real estate license laws.

In addition a number of states already having such machinery for shutting out the unscrupulous or unreliable real estate dealer will have before their legislatures amendments to strengthen their existing laws. An amendment to the Oregon law providing for even greater restrictions is proposed.

States where license bills are already formulated of where such measures are under discussion include: Connecticut, Pennsylvania, North Carolina, Florida, West Virginia, Indiana, Ohio, Iowa, Kansas, Nebraska, Colorado, Texas, New Mexico, Washington and Idaho.

Realitors in the various states are leaders in the movement to

set up qualifications as to character and competency for persons engaged in a business involving the investment of savings, and concerned with technicalities such as title, building restrictions and the like, with which the average purchaser has had little experience.

The general principle of license for dealers in real estate has been sustained by the supreme court of the United States.

Boxer-Jockey Makes Good At Recent Raceland Meeting

CINCINNATI, Oct. 11 (AP)—From the squared arena to the sporting silks of a race track is the route taken by Dannie McAuliffe, the Louisville, Ky., boxer-jockey who is riding at the Latonia racetrack.

McAuliffe decided the thrills derived from the galloping thoroughbred horses more interesting than the thumps received in the ring. A year ago he laid aside the gloves that fitted a bantamweight and entered the Kentucky plant as stable boy.

McAuliffe's first big chance came at the recent Raceland meeting. He was one of the outstanding riders and scored an average of more than two winners in 120 starts. On one occasion he rode in all seven races, finished first four times, placed in two and finished third in the other.

He is only 21 years old and in ten fights around Louisville gave

a good account of his ability and was known as a heady performer in the ring. His headwork already has displayed itself on the track.

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