

SEVENTY-FIFTH YEAR

SALEM, OREGON, SUNDAY MORNING, AUGUST 30, 1925

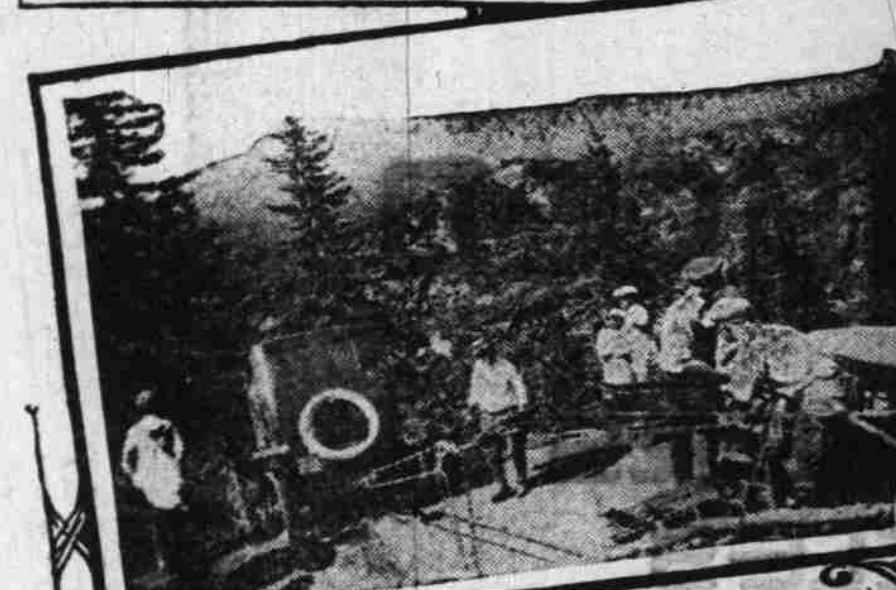
## CYCLE TRADES OF AMERICA GIVES TIMELY NEWS OF INTEREST

### RECKLESS DRIVING TAKES HEAVY TOLL ON STATE ROADS DESPITE EVER-INCREASING REGULATIONS AND WARNINGS

Records Compiled by Oregon Motor Traffic Department Show 576 Accidents Outside Portland for First Six Months of 1925, Resulting in 12 Deaths, Injuries to 271 and Damages of More Than \$500,000 to Automobiles, 75 Per Cent of Which Were Preventable.



Commissioned State Traffic Officer, Chief, Raffety, Sgt. Center



This Car Went 60 Feet Over The Grade

Despite the vigilance displayed by a force of 25 state traffic officers, enactment of regulatory measures by each succeeding legislature and repeated warnings by the press for drivers to "watch their step", there were a total of 576 motor vehicle accidents in Oregon outside the city of Portland reported to the state traffic department during the first six months of the year 1925.

The records show that these accidents resulted in the deaths of 12 persons, 271 others were injured and automobiles having an estimated value of more than a half million dollars were reduced to debris.

A group of photographs gathered by the state traffic officers indicate conclusively, they said, that regulation, regardless of how drastic it may be, cannot hope to cope with the antics of the reckless driver who cares little for his own safety and apparently less for that of his brother motorist.

Reports on file in the state traffic division show that fully 75 per cent of the accidents reported during the first six months of this year were due to careless driving, and with but few exceptions were preventable had the operators exhibited ordinary intelligence in handling their automobiles.

Regardless of these startling figures released by the state traffic department, however, the records in the office indicate that there has been a consistent reduction in the number of accidents during the past few years. In arriving at this conclusion there was taken into consideration by the officials the material increase in the number of vehicles in the state of Oregon and the rapid growth of operators' permits.

Photographs Nos. 1 and 2, taken by a state traffic officer in the vicinity of Bend, are unique in that they depict a fast-driven automobile and the consequences that followed. The driver of the automobile in photograph No. 1 thought he had a clear road and defied the dust that entirely enveloped his vehicle and obstructed his vision. When the dust had



This Driver Attempted To Pass Another Car Without Sufficient Clearance

subsidized his automobile was found turned bottom side up beside the highway, as depicted in photograph No. 2. The driver was injured.

Photograph No. 3 portrays the result of a wild drive by an intoxicated driver. It was estimated that this driver was operating at a speed of 50 miles an hour when it collided with a telephone pole. The pole was moved a distance of 16 inches as a result of the impact, and the automobile was reduced to a pile of wreckage. This accident also occurred in the vicinity of Bend, and within the boundaries of the incorporated town.

The automobile in photograph No. 4 was almost demolished when the driver defied icy pavement.

Photograph No. 5 shows the results of a fast driver attempting to pass another automobile without sufficient clearance. The automobile turned over on its side and was badly damaged. This accident occurred in the vicinity of Oregon City.

In photograph No. 6 there is illustrated the result of driving a heavy automobile into the side of a moving freight train. This accident occurred at Dairy, on the Salem-Dallas highway, and at a point where the railroad track is visible for a distance of several hundred yards in either direction. There were four occupants in this vehicle, two of whom were badly injured and were removed to a hospital for medical treatment.

Photograph No. 7 shows a wrecking crew at work hauling



This Car Was Hit By Shasta Limited Near Albany

From left to right: Sgt. E. B. Houston, Bend, Ore.; Sgt. Jay Saltzman, The Dalles; Capt. K. F. Bloom, Albany; Chief T. A. Raffety, Salem; Sgt. Max Finney, Salem; Sgt. H. L. Griffith, Oregon City; Sgt. J. J. McMahon, Jacksonville.

accident occurred at a street intersection at The Dalles.

Photograph No. 10 shows the remains of an automobile that

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49 Miles from Grants Pass  
Via the Redwood Highway

onto the highway an automobile which had plunged off the grade and went down the abutting embankment for a distance of 50 feet. This accident happened on the McKenzie river highway, with the result that one occupant was killed and another injured.

The couple in photograph No. 8 was struck by the Shasta Limited, a fast train on the Southern Pacific railroad, near Albany. It was carried for a distance of feet before being thrown clear of the track. Two occupants were slightly injured, but later got out of the automobile, lighted cigarettes and walked away.

A dispute over the right of way was responsible for the accident depicted in photograph No. 9. This

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plunged over a steep embankment and landed 50 feet below the highway. It was a complete wreck. There were four occupants, three of whom were badly injured. One escaped with a few scratches.

When a Salem-Portland stage attempted to pass a milk wagon on wet pavement without having sufficient clearance both vehicles were shunted to the side of the highway. The result of this accident is depicted in photograph No. 11.

In the campaign to reduce accidents on the highways in Oregon the state traffic department has hit upon the plan of photographing the cars involved. These photographs will be filed in the department headquarters, together with a statement indicating how the accident occurred and the name of the person or persons that were responsible. These photographs, it was said, will be given to the press from time to time.

The traffic force in Oregon now comprises 25 men, who operate under six division managers who report to T. A. Raffety, chief of the entire department. The operatives are scattered throughout the state and report daily to their chief. Besides patrol work the accident investigations, the traffic officers are called upon frequently to handle some caravan passing through the state and to assist the local officers in handling traffic on occasions of unusual importance.

Until the last session of the legislature only 14 traffic officers were employed, with the result that some sections of the state were neglected.

### SALEM DISTRIBUTOR HAS NEW TERRITORY

A. C. Haag, Cletrac Dealer, Takes Over Factory Branch of Plant

A. C. Haag, of the A. C. Haag & Co., local Cletrac tractor distributor has taken over the factory branch at Portland and will be the distributor for Oregon, Washington, British Columbia and Alaska for the Cletrac tractors.

Mr. Haag has been connected with the Cletrac company since 1918 when he was salesman for the McNeff Tractor company, then distributors for the northwest district. In 1920 he came to Salem and was connected with W. H. Patterson who was the Salem Cletrac distributor at that time. In 1922 Mr. Haag took over the Salem agency and has been the distributor here since that time.

Mr. Haag will remain in Salem and this city will be the head quarters for the distributing agency although deliveries will be made from Portland. Mr. R. W. Goodman will be in charge of the Portland branch and H. A. Tucker will have charge of the service department. Mr. M. Cook, a well known Salem mechanic will have charge of the service department in Salem.

One hundred thousand tons ore concentrates will be shipped from Portland to Belgium yearly.

### Safety Campaign Is Instituted By National Bureau of Dealers

Organization Making Effort to Minimize Accidents; Service to Dealers and Public Is Absolutely Free

After years of individual effort by the American manufacturers of bicycles to put bicycling upon a footing where it would be given its due recognition as an indispensable means of transportation and locomotion, it was finally decided that the industry would be best served by one central body or association made up not only of manufacturers of bicycles but also of those engaged in the manufacture of parts and accessories, and jobbers.

This association, it was agreed,

would function far more smoothly and be further-reaching in its scope and effect than the work of scattered individual makers who had their own problems to solve and who perhaps were sometimes working at cross-purposes in many of their endeavors.

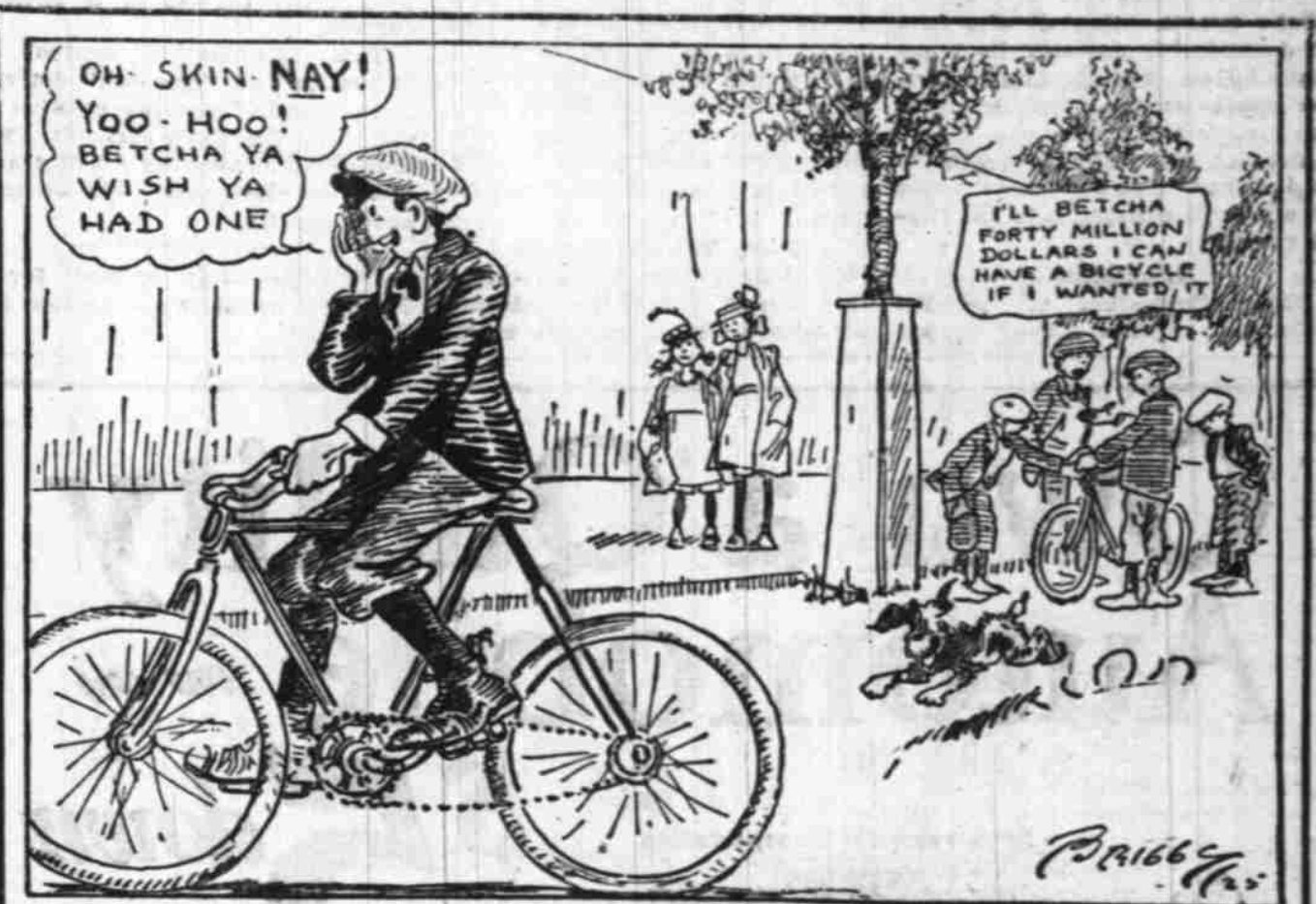
C. T. A. Comes Into Being  
It was in 1916 that the industry took definite action in the formation of an association. The splendid work accomplished by other trade organizations was pointed out and the necessity for

such a representative organization in the cycle industry was emphasized.

Accordingly, the Cycle Trades of America, Inc., came into being, with present headquarters at 35 Warren Street, New York. Its mission being "to promote, through mutual cooperation the welfare of the cycle industry and the safety of the rider."

Pronate "Safety First" While the primary purpose of

(Continued on page 5)



### The Days of Real Sport

Wowie! A bicycle of your own—just sittin' pretty to join the fellers and hit out for the green fields, the woods, the ole swimmin' hole, and forty-seven more places!

Boy! Boy!—you just want to get out and throw a leg over that saddle and zip all over the world—and back again!

And step on it getting to the store for Ma and do a lot of errands for the folks—just so you're outdoors where the gang is—

Putting a bunch of strength in your body and tan on your skin and fresh air in your lungs and steel in your muscles and—

Shucks! Don't think Dad don't know what a he-boy bicycling makes you. He's just waitin' for

you to tell him that you want a bicycle, like all your good pals have. So tell him today. Tell him your local dealer's got just the model you want and you want him to take you down now and get it. Chances are he'll get one for himself, too.

Real sport is wheel sport—the kind that helps a feller grow physically and mentally fit. Dad knows that. Tell him to come along today—you want to get started now. Betcha ya can't name a boy in your bunch who doesn't

## Ride a Bicycle

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