

# DEATH LURKS AT CROSSINGS

### Half of Auto Fatalities Are Caused by Running Down Pedestrians

The great number of motor vehicle accidents, resulting last year in the deaths of 31,000 persons and injuries to a million more, are due to a comparatively small number of causes and circumstances, virtually every one of which are preventable by the exercise of care and caution.

This is the finding of the third National Conference on Street and Highway Safety after a detailed study of the accident and fatality situation and the causes and circumstances that are involved. Fifty-five per cent of the automobile deaths in 1929 were of pedestrians who were run down by automobiles. Available statistics indicate also that more than one-half of the accidents involving motor vehicles and pedestrians took place at street crossings and intersections.

These figures give a definite indication also of the places where safety activities and measures can be concentrated with the prospect of the largest measure of result. With pedestrian-vehicle accidents, "crossing the street at intersections" where there were no traffic lights or signals, and "crossing the street between intersections," are the most productive of injuries and deaths among all of the causes and circumstances that lead to or involve accidents on the streets and highways.

Crossing Against Lights Risky Reports of the police departments and motor vehicle bureaus of some of the largest cities of the country, covering a large number of accidents in 1929, and carefully tabulated and analyzed, showed that the number of injuries where the pedestrian was crossing with the traffic light or signal amounted to 4,244, while 37,681 were injured or killed while crossing against lights or signals or at crossings where there were no lights or signals. These figures are believed to reflect the general condition for the country as a whole, but covering only a fractional part of the accidents and casualties of this nature for the year.

The circumstances of pedestrian-vehicle accidents where the pedestrian was crossing the street at an intersection are found to be: No signal, 27,177; with the signal, 9,022; diagonally across the intersection, 1,482, and with the signal, 4,244. Of this number, 1,438 were killed.

Accidents due to crossing the street between lights or signals caused the injury or death of 17,193 others.

In the list of accidents involving the occupants of motor vehicles and not involving a pedestrian, are the following: Excessive Speed Causes Deaths Exceeding the speed limit, 17,564; on the wrong side of the road, 16,842; did not have right of way, 34,197; drove off roadway, 13,316; falling to signal, 9,159, and cutting in, 7,349. Among the 36,427 involved in these classifications, 3,820 were killed. Other causes, such as passing street cars, passing on curves and hills, improper turning and double parking, caused the injury or death of 19,898 persons.

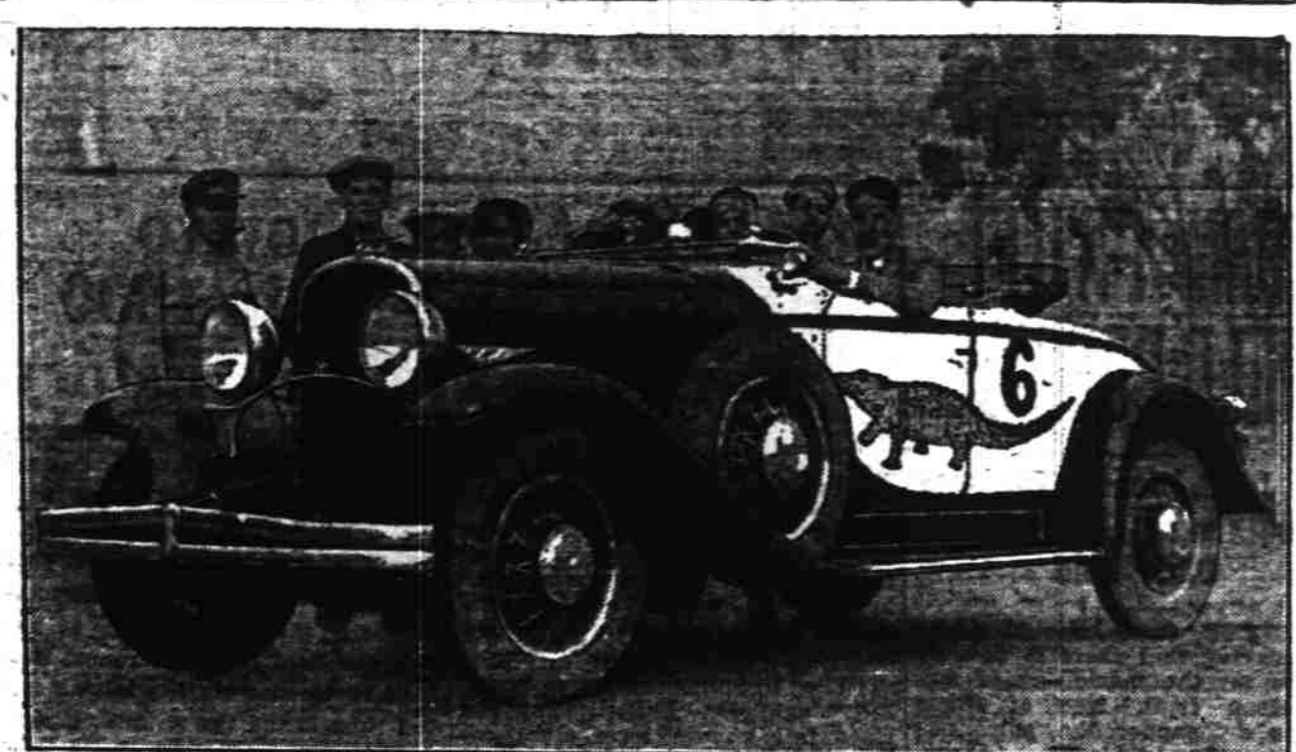
Violation of the right of way was one of the most productive causes of vehicle accidents, caused in some instances by collisions between two cars where one of them had just previously been forced from the right of way by another car that escaped the accident.

The national conference on street and highway safety in its findings on this point, says: "This demonstrates the need for adoption of definite right of way regulations as set forth in the Uniform Vehicle Code, and, furthermore, that enforcement and education should be particularly directed to such regulation."

"Another most frequent cause of such accidents is driving on the wrong side of the highway. This likewise points to the need of enactment and enforcement of restrictive measures requiring operation on the right half of highways."

"In a large number of motor vehicle accidents the operator

## CHRYSLER WINS MEXICAN RACE CLASSIC



This Chrysler 77 roadster won the recent Mexico City to Puebla road race of 74 miles by setting a record of one hour, nine minutes and twenty-two seconds over a winding mountain road that proves a severe test for both car and driver. On level stretches the car reached a top speed of 75 miles an hour, but steep grades and sharp curves reduced the speed to 40 miles an hour through the mountain passes.

drove off the highway and overturned. This illustrates the need for enforcement of standard rules of the road requiring safe practices and particularly the need for education of motorists as to the hazards incident to operation at excessive speeds on curves or narrow embankments, or excessive speeds for the conditions as they exist.

Safety education and the strict enforcement of regulations and driving rules is the recommendation of the conference as a means of curbing and checking the accident and death toll.

The conference points out at the same time that the adoption of the Uniform Vehicle Code by the states, and uniform traffic ordinances by municipalities, as sponsored and urged in the three sessions of the conference that have been held, will go far toward reducing the accident toll.

Primarily, the adoption of such laws and ordinances will, in the view of the conference and traffic experts of the country generally, serve to eliminate confusion among both pedestrians and motorists, whether at home or away from home.

Legislatures of the various states at their next sessions will have before them the uniform vehicle code for consideration and adoption unless it is already in operation in a particular state. Cities likewise have the opportunity to amend their traffic ordinances to conform to the standardized and uniform provisions of the Model Traffic Ordinance of the conference.

### Aumsville

AUMVILLE, June 21—Mrs. Clara Pratt came Friday, returning to Eugene Saturday, taking her mother, Mrs. Elizabeth Kirkpatrick with her to Eugene where she attended the graduation of Mrs. Pratt Tuesday. She also had the pleasure of seeing her daughter graduate from normal several years ago. Mrs. Pratt taught school in Eastern Oregon a number of years, having decided to attend school at Eugene the past year.

Chas. F. Taylor of Portland spent several days of this week here attending to business.

Mrs. N. D. Bradley is at Washington this week to attend the funeral of her grandmother, Mrs. Naudie.

A crew of men started the construction of a concrete bridge this week about one-half mile south of town.

Willard Powell and family moved their household goods to the D. F. Eastburn property one mile south of Aumsville this week.

Mr. and Mrs. B. Mack and children of Jewell came Wednesday to visit with Mrs. Mack's father, Warren Lee and family.

Some of the farmers of this district are cutting their early hay, while most of the early strawberries will be harvested this week, the late variety is just starting this week.

Roy Porter was re-elected school director for a three year term, and Mrs. Virgie M. Bradley, clerk, for one year. It was voted to issue bonds of \$3,000 for construction of a school gymnasium. The new building will have a seating capacity of 300.

Mrs. Wm. Strayer left Sunday for Washington where she expects to visit a niece.

## CHRYSLER WINS MEXICAN RACES

Winning two firsts and a third in three classes, Chrysler cars established a unique record in the recent Mexico City to Puebla road races, regarded as one of the outstanding events in Mexican automotive circles.

Over 74 miles of winding mountain roads, a Chrysler "77" roadster negotiated the distance in one hour, nine minutes and 22 seconds, clipping three minutes, 2 2-5 seconds off the previous record time held by a Chrysler "72." Only the final stretch of 18 miles permits sustained fast driving, and here the "77" registered a top speed approximately 75 miles an hour to sprint to the finish first.

A Chrysler "68" won the Class B event by traveling the same distance in one hour, 16 minutes and 51 seconds, attaining a top speed of approximately 72 miles an hour on level stretches. In the Class C event, a Chrysler six sedan finished third with a recorded time of one hour, 22 minutes and 53 seconds, setting a maximum speed of more than 68 miles an hour on the home stretch.

### Pratum

PRATUM, June 21—Joel and Thomas Estinthe accompanied by their friend Samuel Schneider, all from San Jose, Cal., left for Eureka, Cal., Wednesday morning, where they will stop Thursday and Friday, planning to arrive home on Saturday. They arrived here Sunday evening. Since leaving home about two weeks ago the three boys had visited Yellowstone Park, Lake Louise and Banff in Canada, returning along the coast by way of Seattle and Portland and stopping here several days to visit relatives.

If Bill Hay should ever need an assistant, Miss Helen Mae Thompson could very well fill that place, since she was broadcasting from Corvallis Monday evening, speaking very distinctly. Miss Thompson is at summer school. Her mother, Mrs. G. H. Thompson is also at Corvallis and had her first experience speaking to a radio audience Monday evening.

Last year the question of building a new school house was still in the air. The old school house was almost filled to capacity at the evening of school election this year a very few gathered in the fine new building to elect a director and clerk. John Roth, chairman, refused to be reelected. Frank Schaap was chosen in his place and Claud Ramsden was re-elected clerk.

The Sunday school team won the ball game Wednesday evening when they played the Fern Diggers at Ritches. The game was 17 to 16.

Mrs. H. W. De Vries who underwent an operation a week ago, is getting along fine. She will soon be able to come home.

Many potatoes are being planted here this week. Mr. Dean, manager of the Deaconess hospital here, will show pictures from South Africa Sunday evening which he took while he was a missionary there.

## OREGON TOURISTS ARE WESTERNERS

### California Supplies Nearly Half of Incoming Cars Recently

"Ninety per cent of Oregon's tourists come from the eleven western states," Dr. E. R. McDaniel, president of the Oregon State Motor association in an article published in a recent issue of the Oregon Motorist.

Dr. McDaniel then submitted the following table of the origin of tourist traffic in the two states of Oregon and California:

Western States	91,742—90.0%	42,960—47.7%
Eastern States	1,986—1.9%	9,369—10.0%
Middle W. States	9,141—8.5%	17,331—18.8%
Foreign	139—0.2%	423—0.5%
	103,008	90,083

East of Mississippi River ..... 5,509—5.3% 25,279—28.0%  
West of Mississippi River ..... 97,360—94.5% 64,381—71.5%  
Foreign ..... 139—0.2% 423—0.5%

"In analyzing the traffic figures for Oregon and California," continued the doctor, "one is struck by the fact that California motor visitors during the year 1929 practically all came from two geographical sections. The 11 western states, with a very sparse population, furnished 47.7% of California's non-resident registration, while the Middle Western states furnished 41.8%, the two sections together furnishing 89.5%.

"Attention is directed to the fact that California's major advertising expenditure is in national magazines, the majority circulation of which (for which the advertiser pays) is in the densely populated eastern states. Only 10% of California's automobile tourist traffic came from eastern states but a great part of California's national advertising bill was spent for eastern circulation.

"Oregon's problem is entirely different from California's. California has over two million auto-

## SPEED LIMITS YET IN FORCE

### Talk of Removal Inspired By Misunderstanding of Hoss's Remark

Reports published in a number of Oregon newspapers recently that Hal E. Hoss, secretary of state, had issued an order removing the 35 mile per hour speed limit on motor vehicles operated on the highways of Oregon, were denied in a statement issued at the state department Saturday.

Hoss, in a statement prepared for the press, declared that the speed limit was fixed by the legislature, and that he had no authority to make a change in the law even though he desired to do so. Hoss's statement was inspired by the arrest of three men in different parts of the state recently, who informed traffic officers that they had read in the newspapers stories to the effect that the speed limit had been removed.

Hoss said his reports showed that one of these men was traveling at a speed in excess of 60 miles an hour, while the other two men were operating their cars at a speed of 50 miles an hour. An order was issued by Hoss that the men should be prosecuted regardless of the newspaper reports.

Report Based on Misunderstanding "Reports circulated throughout the state," read Hoss's statement, "would lead one to believe that I had encouraged fast travel on the Oregon highways. The story was unfounded and was not based on facts. It is true that I recently gave out a story in which I said I probably would recommend to the next legislature a speed limit which would conform to the national code. The national code does not recognize any certain speed, but all arrests are based on reckless driving. A number of the states already have adopted this law and it has proved successful.

Louisa Wheeler of Salem is spending the summer with her grandfather, Herman Wacken, Sr.

Alberta Howe of Salem is spending the summer at the Harvey Walker home.

The strawberry harvest is in full swing in this district, but the crops are very scant, due to the dry fall and too much rain in the spring.

August Otjen has cut and shocked a small patch of clover hay. W. H. Scharf has started to mow a 20 acre field of clover.

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## "THE MATTER OF FIXING THE SPEED LIMIT IS A MATTER SOLELY FOR THE CONSIDERATION OF THE LEGISLATURE, AND I AM NOT ATTEMPTING TO USURP THE PREROGATIVES OF THAT BODY."

Hoss declared that while there had been some discussion regarding the slow driver, he did not anticipate any legislation which would require motor vehicle owners to operate their machines at any certain speed. Such legislation, he said, would prove exceedingly dangerous, and probably would result in a large number of accidents.

"All that I am interested in at the present time," continued Hoss, "is that drivers shall obey the existing speed laws, which fix the maximum operation at 35 miles per hour. Traffic officers are warranted in making arrests when drivers exceed this speed limit under the Oregon statutes."

Hoss will be joined in making a number of recommendations to the 1931 legislature by Frank Ervin, in charge of the Portland traffic department, and other persons who recently attended the national safety council held in Washington. Hoss is a member of the executive committee of this council. The nature of these recommendations will not be made public until such time as Hoss, Ervin and other persons interested in revising the present laws have had an opportunity to confer and discuss the situation.

### Zena

ZENA, June 21—Mr. and Mrs. W. N. Crawford entertained as their guests Wednesday evening Mrs. M. Noye and son Dick of Portland and Mr. and Mrs. T. Rosen and twin children, Tom Jr. and Ethelynn of Salem. The Rosen family also called at the home of Mr. and Mrs. Wayne D. Henry during the evening.

Clarence Merrick cut and raked his fine field of clover hay this week. C. S. Crangle of Lincoln helped haul a part of the hay to the barn.

Clarence Merrick visited his brother, Ivan Merrick, at the Salem general hospital Wednesday afternoon. Ivan had his back broken when he fell 14 feet from a tree which stands at the Zena corner.



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4.40 x 21.....	\$6.00	5.25 x 21.....	\$10.40
4.50 x 21.....	\$6.05	6.00 x 19.....	\$12.10
5.00 x 20.....	\$8.70	5.50 x 19.....	\$10.80

### BIG OVERSIZE CORDS

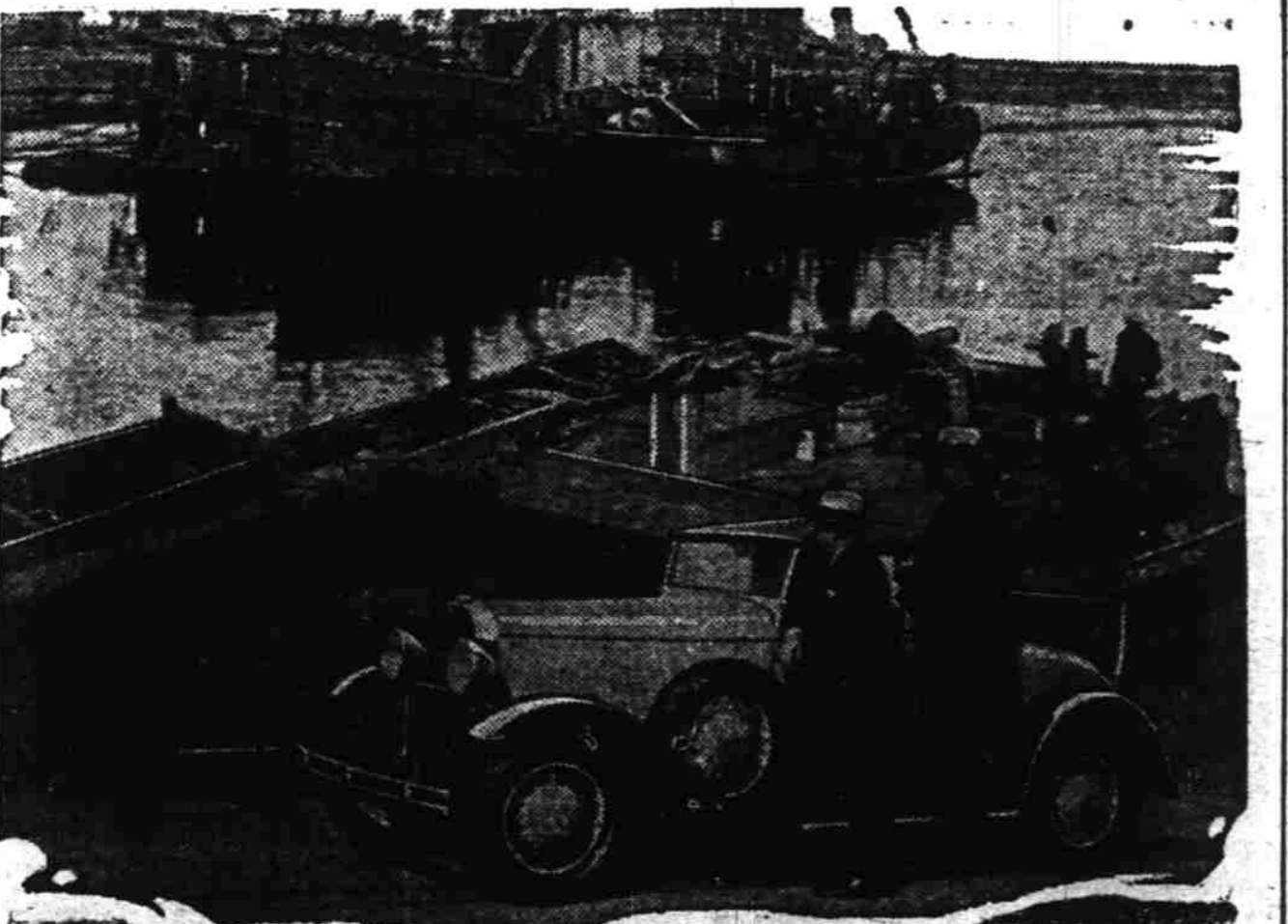
30 x 3 1/4.....	\$5.30	33 x 4.....	\$10.05
32 x 4.....	\$8.05	33 x 4 1/2.....	\$13.60
32 x 4.....	\$9.00	33 x 4 1/2.....	\$14.10

### HEAVY DUTY TRUCK TIRES

32 x 6 10 ply.....	\$35.90
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TUBES ALSO LOW-PRICED

## OUT OF THE MUDDY DEPTHS



Captain T. P. H. Whitelaw, famous ship salvager, is raising two submarines from the mud in Iakia Creek, San Francisco Bay. An Oldsmobile convertible cabriolet is shown here beside the creek, with the passengers viewing the salvage operations. The hulks of the subs must be raised to get them out of the way of a dredger which is digging a ship canal.