

# VICTIMS PROTEST GAUGE OF OFFICER

## Motorists Arrested on Pacific Highway Swear They Were Within Speed Limit.

### MANY COMPLAINTS HEARD

C. H. Mead, of Portland Speedometer Station, Formerly Agent for Instrument Used by Official, Says Sale Is Discontinued.

The injustice of making a cheap speedometer, installed as a piece of equipment on a cheap automobile, the criterion of speed on the Columbia River Highway when it disputed high-priced, multiple-jeweled instruments, was an issue in the court of District Judge Dayton yesterday, with the result that the court refused to hear eight speeding cases until a reliable test is made of the speedometer on the car of Special Officer H. P. Taylor, of the roadmaster's office.

Julius L. Meier was one who called the reliability of the speedometer into question. "He said I was going 30, but I was going 25, or if anything a little less," said Mr. Meier.

Mrs. Fred Nowotny was a witness for her husband, who was charged with speeding. She said that the arresting officer had consented to a trial run after the arrest, and that when both machines traveled abreast the officer's speedometer registered over 25, and the one on Mr. Nowotny's car 21 miles.

### Expert Put on Stand.

As part of Mr. Nowotny's defense, C. H. Mead, of the Portland Speedometer Station, local agent for the instruments in question, took the stand. It was not the first time he had been called on a speed case, but in other instances he had been called by the prosecution to testify to the accuracy of their instruments.

"The type of instrument used by Mr. Taylor is unreliable, and its sale has been discontinued," said Mr. Mead. "The bearings will not stand wear, and the machine loses its accuracy rapidly. For the past few weeks I have had an unusual number of complaints from automobile owners who declare their instruments show too slow and have been responsible for their arrest on the highway."

"This is a new condition and had not prevailed when there were only motorcycle men on the highway," Mr. Taylor has testified his speedometer only by comparison with tested instruments on motorcycles, as there has been no apparatus capable of giving a correct test of the old make of speedometer he is using, in Portland.

### Complaints Are Numerous.

The advent of the motor car speed catcher on the highway has resulted in numerous arrests and many complaints. Most of these have been from persons who have sworn that their speedometers showed less than the officer's. Others come from people who assert that the officer honks tantalizingly to his victim, in apparent challenge to a race with his cheap machine, and makes the arrest when the gauge is accepted and the speed limit overreached.

"If the officer's gauge is not reliable, it is unfair to the public that arrests should be made on its records," said Judge Dayton, in cases which will be postponed until Friday.

The sad part of it is that no one who has paid a fine can get a refund if the speedometer were to be inaccurate. Those whose cases will come up Friday are Julius L. Meier, J. P. Keil, Fred Nowotny, E. Mason, A. E. Jackson, E. A. Furling, Jr., B. W. Luscher and Fred Stuart.

# HUGHES WELL BACKED

## NEWPORT ALLIANCE STARTS WITH MORE THAN 100 MEMBERS.

### Temporary President Declares Lincoln County Stirred With Patriotic Zeal.

NEWPORT, Or., Sept. 25.—(Special.)—A party of Army officers, consisting of General J. Franklin Bell, commander of the Western Division; General S. B. Ripley, in command of this Coast Artillery district, and their staff officers, arrived in the city at noon today. They were met here by Colonel Ludlow and his staff and escorted to the forts at the mouth of the river.

The visitors are on a general inspection trip. It is said, and also gathering data at the various posts relative to the accommodations for increased bodies of troops.

### Kalama Hatchery in Operation.

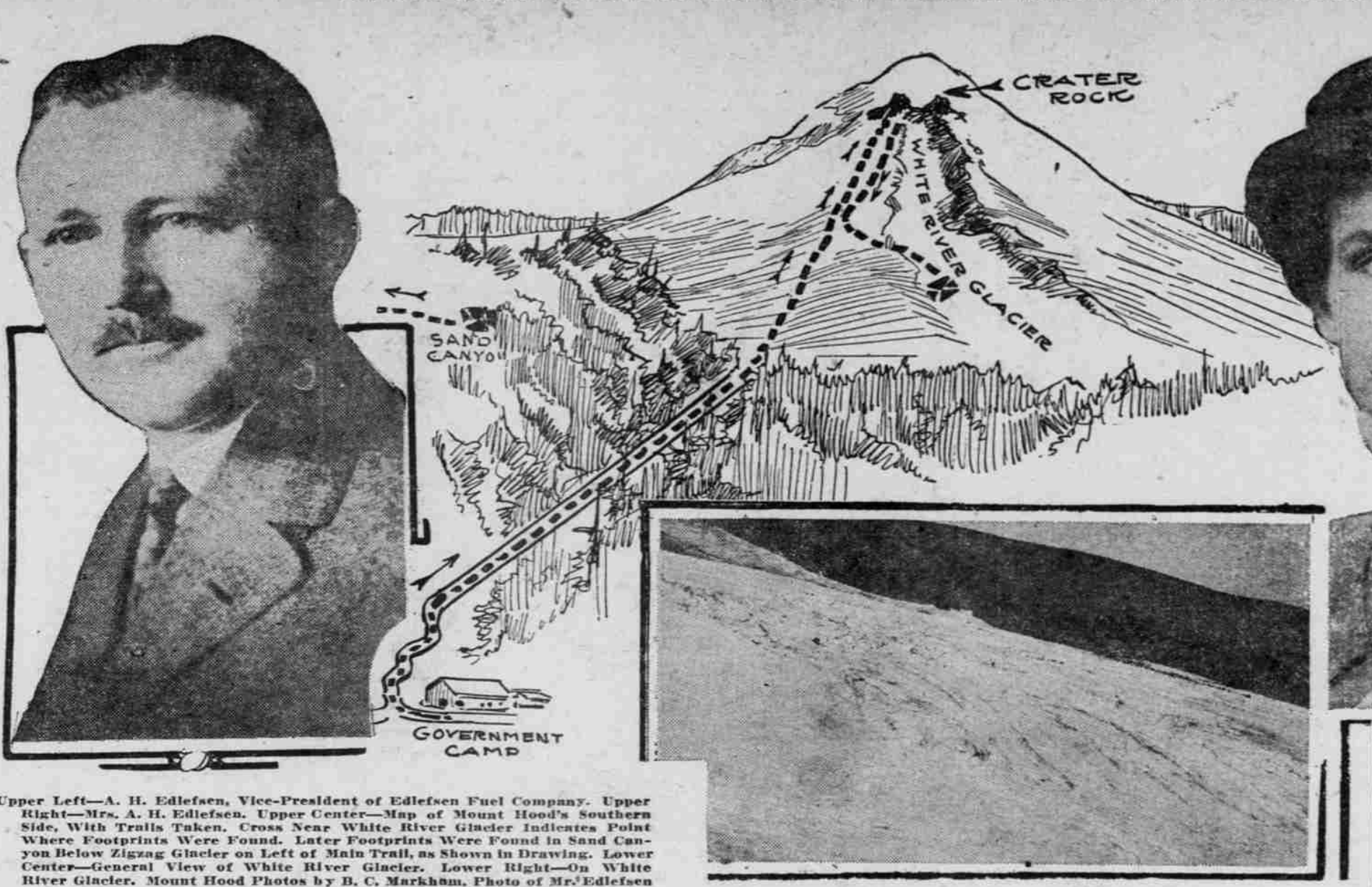
—The state hatchery on the Kalama River, which has been rebuilt this year and increased to almost twice its former capacity, is receiving salmon spawn from the Kalama River at the present time. A large crew of men is busy on the lower Kalama securing the spawn, which is placed in trays and hauled to the hatchery, where the trays are placed for hatching, which requires about three months to complete.

# GENERAL BELL AT ASTORIA

## Western Department Commander Inspects Columbia Forts.

ASTORIA, Or., Sept. 25.—(Special.)—A party of Army officers, consisting of General J. Franklin Bell, commander of the Western Division; General S. B. Ripley, in command of this Coast Artillery district, and their staff officers, arrived in the city at noon today. They were met here by Colonel Ludlow and his staff and escorted to the forts at the mouth of the river.

# PORTLAND COUPLE WHO HAVE BEEN LOST ON SOUTH FLANK OF MOUNT HOOD SINCE SUNDAY NOON.



Upper Left—A. H. Edlefsen, Vice-President of Edlefsen Fuel Company. Upper Right—Mrs. A. H. Edlefsen. Upper Center—Map of Mount Hood's Southern Flank, With Trails, Scraggly Cross Near White River Glacier Indicates Point Where Footprints Were Found. Lower Left—Footprints Were Found in Sand Canyon Below Zigzag Glacier on Left of Main Trail, as Shown in Drawing. Lower Center—General View of White River Glacier. Lower Right—On White River Glacier. Mount Hood Photos by R. C. Markham. Photo of Mr. Edlefsen by Grove.

# TWO LOST ON HOOD

## Mr. and Mrs. A. H. Edlefsen Wander in Storm.

### CREVASSES LINE WAY

#### Lives Depend on Powers of Endurance of Another Night's Cold and Hunger—Tracks Found in Barren Country.

water courses. Near the snowline the timber thins to a scraggly array of "ghost trees" and stunted larches. The chances for fatal or crippling accidents are plentiful where zigzag the glacier winds down the mountain.

Yet the perils proper of the mountain appeared yesterday to have been first passed by the lost couple, and their lives now hang on the limit of their endurance. Without proper clothing, without food and without fuel, the test is one which might well bring the hardest of mountaineers to disastrous ends.

Mr. and Mrs. Edlefsen were merely trosses at mountaineering, making their first important climb. Although hope had not been abandoned last night, experienced mountaineers stated frankly that the odds were heavy for a tragic finale.

Brenton Benson and F. A. Jensen, who had climbed the mountain earlier in the day, saw Mr. and Mrs. Edlefsen on the mountain. The couple walked a short distance with the men toward Government Camp, but soon turned back. As Mr. Jensen and Mr. Benson entered the timber they saw the Edlefsens coming steadily about a mile back of them. They had no idea of the couple's whereabouts, their way or they would have waited for them.

Mr. Benson and Mr. Jensen returned to Portland Sunday night. It was the opinion of Mr. Conlan that another night on the mountain would very probably cause the death of the lost couple, if they escaped the danger of the crevasses, pitfalls with which the south flank of Mount Hood is rife.

"Two things are possible," said Mr. Conlan, telephoning from Government Camp. "Either they have gone into a crevasse or they may be working their way down some of the water courses. The location of the footprints found along Sand Canyon seems to confirm the latter theory, for the course taken would lead to the Zigzag River and thence to its junction with the Sandy River."

### Hope Lies in Endurance.

Hope is pinned on the fact that the Edlefsens are now below timber line, where the close growth of evergreen timber will afford them some shelter from the gale. In this case, it was Mr. Conlan's opinion, they might be able to withstand another night without succumbing.

At 3 P. M. yesterday, when the searching party returned, a blanket of fog, rain and snow obscured the mountain. The members of the party were: Charles Cable, Vern Rogers, Dell Fox, George Ledford, Albert Scott and C. O. Tawney. They had not ceased nor retraced their steps until driven to camp by unbearable fatigue. Preparations were at once made to kindle the three beacon fires that flared from the ridges above camp last night.

The two Edlefsen children, a boy and girl, are 8 years old, and are in the care of friends at Government Camp, where they were left by the parents when the attempt to scale the mountain was begun.

Mr. Edlefsen is associated with his brothers in the Edlefsen Fuel Company, of this city, vice-president and manager, and is of wide prominence in the business world. The home is at 1245 Cleveland avenue.

### MAZAMAS READY TO RESCUE

#### Frank Riley Believes Edlefsens Are Safe, but Admits Dangers.

If volunteers are needed to aid in the work of rescuing Mr. and Mrs. Edlefsen, the Mazamas can organize a party of 12, 15 or more men, said Frank B. Riley, president of the Mazama Society, last night.

Mr. Riley was hopeful, however, that the Edlefsens were wandering to some place of safety and that they will be found alive and well as soon as they can get into communication with the outside world.

While not unmindful of the dangers confronting inexperienced persons descending the mountain, Mr. Riley says that the couple need not necessarily be

# FEDERAL JURY INDICTS 7

## Postal Clerk Charged With Stealing From Mails Is Held.

Seven indictments were returned by the Federal grand jury in its first report made to Judge Wolverton at 2 o'clock yesterday. Those indicted and the law violations charged were:

Charles G. Angier, setting up and operating an illicit still, held to \$1000 bond; Arthur V. Kent, railway postoffice mail clerk, stealing \$1000 from the mails, held to \$1000 bail; Joe Kling, Charlie Hines, Melvin King and Charley Wah, receiving and concealing smoking opium, held to \$500 bail each; and Frederick T. C. Lever, making false statements at a naturalization hearing, held to \$1000 bail.

# MARINE INTELLIGENCE.

### Steamer Schedule.

**DUE TO ARRIVE.**

Name	From	Date
Northern Pacific	San Francisco	Sept. 26
British	San Francisco	Sept. 26
Rose City	Los Angeles	Sept. 27
F. A. Kiburn	San Francisco	Sept. 27
F. A. Kiburn	San Francisco	Sept. 28
Beaver	San Francisco	Sept. 29

**DUE TO DEPART.**

Name	To	Date
Northern Pacific	San Francisco	Sept. 26
British	San Francisco	Sept. 26
Rose City	Los Angeles	Sept. 27
F. A. Kiburn	San Francisco	Sept. 27
F. A. Kiburn	San Francisco	Sept. 28
Beaver	San Francisco	Sept. 29

### Movements of Vessels.

ASTORIA, Sept. 25.—Arrived at 7 and left at 9 A. M., steamer Tiverton, from San Francisco. Arrived at 7:10 A. M. and left at 8:30 A. M., steamer Klamath, from San Francisco. Arrived at 7:40 A. M., steamer Klamath, from San Francisco. Arrived at 8:10 A. M., steamer F. A. Kiburn, from Portland. Arrived at 8:30 A. M., steamer F. A. Kiburn, from Portland. Arrived at 8:40 A. M., steamer F. A. Kiburn, from Portland. Arrived at 8:50 A. M., steamer F. A. Kiburn, from Portland. Arrived at 9:00 A. M., steamer F. A. Kiburn, from Portland. Arrived at 9:10 A. M., steamer F. A. Kiburn, from Portland. Arrived at 9:20 A. M., steamer F. A. Kiburn, from Portland. Arrived at 9:30 A. M., steamer F. A. Kiburn, from Portland. Arrived at 9:40 A. M., steamer F. A. Kiburn, from Portland. Arrived at 9:50 A. M., steamer F. A. Kiburn, from Portland. Arrived at 10:00 A. M., steamer F. A. Kiburn, from Portland. Arrived at 10:10 A. M., steamer F. A. Kiburn, from Portland. Arrived at 10:20 A. M., steamer F. A. 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