

COURT COLLECTS \$2535 AUTO FINES

Of Big Sum Paid in July \$2025 Given by Violators of Auto Speed Ordinance.

MUFFLER NUISANCE IS HIT

In All 133 Offenders Answer to Court and Two Appeals Are Announced—Judge Lenient With Man in Bridge Accident.

All records were smashed in the Municipal Court in July in the collection of fines from persons who offended in various ways in driving automobiles or motorcycles. The grand total of money collected from this source is \$2535.

Of this sum, \$2025 was collected from 89 persons convicted of an offense of some kind in driving automobiles or motorcycles. Next in order came motorcycle riders, 24 of whom paid fines into the city treasury to the amount of \$355.

Money received from offenders in other ways, were as follows: No rear light, 11 fines and one ball forfeiture, total \$86. Muffler open, 11 fines, 11 ball forfeitures, total \$30.

No license for automobile, one fine, \$10. Riding motorcycle on the sidewalks, two fines, \$20.

Fines Paid By 133. The total number of offenders that paid fines is 133, including those that forfeited their balls. The total number paying money for violations of the traffic ordinances is 135.

The amount of fines and the number of those contributing toward the same total are mentioned, take into account only instances where the fines actually were paid. In a number of cases sentence was suspended for mitigating circumstances. The total number of those fined would probably be \$150.

The progress of police activity against speeders during the month is shown by the following figures: July 1—One fine for muffler open. July 2—One fine for muffler open.

July 3—Nine fines for automobile speeding, one fine for muffler open. July 4—Two fines for automobile speeding, three fines for motorcycle speeding, two fines for riding motorcycle on sidewalk.

July 5—One fine for automobile speeding, one fine for having no license on automobile, one fine for motorcycle speeding.

July 6—Six fines for automobile speeding. July 7—One fine for automobile speeding.

July 8—Three fines for automobile speeding, two fines for motorcycle speeding.

July 9—Two fines for motorcycle speeding. July 10—Two fines for automobile speeding, two fines for motorcycle speeding.

July 11—Three fines for automobile speeding, two fines for motorcycle speeding.

July 12—Four fines for automobile speeding, three fines for motorcycle speeding, one fine and one ball forfeiture for having muffler open.

July 13—Fourteen fines for automobile speeding, one fine for having no rear light.

July 14—Fourteen fines for automobile speeding, one fine for motorcycle speeding, six fines for having no rear lights.

July 15—Five fines for automobile speeding, two fines for motorcycle speeding, one fine for reckless driving, one fine for muffler open.

July 16—Four fines for automobile speeding, one fine for ball forfeiture for having muffler open.

Only two fines were imposed in the Municipal Court yesterday upon offenders of this class. Charles Phillips, chauffeur, was fined \$25, and H. A. Griewald, local representative of several manufacturing companies, was fined \$25 for speeding.

Phillips paid his fine and Griewald gave notice of appeal. Officer Nelson charged Phillips with going 20 miles an hour on Stanton street, between Thirteenth and Fourteenth, and Griewald was charged with exceeding the limit on Hawthorne avenue, near East Tenth street.

George Bowers, a salesman for Gould & Company, was discharged on a charge of reckless driving. On July 24 Bowers drove his machine through the closed gate on the Burnside bridge, knocking down and injuring Joseph Truman, a gateman and narrowly missing a plunge into the river. He showed the court yesterday that the accident had already cost him \$200, and Judge Maxwell thought he had suffered sufficiently without the imposition of further penalty.

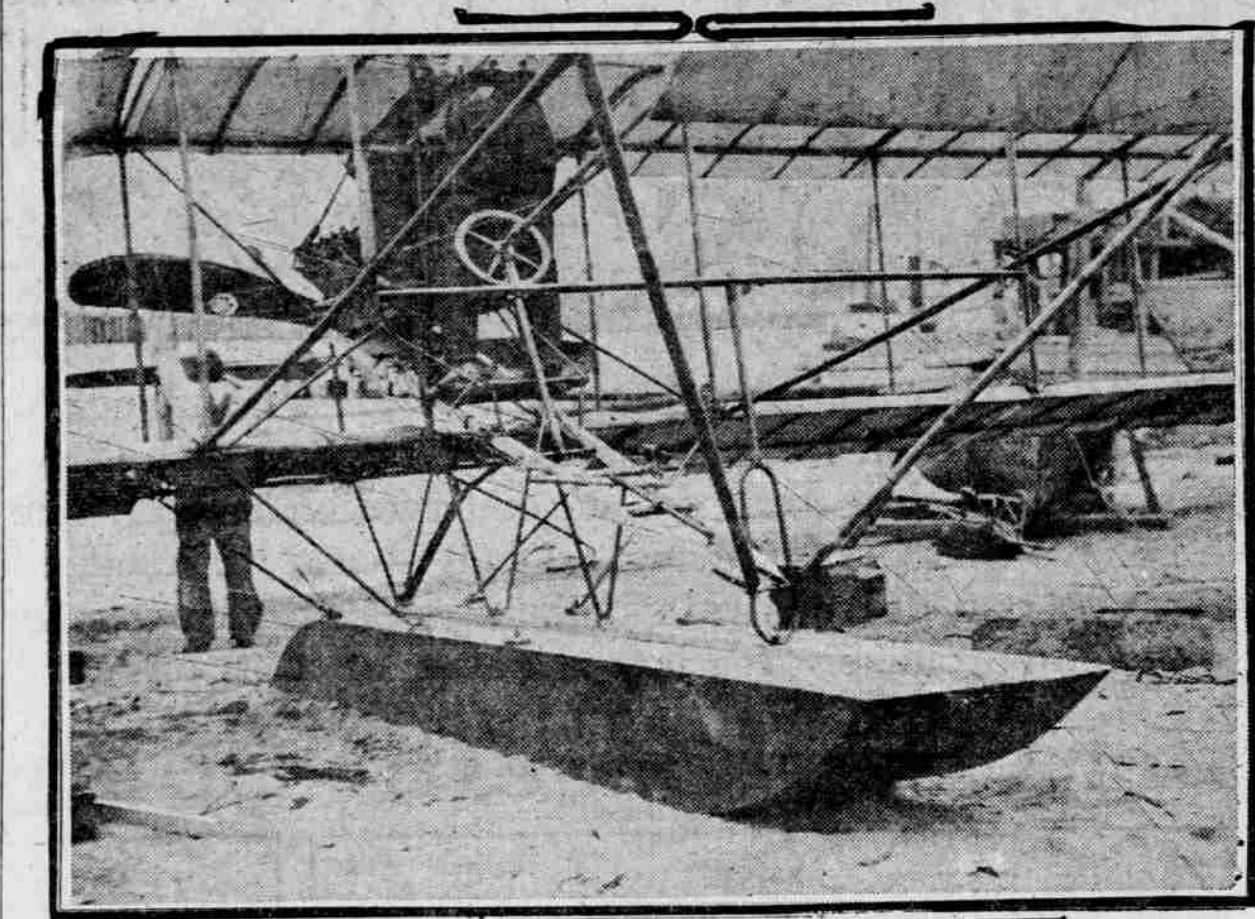
No arrests for speeding were shown on the police blotter yesterday. During the previous night, however, Griewald, W. H. Bard and H. S. Rodebaugh had been arrested.

Timberman Appeals Case. Some amusement was occasioned in the clerk's office yesterday when H. K. Haak, a wealthy timberman and capitalist, who had been fined two days before, entered and announced his intention of appealing the case.

"Give me the papers and I'll fix up the thing myself. I've already lost \$50 on lawyers' advice in this case, and I'm not going to monkey with them any longer," announced Haak.

Clerk Beutgen handed Haak the necessary papers, and Haak started to fill them out.

HYDROPLANE WHICH ESTABLISHED A NEW NORTHWEST RECORD YESTERDAY.



AIRSHIP SKIMS CITY

Thousands See Aviator Test Out His Machine.

HYDROAEROPLANE IS USED

Walter Edwards Rises From Lower Harbor, Files Up River and Returns to Water—Height of Nearly 2000 Feet Attained.

(Continued From First Page.)

for it took several gigantic preliminary "hops," soaring from 30 to 40 feet into the air, before he brought it around and started up into the wind.

When he was ready to leave the water, the machine rose easily and steadily and began to climb—and it continued to climb all the way on the long trip up the river. As it passed over the motor-boat at Seventeenth street not more than 100 feet in the air, one could see the delicate equalizing planes on either side shifting quickly up and down, although the machine as a whole rode steadily, without the slightest apparent dipping or swaying.

Over the new steel bridge it passed, more than 500 feet above it, higher over the Burnside bridge, higher still over the Morrison street bridge, mounting steadily at a steep angle until it seemed no larger than a dragon fly over the river.

Height More Than 1800 Feet. Beyond the Hawthorne bridge the machine creled at a height of more than 1800 feet, and then shot down in a long slant toward the lower harbor.

The speed of the return flight, when the plane ran with the wind, was nearly twice that of the flight up the river.

As he passed over the lower bridges, descending rapidly, the roar of his engine again became audible. Lower and lower he dropped and finally coasted down and settled easily upon the water.

OUT-OF-COMMON TALES OF LIFE IN FOUR CORNERS OF OREGON

Benton Experimentor Out-Burbanks Burbank With Drab Berry—Honor Man Morris' Big Long-Distance Bill. Alaska Dog-Race Winner Plans Stunt in Crater Lake Park.

CORVALLIS, Or.—An Oregon grower has out-Burbanked Burbank in the production of a fruit that is a strawberry in appearance, has the flavor of a raspberry and grows on a potato vine.

J. A. Kerr has had on exhibition in this city a bowl of the fruit with specimens of the vine, bush or plant on which they grew. Mr. Kerr intends to call the new fruit the "strawberry-raspberry."

The plants bear fruit the year following their setting out. They grow as big as potato vines, are very thorny and die in Winter time but spring up new when warm weather returns. The berries are like the loganberry in that they do not seem to have a distinctive taste. They are very prolific, and Mr. Kerr declares they are ideal for jams and jellies.

Morris, "Honor Man," Runs Phone Bill. HOOD RIVER, Or.—While W. Cooper Morris, convicted of connection with the failure of the Oregon Trust & Savings Bank, is working as a convict on the Shell Rock road between Portland and Hood River, he has managed to run up a telephone charge bill of \$50.

Morris is one of the most liberal long-distance patrons of the telephone company in this vicinity. He has now been promoted to clerical work in connection with the building of the convict automobile road.

Essaying to Ride, Carmen Falls Falls. PENDLETON, Or.—Miss Carmen Falls, of Portland, came to Pendleton and wanted to be engaged as a "nady bronco-buster" for the Pendleton Roundup, but she will not be advertised as the headline attraction as she desired.

Although Miss Falls declared that she could "bust any bronco the boys could put up," the first time she was hoisted to the hurricane deck of one of the Roundup's mildest, she hit the dirt with a vim that must have brought experience.

The second time Roundup officials rushed to her rescue as had horse No. 2 was sending her skywards. Secretary Keefe says she is a "book-learned" bucking horse buster.

Albany Folks Sprint After Carr. ALBANY, Or.—Albany used to be a city where citizens were accustomed to arrive at the depot anywhere within 50 minutes before the advertised departure time of Southern Pacific trains. But there has been a change.

Albanians now sprint to the Oregon Electric depot with all the vim of a



Fred A. Bennett's Curtiss Bi-Plane, Showing the Hydroaeroplane Equipment—Walter Edwards, Who Drove It to an Altitude of Between 1800 and 2000 Feet in Trial Flight Over the Harbor in Portland.

near the island in the lower portion of the harbor.

Up the river again came the machine, dipping along over the water like a petting, and circling into its landing place before the motor boat in which Mr. Bennett's party had followed the flight part way up the river could get back to its moorings.

"She went pretty well," was Edwards' reply to the greeting of his spectators. "Above the Burnside bridge there is a whirlpool, one of the worst I have ever struck, but everywhere else the going was easy."

Mr. Edwards has been engaged in professional flights on the Pacific Coast for some time. He made many flights in California for some time before coming to the Northwest and entering the service of the Bennett Aero Company, of this city.

Regular Exhibitions Planned. Mr. Edwards himself has very little to say about his past achievements, although he remarked yesterday that he had run into nearly every condition that an aviator might meet, from reaching an altitude where one would be almost frozen to splashing down for a dive under the Atlantic Ocean, and from making flights that could be reckoned as perfect to landing for a sojourn of several months in the hospital.

"Mr. Edwards is one of the best professional aviators on the Pacific Coast today," says Mr. Bennett, president of the Bennett Aero Company, "and those who have seen him fly class him with such men as Ely, Johnstone, Parmelee and Beachey."

"I have endeavored for some time to get along with amateurs, but found this rather unsatisfactory, since a beginner will fly well one day and poorly the next. While I fly a little myself, I merely do it for the pleasure of the thing and not for exhibition. I am anxious to further aviation in the Northwest, and plan to have my aviators give exhibitions from time to time throughout this section."

Mail Service Starts Soon. The first flights made by Mr. Edwards after coming north with Mr. Bennett were at the Potlatch in Seattle, where he won great distinction for his daring and sensational feats.

The flight to Oregon City with the United States mail will be made as soon as the necessary permission can be obtained from Washington, D. C. This is expected some time next week.

C. E. Merrick, postmaster of Portland, is enthusiastic over the plan, and many of the leading business men of the city have endorsed the petition to the Government authorities for permission for the aviator to undertake the role of postman between here and Oregon City with his hydro-aeroplane.

Oregon City will declare a holiday on the day the first flight is made, and hundreds of visitors to that city are expected at that time. Special excursions will be run from Portland to Oregon City at that time.

The success of the trial flight was very pleasing to Mr. Bennett, and confirmed his confidence in the new bi-plane he is constructing. The new machine will be much larger than the one now in use and will also be equipped as a hydro-aeroplane.

Motor Victim Is Better Dr. S. R. Vincent, Injured by Collision, on Road to Recovery.

Dr. S. R. Vincent, who was seriously injured when an Oregon Electric car dashed into his automobile early Friday morning at the Tigard crossing, passed an favorable day yesterday. He has every chance of recovering, in the opinion of his physician, Dr. Byron E. Miller.

Dr. Miller said last night that no fracture of the skull had occurred, as far as it was possible to determine, and that his patient was resting well, although only a few days is an abscess forming on the brain.

Miles Standish's Descendant Dead. COTTAGE GROVE, Or.—Gideon C. Standish, a direct descendant of the Miles Standish, Captain of Plymouth, who lost Priscilla Knowles by requesting his secretary, John Alden, to "pop the question" in his stead, died here recently and was buried by Appomattox Post, Grand Army of the Republic, with military honors.

Mr. Standish knew all the history of his distinguished sire by heart and he was always inclined to believe that the poet, Longfellow, slanders Miles Standish by telling to posterity the story of his ancestor's diffidence.

Hen Mother at Six Months. REGINA CITY, Or.—Mrs. George De Bok, of Willamette, Or., announces that she has in her care the youngest mother in Oregon. Although just six months old the parent is now raising seven little ones.

Old Horn Still in Service. ROGUE RIVER, Or.—Rusty Hammersley toots a big brass horn in the Rogue River Brass Band that was carried by a horn-player during Sherman's march to the sea.

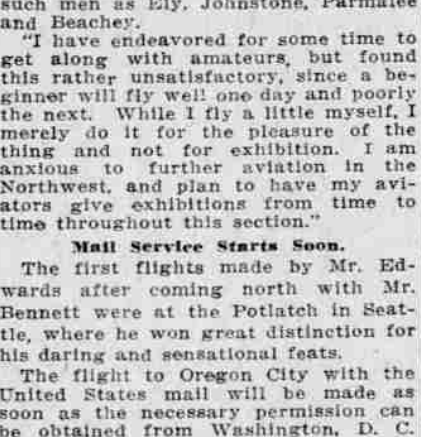
Hammersley's horn was made by the Boston Musical Company in 1812 and yet retains the full volume of sound that cheered up the "boys in blue" as they marched through the South.

Boy Kills Rattlesnake. BROWNSVILLE, Or.—Hivin Northern, the youthful son of Mr. and Mrs. David Northern, ranchers, near here, fought off two rattlesnakes which attacked him in the hay field. One of the snakes the lad killed and the other escaped when his calls brought help to the scene.

The rattler killed was one of the largest ever seen in this locality, but this is the first time any rattler has been known in this vicinity to make an unprovoked attack.

Dog Takes Candy From Babes. MORGENTHAU, Or.—Thales A. H. Stutsman manages to incite a better code of canine morals into his dog, Tip, the puppy is liable to see the inside of a jail.

STYLE OF PROPOSED COMMUNITY MAUSOLEUM FOR MOUNT SCOTT PARK CEMETERY



mausoleum will be of cut stone, the same as that used in the construction of the large public service building at the entrance of the cemetery, called "Gate Lodge," which contains commodious offices, reception and rest rooms for the benefit of visitors. The interior will be finished in Italian marble and standard bronze. Architecture will be of the Grecian type.

Statistics show that 90 per cent of the people are in favor of burial in the earth where the cemeteries are well kept and under the Perpetual Care Plan, and where the soil is dry and free from springs. The other 10 per cent are about evenly divided between concrete vaults and cremation. As a rule, these mausoleums are erected only in cemeteries where the ground conditions are objectionable, owing to springs and poor drainage, causing watery graves. The ground at Mount Scott Park being of a sandy clay loam, entirely free from springs, insuring perfectly dry graves, and the entire cemetery being under Perpetual Care, reduces the demand for crypts to a minimum.

However, it is the desire of the management to supply even the most limited demand, and therefore plans to erect a mausoleum to contain about 500 crypts. The cost of construction of the mausoleum will be borne by the cemetery association, and the crypts will be sold to the public as needed upon a basis of \$100 to \$150 per crypt. This will include the perpetual care of the mausoleum and grounds surrounding it, which will be beautifully parked and in keeping with the other high-class improvements in the cemetery.

Mount Scott Park is already the best equipped cemetery in the Pacific Northwest. When the Community Mausoleum which it now has in contemplation, and the modern crematory and chapel are constructed, this will be one of the most complete and perfect Cemeteries in the United States, being thoroughly modern in every essential.

The accompanying cuts show the front elevation and interior view of the community mausoleum. The exterior of the

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Sold in SEALED BOTTLES ONLY by druggists, grocers and dealers or direct, \$1.00 a large bottle. Our doctors will send you advice free, together with a valuable illustrated medical booklet on request.

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