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PRICE FIVE CENTS

BLAME IN WRECK PUT ON ENGINEER

Block Signal Declared
Unheeded by Flier.

38 KILLED; 137 INJURED

25 of Victims Are Reported
in Critical Condition.

CRASH IS DESCRIBED

Most of Dead and Hurt Are Sent
to St. Louis; Thousands
Visit Disaster Scene.

(By Chicago Tribune Leased Wire.)
ST. LOUIS, Aug. 6.—Thirty-eight dead and 137 injured, 35 critically, was the toll taken by the rear-end collision of two Missouri Pacific trains at Sulphur Springs early Saturday night, a checkup revealed today.

Most of the dead and injured were brought to St. Louis, where the latter filled the various hospitals of the city.

Failure of the engineer of train No. 4, the fast passenger steel train which crashed into No. 32, the local freight train, to heed a block signal was the cause of the disaster, according to John Cannon, assistant general manager of the road.

Signal Not Noticed.

The block signal, warning that the track was not clear ahead, was unnoticed by Matt Engel, engineer of St. Louis, engineer of the fast train, according to Cannon. Glenn, 37 years old and engineer for 27 years without a black mark against his record, jumped from his cab just before the crash and was killed. Edward Tyler, also of St. Louis, fireman of No. 4, remained at his post and was seriously injured.

Officials of the road declared that the block signals were working properly, and were set against the approaching No. 4. The inference, therefore, is that Engineer Glenn of the limited should have brought his train to a stop. Two o'clock this morning saw the last body recovered. With bobbing lanterns a compact group of men came down the track to the little station bearing on a litter the blackened inert figure of the last victim to be found in the splintered wreck.

Clearing of Debris Begun.

Work was then started on clearing up the debris, and when the sun came up beyond the broad sweep of the Mississippi it was well under way. From the front of the engine of No. 4 was pulled one of the two coaches of the accommodation, which was little damaged. Next came a compressed bale of splinters wedged against the nose of the engine, which had once been a railway car. As the wreckage was loosened the sticks of wood and tangled steel beams of the frame dropped down.

Scattered trucks, which had carried cars, were assembled. The four coaches of the accommodation train, which had been knocked from the trestle and the embankment, were picked up. The baggage car of the limited train, whose steel sides had bulged from the compression of the blow, was drawn from its precarious perch on the trestle and practically fell to pieces as it was pulled away. By 3 o'clock this afternoon only piles of splintered wood were left to tell the story of the catastrophe.

Thousands Visit Scene.

Ten thousand people visited the scene of the wreck today. Their automobiles filled the roads leading to Sulphur Springs. The host of the curious swarmed over the station area, examined the wrecked cars and trooped through the muddy bed of the creek to miss nothing.

The division local with a Saturday crowd from Hoxie, Ark., Popular Bluff, Mo., and other points was running about two hours behind schedule. On board were people from out in the state coming to St. Louis for the week-end. Others were St. Louisans returning to spend Sunday at home.

The train was due in St. Louis at 5:35 P. M. It was after 7 o'clock when it pulled up at Sulphur Springs to take on water. A few of those in the coaches which had cleared the trestle when the train stopped, impatient at the delay, got out to take a brief turn up and down beside the train, a relief from the crowded cars.

Number 4 is on Time.

Number 4, a limited, out of Fort Worth, with passengers from Texas and the large cities along the line, was running about on time, and must have left Riverside, not four miles down the track, while the local was standing still.

A picture of the accident can be reconstructed from the accounts of the survivors.

A blast from the whistle of the speeding limited, rushing on beyond the curve of the track around the bluffs, caused a few of those who had alighted from the local train to look back nervously. They had been watching the play of colors from the setting sun in the river.

(Continued on Page 4, Column 2.)

RUM PIRATE ROBS BOOTLEG VESSEL

PHANTOM GRAY SCHOONER
ELUDES PURSUERS.

Crew Declared to Carry Pistols
to Subdue Smugglers After
Craft Is Boarded.

NEW YORK, Aug. 6.—The presence in outer New York of a phantom rum pirate, which pounces on liquor smugglers by night and joshes the prohibition navy by day, was revealed to customs officials when the United States rum scout Taylor returned to port today after trying for a week to capture this modern Captain Kidd.

Numerous tales of the escapades of the mystery ship, which has thrown consternation into the fleet of nondescript craft engaged in coastwise liquor smuggling, were brought to the crew of the Taylor. The name of the craft is unknown, for none of its victims or pursuers has seen a single mark of identification on her mist-gray hull. Her lines were described as those of a high-speed schooner, more than 60 feet in length and propelled by two noiseless gasoline motors, which send her skipping out of danger when she is approached by an inquisitive visitor.

The pirate captain was said to be a daredevil disciple of the Captain Kidd he emulates. His crew of eight is an armed gang of reckless outlaws, who carry automatic pistols instead of cutlasses and drink Bahama whisky instead of Jamaica rum.

Their craft hovers just out the 12-mile limit, at the end of the ocean traveled by tugs, schooners, travelers and yachts, engaged in hauling liquor from Nassau, Bahamas, and St. Johns, N. S., to New York and New Jersey customers.

JAPANESE SEEK TRADE

Activities and Propaganda in
South America on Increase.

(Chicago Tribune Foreign News Service.
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BUENOS AIRES, Aug. 6.—Japanese activities and propaganda in South America have been steadily increased in the last six months despite a temporary setback administered by the state of Sao Paulo, Brazil, when it withdrew its subsidies and other aids from Japanese immigration.

Japanese officials to persuade other Brazilian state governments for subsidies have so far failed, but the efforts have not yet been abandoned.

Meanwhile, the Japanese are taking advantage of the Brazilian centennial celebration to make a strong bid for a more important position in South American affairs.

FRUIT TREE REMORSEFUL

First Blossoms Fall Off but New
Bloom Promises Crop.

(By Chicago Tribune Leased Wire.)
WAUKESHA, Ill., Aug. 6.—Michael Wolf, who resides near Milwaukee, is calling attention to his apple tree "with a conscience." This tree had its usual quota of blossoms and fruit, but before the apples matured, every one of them fell off and the tree appeared to have gone out of business for the season.

Now, however, it feels, according to the testimony of Mr. Wolf, that it has been remiss in its duty for it is again in full blossom and giving promise of a heavy crop.

MODELS TO DON SHROUDS

Maine Undertakers Plan Novel
Show for Convention.

(By Chicago Tribune Leased Wire.)
AUGUSTA, Maine, Aug. 6.—A touch of novelty will be given the drab business of the annual convention of Maine undertakers here this week when on the opening day, Tuesday, live models will display funeral gowns. And after discussion of the good and bad points in new styles in burial attire for both sexes, the convention will announce fashion decorations for the coming year.

The convention will continue three days. Thirty-five manufacturing firms, from points as far away as Columbus, Ohio, have made reservations for exhibits of burial costumes.

WATER WALL DROWNS 3

Negroes Crossing Peck Creek,
Colorado, in Auto Victims.

PUEBLO, Colo., Aug. 6.—D. Z. Bray and Mrs. M. Z. Bray, a colored couple, were drowned about 2 o'clock this afternoon when they were caught by a wall of water as they were crossing Peck Creek, 10 miles west of here, in an automobile. Mrs. D. Z. Bray was saved.

Mr. and Mrs. Morrow arrived in Pueblo today from California to visit the Bray family and were on their way to the Bray ranch, five miles west of Livesey.

CITY SACKED BY TROOPS

200 Shops in Kiangchow Looted
and Destroyed; Damage Big.

PEKIN, Aug. 6.—(By the Associated Press.)—The City of Kiangchow, also known as Kiangchow, in Kiangsi province, has been sacked by mutinous troops, according to advices received here today.

Two hundred shops were looted and destroyed. The damage is placed at \$2,000,000.

FOUR PRIMARIES DUE TOMORROW

Ohio, Alabama, Arkansas,
Wyoming to Vote.

MONTH BUSY POLITICALLY

Utah Democrats to Convene
Next Friday.

SENATE NOMINATION UP

Many Other Important National
Events in Politics Are
Scheduled for August.

BY MARK SULLIVAN.
(Copyright by the New York Evening Post. Published by Arrangement.)
WASHINGTON, D. C., Aug. 6.—(Special.)—We are now in the heart of the political year and from tomorrow on few days will pass without primaries or conventions or other events having an influence on the makeup of the next senate and house.

Omitting local state offices, the list of political events affecting members of the house and senators for the rest of the month of August will be as follows:

Tuesday, August 8, Alabama—Representatives in congress.

Tuesday, August 8, Arkansas—Representatives in congress.

Tuesday, August 8, Ohio—Representatives in congress and successor to Senator Pomerehne.

Tuesday, August 8, Wyoming—Representatives in congress and successor to Senator Kendrick.

Utah to Have Convention.

Friday, August 11, Utah—Democratic convention to name candidate as successor to Senator King.

Tuesday, August 15, Mississippi—Primary to elect delegates to state conventions. The primaries and conventions will determine the successor to Senator Williams.

Saturday, August 19, Delaware—Primary to elect delegates to state conventions. This is described as the last day to decline designations. On that date, if not before, we shall know whether Hearst or Hylan, or Smith and who else is going to try for the democratic nomination for the New York governorship. We shall have similar information about the New York senatorship.

Saturday, August 26, Texas—Republican state convention.

Tuesday, August 22, Delaware—Republican state convention.

Friday, August 25—An important day in New York.

In New York there is a rather curious combination of primary and convention. This is described as the last day to decline designations. On that date, if not before, we shall know whether Hearst or Hylan, or Smith and who else is going to try for the democratic nomination for the New York governorship. We shall have similar information about the New York senatorship.

Saturday, August 26, Texas—Republican state convention.

WHAT HAPPENED TO A TENDERFOOT COMING DOWN THE EAGLE CREEK TRAIL FROM WAHMUT LAKE.



30 LIVES IN DANGER AS COACH BURNS UP

REAR SLEEPER ON FLYER
AFIRE NEAR SEATTLE.

Actor Weak From Loss of Blood
After Rescuing Wife From
Flaming Train Car.

SEATTLE, Wash., Aug. 6.—The lives of 30 passengers were imperiled, one man was seriously injured and several other persons received cuts, burns and bruises when the rear sleeper on the westbound Columbian Flyer, on the Chicago, Milwaukee & St. Paul railroad, was destroyed by fire at 6 o'clock this morning near Rye, 130 miles east of Seattle.

Fred Ketch, member of a vaudeville team, was brought to a Seattle hospital suffering from severe cuts and weak from loss of blood. He collapsed after dragging his wife out of the burning car through a window.

T. W. Simpson of San Francisco, an engineer, was badly cut about the foot in kicking through a window to rescue imprisoned passengers. Several other passengers were less seriously hurt in the scramble to escape from the burning car.

Railroad officials said loss of life was averted by the prompt action of William Wilson, the negro porter, who ran through the car, awakening the sleeping passengers and helping them to safety.

The cause of the fire is not definitely known, but railroad officials say it probably resulted from a defective fuse. It started in the woman's dressing room and had made great headway before it was discovered.

AUTO DIVES OVER BANK

Mrs. O. J. Laird of Colfax, Wash.,
Is Seriously Injured.

THE DALLIES, Or., Aug. 6.—(Special.)—Mrs. O. J. Laird of Colfax, Wash., was dangerously injured here this afternoon when an automobile in which she and her husband were riding plunged over a 30-foot embankment on the brewery grade on the Dallas-Colfax highway.

Laird was attempting to turn the car around on the grade. The front of the machine struck the loose rock and fence at the brink, balanced for several seconds and then slipped over to strike an old roadway 30 feet below. Mrs. Laird was removed to the hospital, where it was reported that she was suffering from concussion of the brain. But for the old roadway which paralleled the main highway, the automobile would have fallen 60 feet farther onto the paved Colfax highway.

LOCUSTS HOLD UP TRAIN

Extra Engine Needed to Move
Cars Through Dense Swarms.

(Chicago Tribune Foreign News Service.
By Chicago Tribune Leased Wire.)
MANILA, Aug. 6.—Dense swarms of locusts held up a passenger train 20 miles from Manila for two hours, and an extra engine was needed to move the cars along the piled-up rails.

The majority of the provinces are heavily infested with the locusts, many districts being denuded of crops.

BISHOP PADDOCK HAS NERVOUS COLLAPSE

OREGON MAN SERIOUSLY ILL
IN NEW YORK.

Disloyalty Charge Due to Failure
to Wear Robes and Boost
Church, Says Friend.

NEW YORK, Aug. 6.—The Right Rev. Robert Lewis Paddock, bishop of eastern Oregon, who came to New York last spring to appear before the presiding bishops and council to answer to charges of disloyalty made against him by the episcopal clergy and to save his ministry, has suffered a nervous collapse and is seriously ill in a New York hotel, it became known today.

So serious is his condition, Rev. William Austin Smith, editor of The Churchman, and a close friend, said in announcing his illness, that he can see no other way.

Speaking of the charges of disloyalty to the Episcopal church made against Bishop Paddock, Dr. Smith pointed out that he was the son of a bishop, grandson of a clergyman, nephew of a former bishop of Massachusetts and cousin of a former bishop of Ohio.

"He has worked," said Dr. Smith, "in a hard, rough country, where the church sent him to convert men to Christ, and much of that time he has to travel in khaki, with blankets on his back, yet he has been criticized for not always carrying his bishop's robes on his journey."

"Bishop Paddock," he continued, "has been criticized for not building churches, for not wearing bishop's robes at services and not talking enough about the Episcopal church, and, of course, he has been criticized for treating Baptists, Presbyterians and Methodists as if they were co-workers in the kingdom of God."

HOP PICKING TO START

Many Willamette Valley Yards
Advertise for Workers.

SALEM, Or., Aug. 6.—(Special.)—Hop picking in the Willamette Valley will get under way within the next 10 days, and practically all of the larger yards are now advertising for pickers. As an inducement, the growers are offering free camp grounds, wood, amusements and a bonus to individuals and families who will remain during the entire season.

Because of the labor shortage here for several months, many growers are looking to Portland for a majority of their pickers.

BOY AND GIRL HELP HAY

Farmer's Labor Problem Solved
by Children Six and Seven.

LA GRANDE, Or., Aug. 6.—(Special.)—The harvest hand shortage in the isolated districts has been solved by one farmer near Starkey, in the Blue mountains, 18 miles from La Grande, by allowing his seven-year-old daughter and six-year-old son drive the derrick horse.

The little girl, Lena Rose, and the boy, Dave Rose, look at their jobs in helping stack hay more as play than work. They go to work at 7 o'clock in the morning and work until 6:30 o'clock in the evening, taking an hour off for lunch.

BUYERS ARRIVING ON EVERY TRAIN

Two Thousand Visiting
Merchants Expected.

14 STATES REPRESENTED

Portland to Show Facilities
as Distributing Center.

CITY TO OFFER BARGAINS

Jobbers and Manufacturers Will
Prove Advantages of Trade
in Local Shops.

BUYERS' SCHEDULE FOR
TODAY AND TOMORROW.

Today.

8 A. M. to 8 P. M.—Visiting buyers register at headquarters, first floor, Oregon building, Fifth and Oak streets.

8 P. M.—Reception and grand ball, mezzanine floor, Multnomah hotel.

Tomorrow.

8 A. M. to 9:30 P. M.—Visiting buyers register at headquarters.

7:30 P. M.—Visiting women assemble at headquarters for theater party.

8 P. M.—Roaring camp entertainment for buyers only at municipal auditorium; smoker and boxing.

Portland's tenth annual Buyers' week, famous throughout the west as the greatest event of its kind on the Pacific coast, will open officially today with nearly 2000 visiting merchants from 14 states in attendance.

Every train arriving in Portland yesterday bore its scores of buyers, all eager with anticipation for the bargains to be found in the Portland market during the annual Buyers' week.

Hundreds more are expected to arrive on the early trains this morning. Every western state will be represented.

Preparations are complete for making the event this year the greatest in history. Entertainment on an unprecedented scale has been arranged; Portland manufacturers and jobbers have laid elaborate plans for demonstrating to the visitors the unequalled advantages of Portland as the distributing center of the west.

Registration Begins Today.

Registration of the visitors will start at 8 o'clock this morning in the Buyers' week headquarters, Oregon building, Fifth and Oak streets. The first formal gathering of the week will be held tonight, when the reception and grand ball will be held on the mezzanine floor of the Multnomah hotel.

E. N. Weinbaum, secretary for the affair, yesterday again stressed the importance of having the visiting buyers register as soon as they arrived in the city. Badges and coupon books entitling them to admission to the various functions will be given the buyers upon registration. Both the badge and the coupon book are necessary for admission to the Buyers' week features.

Far Receipts Wanted.

Another item stressed by Mr. Weinbaum, was the importance of the visiting buyers depositing their receipts for railroad fares at headquarters immediately after arrival. All invited buyers who purchase \$500 worth of goods from the Portland firms participating in Buyers' week, will have their fares refunded.

Former visitors who have this year taken advantage of Portland's Buyers' week to pass their vacations at the Oregon resorts, began drifting back to Portland last night full of praises for the mountain and seashore spots. Many of these declared their intention of vacationing in Oregon again next year either before or after Buyers' week.

GERMAN PLEA REFUSED

Reparations Commission Will Not
Grant Moratorium.

PARIS, Aug. 6.—(By the Associated Press.)—The reparations commission by a vote of three to one last Thursday rejected a resolution which would have accorded a moratorium to Germany for the remainder of the calendar year on reparations.

It also rejected Germany's offer of payments of 500,000 pounds sterling monthly on payments of her pre-war debt.

MANY HURT IN CRASH

Passenger Crashes Into Rear End
of Freight Train.

ELLWOOD CITY, Pa., Aug. 6.—Several persons were injured early this afternoon when Baltimore & Ohio passenger train No. 9, bound from New York to Chicago, crashed into the rear end of an extra freight in the Frisco tunnel near here.

COSTS MAY DEPRIVE GERMANS OF DRINK

FEELING FOR PROHIBITION
GROWING IN NATION.

Worker on Low Wages Barely
Able to Pay for Liquor; Gov-
ernment Sees Saving.

BERLIN, Aug. 6.—(By the Associated Press.)—Germany's heart may never change sufficiently to adopt prohibition voluntarily, but the feeling seems to be growing in various quarters that economic necessity may ultimately drive the fatherland into a place alongside the United States.

Economic authorities are drawing attention to the fact that the worker is finding himself increasingly harassed by high prices and relatively low wages. The prohibition issue, they assert, thus promises to hinge upon the inclination of the individual, since the government's spirits monopoly is recognized as one of the nation's chief sources of revenue, a fact which would loom large with the country as a whole in the question of wiping out the alcohol industry.

By necessity many still eat the dark brown bread. The latest statistics show that nearly 66,000,000 kilograms of grain and other stuffs are used annually by the distilleries.

Meat experts attribute the re-appearance of scurvy in Germany to this scarcity of potatoes.

Spirits are increasingly in demand for industrial purposes and the government is said to be inclined to support this departure for the sake of reducing the importations of fuel thus replaced.

Coupled with these factors of the situation is the high price of drinks. A litre of Munich beer costs about 20 marks, enough to buy a quarter of a pound of meat, which the workingman is at present unable to afford more than once in a fortnight. The cheapest wine with the tax, runs over 25 marks for half a glass.

WOMAN IS SHOT IN EYE

Accidental Discharge of Revolver
Injures Mrs. Collier.

KLAMATH FALLS, Or., Aug. 6.—(Special.)—Mrs. Charles Collier, wife of a prominent rancher, and social leader among the county's younger matrons, was accidentally shot through the left eye at Bly this afternoon when a 25-caliber revolver dropped from his holster and was discharged as she stooped to gather up some packages. The bullet plowed through the cheek and across the eyeball.

Mrs. Collier was removed to a hospital here and physicians tonight hoped to have the eye. Whether or not the sight is destroyed remains to be determined. The accident victim is widely known locally for her beauty and personal charm. Her father, Charles Warren, is one of the largest cattle raisers of the county.

ADMIRAL SEBREE DIES

Ex-Commander of Pacific Fleet
Succumbs at Coronado, Cal.

SAN DIEGO, Aug. 6.—Rear Admiral Uriel Sebree, U. S. N., retired, at one time commander of the Pacific fleet, died at his home in Coronado at 6 o'clock this evening.

Autoist Runs Down Woman.

HOOD RIVER, Or., Aug. 6.—(Special.)—John B. Caverhill of this city, salesman for a Portland wholesale grocery store, was cut and bruised last night when the automobile he was driving plunged over a bank after he had run down a woman pedestrian. The accident occurred on the Columbia highway near Yach. Neither Caverhill nor the woman, who was unidentified, was seriously hurt.

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BANK FUGITIVE EVADES POLICE

J. C. Osler, Auto Dealer,
Is Still Missing.

PART IN THEFT CHARGED

Escape Is Made When Pat-
terson Confesses.

TELLER CLINGS TO TALE

Prisoner Who Admits He Stole
\$34,600 Charges Abuse to
Insurance Attorneys.

J. C. Osler, used car dealer of 32 Grand avenue North, wanted by authorities on a warrant charging larceny still was missing yesterday, although a search was being conducted by police. The Burns detective agency and the Aetna Insurance company. The latter company stands to lose the \$34,600 that Earl E. Patterson, ex-teller of the Lumbermen Trust company bank, Saturday night confessed to embezzling from the funds entrusted to him.

Osler was implicated in Patterson's confession to the extent that bank officials and police are convinced that he received every dollar that was found to be missing from Patterson's compartment in the bank and the bank officers swore to the larceny warrant.

Osler vanishes from bank.

When Patterson told Capt. Peterson, vice president, that he was short, he requested permission to bring Osler to the bank before he told his story. He did so, but Osler disappeared from the bank before the officers learned the extent of his alleged complicity in the embezzlement, and he has not been seen since.

The watch kept on the Osler home at East Third-second and Brooklyn streets Saturday night by inspectors Thomas and Hamrick resulted in the questioning of Mrs. Osler, who willingly went to the bank with them. She was questioned closely, convincing her interrogators that she knew nothing of the business relations existing between Osler and Patterson. She was unable to give the whereabouts of her husband, who had entered the police station and was being held on watch at the Osler home all day yesterday and last night with orders to arrest Osler should he appear.

Husband's Photo Given.

Mrs. Osler co-operated with authorities to the extent that she surrendered to them a photograph of her husband to be used in his apprehension. She was heartbroken when she learned he was in trouble, and police who talked with her said it was her wish that Osler would give himself up and fight out the charge against him.

Patterson was held in the city jail with bail set at \$10,000.

"I decided to stand up and face the music when I confessed to Mr. Smith and Mr. Detering," he said to a reporter. "I have not changed my mind, and I stand by the story I told the officers Saturday night."

Indignation Is Expressed.

He expressed indignation at the treatment he says he received at the hands of attorneys for the Aetna Insurance company.

"One young sprig slapped my face, for which there was not the slightest occasion," he said. "They called me vile names, also."

President Smith corroborated the story of alleged mistreatment, but admitted that the third degree so administered had a salutary effect in loosening Patterson's speech.

Patterson told the story of his fall from integrity first at about 3:30 Saturday afternoon. Although he was closely questioned by attorneys, bank officers and police for more than ten hours, he stuck to his original story.

Auto Believed Purchased.

Having borrowed \$3500 from Osler to square bad checks he had cashed for a friend while cashier at the Hartman & Thompson bank, according to his confession, he found himself, after he had entered the employ of the Lumbermen bank, at the mercy of his creditor.

Patterson is thought to have purchased an automobile from Osler on the installment plan. In order to meet a payment, he borrowed \$1000 from the Northwestern National bank—a legitimate loan which he had the right to make. Next, according to President Smith, he took \$1000 from the bank funds, presumably to meet a payment on the automobile. The real defalcation began shortly afterward, when bank statements show that Patterson took \$15000 from its funds.

On April 3 last a firm of certified public accountants checked the Lumbermen bank for the officers. At that time Patterson wrote a check for \$21,000 to cover his defalcation.

Another Firm Makes Check.

On June 15, last, there was a check by another firm of certified public accountants, when Patterson got by the examiners by writing himself a check for \$28,000.

Both checks, written on the Northwestern National bank, were made.

(Continued on Page 4, Column 2.)