

COMMISSIONERS PROPOSED FOR CIVIL SERVICE

Appeal for Discharged Employees Opposed.

CHARTER CHANGE ASKED

Commissioners Need Power to Get Rid of Inefficient, Says Gilbert Joyce.

Proposed charter amendments, giving city commissioners the power to discharge inefficient and worthless employees of the bureau, will be presented to the charter revision commission at its meeting tonight by Gilbert Joyce, a member of the civil service committee of the commission.

Except in the cases of members of the police and fire departments, the action of the bureau heads would be final, the charter would be so amended that the right of appeal to the civil service commission and the carrying of cases to the state courts would be denied discharged employees.

Mr. Joyce's plan, presented to the civil service committee of the commission a week ago, was turned down, and will be presented to the entire commission tonight as a minority committee report.

Plan Is Opposed.
Opponents of the plan declared that it spells the doom of municipal civil service and that employees can and will be discharged for political reasons, and will have no right of appeal beyond the bureau heads. Mr. Joyce, who is one of the city's well-known business men, declared that such an amendment would give the heads of the different bureaus the right to weed out careless and worthless employees, and that his plan would also protect the city from liability in suits for back wages brought by discharged workmen.

The civil service committee of the commission is headed by John K. Kollock, a lawyer. Besides Mr. Joyce, the members are E. W. Stearns, Mrs. C. B. Simmons and A. Rosenstein. At the meeting, when Mr. Joyce's plan was discussed, Mr. Rosenstein was absent. The three other members opposed it. Mr. Joyce, unable to get their endorsement, then decided to put the matter before the commission as a whole.

Personal Interest Denied.
"Personally, I am absolutely disinterested," said Mr. Joyce. "But since I have been on this committee and have gone into the civil service question I am of the firm opinion that the right of appeal to the civil service board and then to the courts in the case of discharged employees does not work for the efficiency of the municipal service. Only last week we had the example of a judgment being rendered against the city for \$25,000 in the case of the sewer inspectors, who claimed back wages or work which they did not perform because they were discharged illegally."

"My proposed charter amendment will make the bureau heads—that is, the commissioners in charge of the bureau—the final judge in the discharge of employees. It will exempt the police and fire departments from this provision, giving the members of these two departments the right of appeal to the civil service board. If it can be done legally, I will ask that the charter be so amended that policemen and firemen cannot take their cases into the courts, and that the civil service board be the final judge in their cases."

Reasoning Is Explained.
"My contention is that we elect the commissioners to conduct these bureaus for us and that they should have full power to discharge men or women whom they consider unfit to perform duties assigned to them. I see no sense in electing a man to run a certain branch of municipal work and then ordering him to appoint a commission to pass on his judgment regarding employees."

"As for policemen and firemen, I believe that they should be granted an open and public hearing when threatened with discharge. Many police officers incur the enmity of powerful influences and powerful individuals in the discharge of their duties, and it is only fair that they should have a public hearing before the civil service board."

"When we first took up the civil service question we proposed to bring back commission employees under civil service. The commission objected strenuously to this plan. Then we proposed to bring the health bureau under civil service and Dr. Parrish, head of the bureau, objected, declaring that the efficiency of the bureau would be cut down 25 per cent if we did so."

Evils of System Cited.
"The city is constantly threatened with law suits, brought by employees who have been discharged. It would be a measure of protection to the municipality to have this amendment a part of the new charter."

"I know that this plan will arouse a great deal of opposition, but since I have agreed to serve on the commission, and since I think that the change would improve the municipal service, I am going to present it to the commission tonight as a minority committee report."

Mr. Kollock, chairman of the commission, declined to discuss the matter, saying that the full report would be presented at tonight's meeting.

"I expect a minority report, but do not care to discuss it now," he stated. "The plan of abolishing the right of appeal to the civil service board has already been discussed and turned down by the committee."

Woman Against Plan.
Mrs. Simmons, another member of the committee, stated that the amendment, if carried, would practically nullify civil service.

"The only use of civil service, if this provision carries, would be in obtaining positions," she stated. "I opposed the measure because I think that it will practically kill municipal civil service."

Mr. Joyce, before proposing the abolition of appeals to the civil service board, obtained opinions from persons connected with civil service administrations in a number of other cities. He has since conferred with a number of Portland men regarding the proposed change. The fact that neither the county nor the state government operates under civil service, and that both have efficient staffs of employees, was given as an additional reason for his proposal to abolish appeals to the civil service board.

The final draft of Mr. Joyce's proposed amendment will be completed today, in time for submission to the full commission at tonight's meeting.

EAST SIDE, AUTOMOBILE DEALER AND BANK TELLER ACCUSED OF "SHADING" LUMBERMENS TRUST COMPANY BANK OF \$34,600.



RIGHT—EARL E. PATTERSON. LEFT—J. C. OSLER.

BANK FUGITIVE IS FREE

J. C. OSLER EVADES CAPTURE BY POLICE HERE.

Patterson Sticks to Story of Defalcation of \$34,600; Photograph Given by Wife.

(Continued From First Page.)

Good next day, the first by seven cashiers' checks from downtown banks, the second by three such checks. Patterson's confession of operation was confirmed by statements of his account went him by the Northwestern National bank and found in his home by Lieutenant Inspector Thatcher. The statements were taken to police headquarters and held as evidence.

"I wish you would say that we use every known means to protect our employees from such temptation," said R. E. Smith, president of the Lumbermens bank. "There is no system devised by man that cannot be beaten by some equally clever man, as a locksmith can fashion a skeleton key to foil another locksmith's carefully planned padlock."

Mistake Is Explained.
"We were prevented from discovering Patterson's shortage by the very thoroughness of the state bank examiners. When they step in to check us up, they say: 'Get out; we're running this bank,' or words to that effect. For fear of possible collusion with officials, we are not permitted to check with them. "That any one of us read one of these large checks written by Patterson to himself, we should have immediately demanded an explanation of it. All the bank examiners desired was to have checks and cash balance, and the large check meant nothing to them."

BLAME PUT ON ENGINEER

(Continued From First Page.)

which swept by a short distance away. Catapulting around the curve came the limited train, the nose of the giant engine first and the cars swinging behind it. A shout. A gasp rushed down the track by the halted local, his distorted features and amazed eyes telling the story of his apprehension.

Then there came a screech of tortured brakes above the roar of the on-coming train, cries, and almost immediately a crash, the very noise of which seemed to shake the peaceful hills overlooking the river and the winding track. Four coaches of the standing train tumbled down the embankment from the tracks and the trestle across Claize creek, knocked aside as slightly as toy cars in a wreck staged in the nursery for the delight of children.

Where the day coaches of the local had stood across the trestle, now stood the proud steel cars of the limited flyer. The locomotive had plowed its way through more than half the length of the halted train, and came to rest across the trestle, steel girders bent around its forward end and splinters of what had once been a car, compressed into a space of about ten feet before it stopped, leaving a coach which seemingly was uninjured.

Engineer Killed in Leap.
Engineer Glenn saw what was coming. He jumped before the blow. His name is listed among the dead. From the cars which had rolled down the embankment no sounds came at first. Then as an obligato to the roar of escaping steam, came shouts, agonized cries and tortured moans.

From the windows of the overturned cars crawled the survivors. Their faces bore puzzled expressions which at another time would have been ludicrous. They were dazed and knew not what had happened. Those who crawled alone from the cars to realize that they must have left behind their friends or relatives, turned to explore the wreckage.

After the first dazed moments, realization came, and the survivors, the passengers from the limited train, and the people from the little town, attracted by the noise, rushed to lend aid. Cries of the injured attracted the rescuers. Bodies were taken out as they were found. It could not be told whether they were dead or only unconscious.

Night descended to make the task more difficult. The dead were laid in rows on the ground near the station, on the porch of a nearby store and in empty baggage cars. Dr. W. W. Hull of Sulphur Springs was the first physician to arrive. Soon after the crash he was administering to the injured, and single-handed he treated 25 before the arrival on the

ST. LOUIS WAITRESS HEROINE OF WRECK

Girl, 19, Helps Injured to Get Out of Car.

SURVIVORS IN HOSPITALS

Union Station Scene of Horror as Injured Arrive in City for Treatment.

ST. LOUIS, Aug. 6.—(By the Associated Press.)—The union station here was a scene of horror this morning as trains No. 32 and No. 4 pulled in with the survivors and victims of the Sulphur Springs disaster.

Relatives and friends of the victims stormed the gates at the train sheds and pleaded with the police to permit them entrance. Faces reflecting the terror of an anticipated death or injury peered through the grating in an effort to catch glimpses of the shrouded bodies as they were taken to waiting automobiles.

Ambulances were backed to the coaches when the trains arrived and the injured rushed to hospitals.

Waitress Is Heroine.

Miss Lennie Walker, 19, a waitress of St. Louis, was a heroine of the telegraphed local, according to fellow passengers. She was a passenger of the third car from the rear of the local train, a steel constructed coach, which was thrown from the track when the crash occurred. Of the 30-odd passengers in this car, Miss Walker and two men were the only persons not seriously injured or temporarily disabled. They cleared the coach of all injured before other help arrived.

Speaking of the disaster, Miss Walker said:

"The coach landed on the side of the local train, and I was not thrown, as were those sitting on the opposite side. When I found I had only been shaken and bruised, I was not frightened and climbed out through a window of the upper side to see if the wreck was catching

ing fire. I then crawled back and helped remove the injured."

Miss Walker refused medical aid and went to her home.

The mail car or train No. 4 was a charnal house on wheels. Fifteen dead, 23 of whom were women and children, were piled in heaps on mail sacks. Seven survivors lay with the dead, one a woman, occupied a cot alongside eight women victims.

Willing hands helped carry the injured to ambulances as spectators seeking loved ones scanned their faces. The dead in the mail car were hauled to the city morgue in a furniture van.

A backward glance out of car windows proved fortunate for W. E. Foster of Herrin, Ill., who jumped from one of the coaches of No. 32 a moment before the rear-end collision.

Foster said he looked back and saw No. 4 rounding a curve back of No. 32 at a high rate of speed. He shouted a warning, ran to a vestibule and leaped out. Foster said he was sliding down the embankment away from the track as No. 4 crashed into the train ahead. The coach from which Foster made his escape was demolished.

Foster declared the engineer of No. 32 was attempting to get his train in motion at the moment of the collision, and that No. 32 had just started moving. Other passengers who escaped injury were unable to give a coherent account of the disaster. A grinding shock, screams and a wild scramble for safety were all they could recall.

ABSENCE IS 50 YEARS

Mining Prospector Visits Old Landmarks in Salem.

SALEM, Or., Aug. 6.—(Special.)—A. C. Manning, aged 68 years, mining prospector located in the hills of Jackson and Joseph counties, arrived in Salem, Saturday after an absence of 50 years. Mr. Manning was born in Benton county. He afterward moved to Salem, but 50 years ago went to southern Oregon, where he has since been engaged in mining.

During his stay in Salem he is being entertained by W. H. McElroy, in charge of the state hospital farm. Mr. Manning recognized a number of old landmarks here and has met a number of people who were living in Salem at the time he was here more than half a century ago.

Stills Are Destroyed.

KLAMATH FALLS, Or., Aug. 6.—(Special.)—Fifty saloons, orvashine and several stills, seized in raids during the last year by the sheriff and police officers, were destroyed today by federal agents. Cases in which the liquor and apparatus figured as evidence have been disposed of and the federal court ordered the destruction.

Salem Short of Houses.

SALEM, Or., Aug. 6.—(Special.)—Although more than 300 dwellings have been erected in Salem this

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