

COMMISSION SERVES ONE YEAR

Many Faults Are Brought to Light but System Is Not Held to Blame.

FIVE MAYORS AT HEAD

Apparent Lack of Co-operation and Harmony Between Departments Thought Main Reason for Trouble That Has Arisen.

BY H. M. WHITE.

Wednesday will mark the end of the first year of commission form of government in Portland. It was a year ago July 1 that the old Councilmanic form gave way to the present commission charter, and the present administration, comprising a Mayor and four Commissioners took the places of the old Mayor, the City Council of 15 members, the Executive Board of 10 members and a number of other boards and commissions having the administrative supervision of several of the principal city departments.

The question "Has commission government been successful in Portland?" is a difficult one. To the person who has followed closely the workings of both forms, the answer is not a simple either. The best that can be said of commission government during its first year in Portland is that it has been only moderately successful.

Character Is Factor.

One thing has been made very clear, and that is that the whole proposition of successful government resolves itself into the personal qualities of the men in charge. With proper men, either Councilmanic or commission government would be a success in Portland. With improper men neither would be a success. Weaknesses which have been noted in Portland's commission government are not necessarily weaknesses in the system or at least the most of them are not; they are weaknesses in the methods of the men in charge.

Objections or Weaknesses as Noted During the Past Year Might Be Summarized as Follows:

Too wide a distribution of administrative power and authority to the various departments of the government, or, in other words, five Mayors instead of one, or virtually five distinct governments, or the lack of co-operation and similarity in methods and application of rules and regulations in various departments and between departments; too much unnecessary red-tape.

Benefits Are Mentioned.

On the other side of the ledger, standing in favor of commission government, are the following important points: The public is more responsible; more careful supervision of the city's affairs by responsible heads; greater dispatch in the transacting of legislative and administrative affairs; the concentration of power and Councilmanic votes into a few hands, thus concentrating responsibility; the absence of local representation and its consequent over-representation of some districts and under-representation of others; the reduction of political and other interests who were noticeable up to a year ago are absent now.

Some Criticism Unwarranted.

Of the individual members of the Commission there has been more or less criticism from time to time. Some of this has been merited, while at other times it has been prompted by improper motives. With a certain element which had much influence up to a year ago, and apparently, has been a concerted effort to embarrass commission government. Even now, while it is in its experimental stage, there is a movement to overthrow it. The concentration of power and responsibility has made special privileges very difficult to grant, even if the Commissioners had desired to grant them. Therein is the basis of many of the unwarranted criticisms of commission government heard today.

Business Quickly Handled.

Expediency of business has been an important feature of commission government. The Commissioners are on hand daily and a meeting of the Council can be called within a few minutes. Questions of importance can be given immediate attention. Under the old system Council meetings were held every two weeks and there was a great amount of time wasted. All matters failed to get proper investigation or consideration. Under present conditions there have been as many as six Council meetings in one week. The next 12 months will be a much more opportune time to gauge the success of commission government than has been the case in the past. The concentration of power and responsibility is in working condition now and many of the big troubles have been settled. The new machine, fully oiled and adjusted, with each Commissioner knowing his place and his work, is expected to make a much more creditable showing than has been made heretofore. It is fully believed that at the end of the second year, commission government can be given the credit of a complete success.

Details Too Botherome.

Apparently too much attention has been given to unimportant details. For instance, one Commissioner spent a lot of time and energy in an attempt to out for the service of a janitor because he was unable, in this Commissioner's opinion, to give the city a full \$30 worth of work each month. The proposition even went so far as to be tested in the courts. Then again the Commission met with financial troubles. Such glowing accounts of the success of commission government had been published that many expected taxes to drop to bedrock the first year. Unfortunately, the Council found itself virtually without money at the end of the year, principally because of the expenses contracted before it took office. This made it impossible to reduce the annual tax levy below the 7.7 mills, which was the levy of the year before. This caused criticism.

Salary Roll Is Large.

The Councilmen all receive large salaries, running the Council cost thousands of dollars higher than that of the old Council. Heads of departments such as the City Attorney, the City Engineer and the City Auditor have received salary increases, and a large new department—the purchasing bureau—has been added. With it has come the municipal shop, taking in a number of new men. Men have been added to the public works department, making maps, plans, drawings and studies of more or less importance, but of questionable necessity. An important thing in favor of commission government is its stands at present is the concentration of responsibility. The acts of each Commis-

sioner have necessarily to show and the limited number of men to vote on various questions simmers the same for the action down to such a point that indiscretion cannot be indulged in safely.

Early because of this fact and the fact that the honesty and integrity of the present officials can hardly be questioned, the usual cries of graft and fraud which are applied to municipal government of almost every kind have been missing elements during the past year.

Form Lacks Real Head.

The trouble with the new form has been the lack of any strict head of the government. Each department has been a government of its own—there has been no Mayor in the name. Each Commissioner has operated his department apparently just as he pleased, without regard to the wishes of the other members of the Commission. The result has been a wide variance of the methods in the various departments. This has caused much friction and trouble.

Co-operation Is Lacking.

When a campaign was being made, about 14 months ago, in behalf of commission government, one of the points of objection to the new form was the unusual power supposed to be conferred upon the Mayor. As it has worked out, the Mayor now has far less power than he had under the old form. Possibly this would be true whatever course the present Mayor should have followed, but it has been very clear that if the Mayor has any great power it has not been exercised in the past year, so far as the administration of the general government of the city is concerned. He has confined his efforts to his own department.

Lack of Co-operation Between Departments Has Caused Considerable Criticism and Friction and Has Militated Against the Success of Commission Government.

This is traceable to the proposition of five mayors. When the municipal shop was established all city repair work was to be done there. The plan provided for a time and then gradually the departments quit their co-operation and the shop became a losing proposition. The possibility of municipal shops was a considerable feature in the campaign for commission government. The shop is virtually a failure.

An efficiency system was established to govern all city employees.

Although the rules and regulations of the system were all set out in black and white, the system was followed in as many different ways as there were commissioners to enforce it. This, too, has been a failure and is about to be cast into the waste basket.

One commissioner decided to revise the entire water collection system.

A process involving a big question of policy and considerable expense. He failed to get the consent of the rest of the Council and later his proposition was turned down. This was the case of the five mayors' policy. No commissioner, including the mayor, seems to want to interfere in another department's work.

Five Mayors in Power.

Each seems to want to run his department to suit himself without seeking the advice or co-operation of the others. Under the old form the mayor sat as guardian over all departments.

Now each commissioner assumes that task, with the result that there are variances in methods.

Elimination of ward representation has been a good thing.

Under the ward system with its wide distribution of responsibility and power, councilmanic machines or cliques were common. The result was that the ward representative not in the clique found difficulty in getting what he wanted for his ward while those within the clique were successful. The commissioners under the new system are not responsible for the entire city and for the entire city. The difference is very noticeable.

The concentration of power and responsibility has reduced the amount of lobbying and logrolling.

The agents of paving and other interests who were noticeable up to a year ago are absent now. Some criticism unwarranted. Of the individual members of the Commission there has been more or less criticism from time to time. Some of this has been merited, while at other times it has been prompted by improper motives.

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SCENES AT MEMORIAL SERVICE FOR LATE FIRE CHIEF CAMPBELL AT RIVERVIEW CEMETERY



TRIBUTE PAID CHIEF

David Campbell's Grave Covered With Flowers.

OFFICIALS SEE SERVICES

Firemen and Friends Place Garlands on Bier of Leader Who Died in Discharge of Duty Three Years Ago at Oil Plant Blaze.

City officials, members of the fire department and others joined in a solemn memorial service at Riverview Cemetery over the grave of the late David Campbell, late chief of the Portland fire department, who was killed three years ago yesterday in the discharge of his duty at a fire on the East Side.

The services were similar in nature to those held on each anniversary of the disaster.

Assembled about the flower-covered grave were Mayor Albee, Fire Chief Dowell, Assistant Chief Laudon, all members of the fire department, and a number of other persons.

A large floral piece was placed on the grave by the officers of the David Campbell memorial fund, comprising Commissioner Bigelow, John F. Carroll, W. T. Pangle and A. G. Long, and roses and other flowers were strewn over the grave by firemen.

John J. Carroll, chief of the fire department, and a number of other officers were present.

Among those who took part in the solemn tribute, in addition to those already mentioned, were James Campbell, brother of the late chief; Miss Helen Eilers, H. V. Boardman, Captains Kerrigan, Simpson, Slaughterback, Smith and Canuto, of the fire department, and a number of others.

The death of Chief Campbell was caused by an explosion at a fire in the building of the Union Oil Company on the East Side about 3 o'clock in the morning.

Memorial services will be held tomorrow night at Centenary M. Church. The firemen's band and many members of the department in uniform will attend.

NURSES GIVEN DIPLOMAS

Multnomah Training School Turns Out Six Graduates.

Commencement exercises of the 1914 graduating class of Multnomah Training School of Nurses were held Wednesday and diplomas were presented to Misses Pearl Gibbons, Beulah H. Wright, Theresa Glasik, Olive I. Wilcox, Helen D. Krebs and Lura D. Clason.

The exercises were held in the Nurses' Home, 755 Second street, and addresses were made by County Commissioner Lightner, Dr. W. Baird and Dr. H. R. Cliff. The training school is in connection with the Multnomah County Hospital.

Seventy to Sing at Chautauqua. Nearly 70 singers have agreed to sing at the performance of "Holy City" at the Gladstone Chautauqua next month. In addition to this number, a large chorus from Oregon City will be added. The rehearsal will be held Thursday at the Sunnyside Congregational Church, East Third-street and East Taylor streets.

A Bed Bug Cure. Ask for Insecticide, Plummer Drug Co., 3d and Madison—Adv.

MARKET RECORD MADE

YAMHILL STREET SEES BIGGEST TRADE SINCE MART WAS OPENED.

One Farmer Sells 2500 Pounds of Peas Before 9 A. M., Another 4000 Pounds of Potatoes Quickly.

Yesterday was the biggest day yet for the Yamhill-street Public Market, Records for the number of producers and consumers and the amount of stuff sold were broken. While no actual count was kept, it is estimated by the market officials that upwards of 50 tons of produce was sold during the day.

The farmers arrived early, as did also the consumers. Many farmers who expected to spend most of the day in the booths had sold out by 3 o'clock and were homeward bound. Some of them made two and three trips during the day. Market officials had a difficult time furnishing display space for the producers. Some booths were occupied by two and three producers, and at times farmers had to wait on side streets until they could get space in booths.

There is not a fruit, vegetable or meat that is in season now that was not for sale on the market. Every sort of produce was on hand in abundance and sold at reasonable prices. Included in the offerings were supplies from the gardens of school children, the market board having granted children farmers the right at all times to display and sell the stuff grown by them.

Interesting experiences were reported by some of the farmers who came in with supplies. John Zurbach, of Tualatin, brought in 55 sacks, or about 3500 pounds, of green peas, intending to spend the day at the market. He was sold out at 3 o'clock and went home for another load. He disposed of this before 4 o'clock.

W. C. Auld, of Aloha, brought in about 250 dressed chickens. He and his wife could not wait on their trade fast enough. Another producer sold 4000 pounds of potatoes within a short time. W. H. Head, of Oregon, brought in double the quantity of produce he had a week ago, and sold it quickly. His supply consisted of meat, chickens, eggs and fruits of various kinds. He started out when the market was first established to visit it twice a week. Commencing tomorrow he will be in every day.

A feature of the trade at the market yesterday was the buying by autoists. Between 9 A. M. and 11 A. M. it is estimated 200 automobiles stopped in the market place yesterday to make purchases.

REGIMENT PLAN IS LIKED

Formation of Cavalry Squads Indorsed by Brigadier-General.

Formation of a cavalry regiment by Police Sergeant Lyons, a veteran of the Spanish war, was indorsed by C. B. Edwards, Brigadier-General, chief of the Division of the Pacific, U. S. A., in a letter received by Lyons' charge.

Lyons, who has a Congressional medal for distinguished service, as well as other medals gained in the Philippine campaign, gathered together a number of his old comrades of Young's Scouts and started the formation of a cavalry company for use in case of war with Mexico. The apparent subsidizing of the war signs did not stop his work, because, he said, another regiment of the National Guard could easily be formed of the Portland and other Oregon veterans.

Brigadier-General Edwards informed Lyons that he had recommended the scheme in a letter to Governor West.

Gardner Funeral Is Tomorrow. The funeral services of the late William T. Gardner, superintendent of the Boys' and Girls' Aid Society, will be held at the Finley Undertaking Parlors tomorrow afternoon at 2 o'clock.

CASH FARES CAUSE RAILWAY SHAKEUP

O. W. R. & N. Trainmen, Some Old in Service, Dropped as Result of Inquiry.

FEDERAL LAW IS VIOLATED

Passenger Equally Guilty in Some Instances—Indictments Threatened, but None Returned. More to Lose Jobs.

A reorganization of the staff of passenger conductors and brakemen on the O. W. R. & N. lines is in progress as the result, it is said, of the discovery of numerous irregularities in collecting cash fares from travelers. Nearly a dozen passenger conductors and brakemen old in the service—have been dropped within the last few weeks, and the positions of other men are in jeopardy. With the new men, it is predicted, a score or more of others will be dismissed.

The practices that the company complains of are in violation of the interstate commerce law, and recently the United States District Attorney started an investigation. Indictments were threatened, but none have been returned.

Brotherhoods Denounce Practices.

So glaring have been the offenses among certain conductors and brakemen that officials of the Order of Railroad Conductors and of the Brotherhood of Railroad Trainmen have issued circulars denouncing the men guilty of irregular practices and appealing to all members of those organizations to be "straight" and honest, lest the existence of the brotherhoods be threatened.

Revelation of the practices among the O. W. R. & N. trainmen was brought about through one of the regular inspections which all railroads periodically resort. Detectives were sent out on the line in an effort to "spot" the men. While a great majority of the conductors and brakemen were found to be honest, it is reported that evidence was obtained against 35 conductors.

Probably the most common practice was that of collecting cash fares from passengers and retaining the proceeds. In this particular offense the passenger who participated is equally guilty with the trainman. It is said certain travelers were in the habit of paying their fares to favorite conductors on a half-fare basis.

The familiar practice of freight conductors of collecting petty fees from "box car" passengers has also been investigated both by the railroad and officials of the brotherhood, with the result that efforts are being made to put an end to it.

Freight Men to Be Promoted.

Officials of the O. W. R. & N. Company declared yesterday that they proposed to weed out all dishonest passenger conductors and replace them with experienced freight conductors or with passenger conductors recruited from other lines.

Officials of the brotherhoods are making a study of the wages of the positions of some of the men, but admit that there is no hope for them, even by appealing through the grievance committee of their respective unions, if the company chooses to dismiss them.

Following is an extract from a circular recently issued jointly by the Order of Railroad Conductors and the Brotherhood of Railway Trainmen touching on the subject:

"Some time ago the company saw fit to check up their employees (conductors and brakemen), and as a natural consequence adopted a system that was almost perfect in its results. Operatives were sent out both in pairs and as individuals; neither operator being aware that there were other operatives in the business on these particular trains. Reports were compared thus giving the managing officers of the company an exact idea of who the employees were that were using dishonest methods in handling the revenues of the company.

Irregularities Are Recorded.

"Out of the conductors in service on the system that were checked in this manner, 24 have numerous checks registered against them. Freight conductors were checked up, also brakemen who collected from being passengers—something that no railroad in the country can compete with. Others were holding out tickets and selling them; others were pocketing the passenger fares. These and many other irregularities were recorded against the men, including drinking both on and off duty, in terminals and at other places while off duty.

"It is safe to say that if the company takes action in all cases where the rules are violated and the passengers from the service where sufficient cause is proved, the service on this road would be demoralized.

"When these facts were made known to the sub-committee, Messrs. Gregg, McIntyre, Hanley and Rhodes, it is needless to say we were dumfounded, and means of saving these men who virtually throw away their positions were discussed with the management, with the hope that in saving at least a portion of them we would at the same time be able to put stop to the practice that is sapping the life of our organizations, and is a corresponding detriment to the public, through the necessity of having continually to place new men on the trains of this railroad, and in many cases the same operation being necessarily repeated from time to time.

"In connection with this matter, it is well known that there is at the present time a Federal grand jury sitting in the city of Portland, and it is possible that some of our men will have indictments returned against them for violating the Federal law.

Men Urged to Forget Past.

"This should be well known to each and every trainman, as we are fully of the opinion that every man knows full well that he is subject to fine and imprisonment for carrying a passenger for less than the legal rate; and it is, or should be, equally well understood that it is a violation of the Federal law to carry a railroad man without the proper transportation.

"We realize the great handicap some of these men would be placed under, especially those who are alleged to have been splitting fares with passengers, and we have asked the management to give each and every man a fair chance—a chance without a string to it—and with that end in view we ask that each of you make no effort to offer an apology to any person who has been doing business with you and to pay no attention to threats; to look up, not down, and go ahead and do business in a business-like manner and forget the past."

Butterfly Collection Unique.

The technical room of the Central Library has on file some of the monthly magazines of various industrial

firms, such as the Brill Magazine, Crane-Ing. the Bulletin of the Pacific Power & Light Company, the Pacific Telephone Company, the Valve Works and others. The rare collection of butterflies, loaned to the Library by Mrs. W. M. Ladd, is now on exhibition in the lower lobby, and is attracting much attention.

Founder of Dufur Passes After Active Career.

Andrew J. Dufur, Jr., Arrived in Oregon in 1880 via Panama and Oreg. Farmed 2500 Acres in Wasco County.

DUFUR, Or., June 27.—The death of Andrew J. Dufur, Jr., marks the passing of another of the pioneers of Oregon, for many years one of the best known and most successful ranchers and stockraisers of Wasco County. Mr. Dufur died June 19 in the city which he founded and which bears his name.

Andrew J. Dufur, Jr., was born in Williamstown, Vt., August 23, 1847, the second of a family of four children. With his parents he moved to Wisconsin in the early '50s. In 1860, with his mother, he crossed the Isthmus of Panama and arrived in Portland in April of that year. His father having come to Oregon the previous year via the overland route.

His education was obtained in the district schools and in Pacific University at Forest Grove.

The family settled on a large ranch, 12 miles from Portland on Columbia Slough. This farm was owned jointly by Mr. Dufur, his father and two brothers. They lived there until 1871, as they sold their ranch and moved to Wasco County, settling on Fifteen Mile Creek at the lower end of what is now known as the Dufur Valley.

One of his sons, E. B. Dufur, was born in this section where Mr. Dufur and his brother, E. B., purchased about 400 acres. They increased their holdings from time to time until at one time, Andrew J. Dufur, Jr., owned about 2500 acres, having purchased his brother's interest.

In the year 1880 Mr. Dufur and his brother platted the original townsite of Dufur.

At Portland, Mr. Dufur was married May 2, 1848, to Mary M. Stansbury, formerly of Indiana, who survives him, together with two daughters, Mrs. C. B. Balch and Mrs. A. S. May, both of Dufur. Two brothers and one sister also survive, E. B. Dufur and W. H. Dufur, of Portland, and Mrs. A. H. Stansbury, of Maupin.

WOMEN'S WAGES TO GO UP

About 50 Per Cent of Laundry Workers to Be Advanced.

OLYMPIA, Wash., June 27.—(Special.)—Statistical data gathered by the Industrial Welfare Commission on the wages of 2384 laundry employes in the state, indicate that the wages of approximately 50 per cent will be increased by adoption of the new 50 minimum wage rate, which will become effective August 24.

Of the 2384 employes listed, 1418, or 59.5 per cent, are receiving less than \$3. However, since the average laundry girl is employed three or four hours less than a full 48-hour week, the actual earnings per week will be nearer \$5.36 than \$3, and will benefit approximately half of the present employes.

Rev. W. B. Hinson Going South. Rev. W. B. Hinson, of the White Temple, will leave tomorrow for Los Angeles, where he will address the convention of the Baptist Young People's Union. Rev. G. D. Dufur, of Spokane, will preach during Rev. Hinson's absence.

Count Tolson's security says that the great writers library numbered 10,000 volumes in 22 languages. There were almost 100,000 in English as of November 22, 1913.

SEE THAT CURVE

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Today's Saving in Money

is not always the wisest economy. But SAVING FROM USE of what we buy is the height of wisdom.

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