

DELEGATES CHEERY

No Doubt of Acceptance of President's Terms.

GLAD OF PROSPECT FOR WORK

There Will Be Some Hesitancy Over Question of Miners Voted for Strike.

WILKESBARRE, Oct. 19.—Delegates to the anthracite miners' convention, which will meet in the Nesbit Theater, this city, at 10 o'clock tomorrow for the purpose of accepting or rejecting the proposition of the President of the United States to end the strike and submit all grievances to an arbitration commission appointed by him, began arriving here today, and about one-quarter of the 700 or 800 delegates to the convention are now in the city. Strike headquarters, which had been extremely quiet since the announcement of last week, began to be lively before noon today. Many of the delegates are instructed in various features of the settlement, but a majority of them will follow the advice and judgment of President Mitchell.

There is nothing on the surface tonight that gives the slightest indication that the convention will not vote to send the men to work, and with the probabilities still in favor of Thursday as the day of resumption. A noticeable thing among the delegates was their cheerfulness. It was quite evident to observers that they will be glad to get together and to return to work after the weary idleness of more than five months.

All the delegates who were spoken of regarding the action of tomorrow's convention appeared to have no fear that a hitch might occur which would disarrange the present peaceful trend of affairs. A good many of the delegates say they have instructions on certain matters which they will place before the delegates.

As already stated in these dispatches, the principal question outside the great question of accepting or rejecting President Roosevelt's proposition will be that of the strikers getting their old places. A large number of the men fear that they will fail to return to work some of them will fail to get work. They want some assurance from the convention that they will be able to get the positions they occupied before the suspension was ordered. It is likely this element from the three districts will join forces and make a concerted fight on the floor of the convention for some specific action. In the face of the fact that the operators are on record that they will not dismiss one man who stood by them during the strike, it is going to be a serious problem to solve. It is believed, however, that a great deal of the time of the convention, which is expected to last not more than two days.

The meeting in all likelihood will be held behind closed doors after formal organization shall be effected. President Mitchell will be elected chairman, and during the first session, in an opening speech to the delegates, he will lay the plan of arbitration submitted by the President of the United States before them. He will recommend that it be accepted and the men return to work as quickly as the coal companies can provide work. National Secretary Wilson will be elected as secretary, and he will have as assistants the district secretaries.

There were no reports of disturbances at military headquarters today from any region affected by the strike. President Mitchell had many callers. Most of the delegates who arrived today called and paid their respects and congratulated him on the near ending of the struggle. Among Mr. Mitchell's callers was Mayor Samuel Jones, of Toledo.

Clark Will Serve. SCRANTON, Pa., Oct. 19.—District President Nichols, when asked today how long the convention would probably last, said he expected it would adjourn some time Tuesday. He expressed the opinion that there would not be any great opposition to the proposition.

E. E. Clark, of Cedar Rapids, Ia., grand chief of the Order of Railway Conductors, who was chosen as one of the arbitrators of the strike dispute, was here today. He said he had not yet received official notice of his selection, as he has been on the road for two weeks, but expected to find it awaiting him when he shall arrive home tomorrow. Mr. Clark said he would certainly accept, if for no other reason than to avoid the complication and delay that might result from one of the commissioners declining.

Mr. Clark came here to attend a union meeting that had been called to discuss grievances which the Delaware, Lackawanna & Western Railroad men seek to have redressed, but which meeting it was decided to postpone until after the mine strike is out of the way. Mr. Clark met with the local lodge of conductors and left for home tonight.

ORDERED TO BREAK STRIKE. Chicago Federation Voted to Observe Its Contracts. CHICAGO, Oct. 19.—The Chicago Federation of Labor went on record as a "strike breaker" today when by a most unanimous vote of the delegates, the striking members of the Wholesale Grocers' Employees' Union were ordered to return to work pending the settlement of

their troubles by arbitration. Five large stores had been tied up and two more were threatened. It is action on the part of the Federation was brought about by the fact that its executive board was a party to an agreement between the wholesale grocers and their men, which was drawn up in September. The paper contained provisions for the arbitration of all difficulties, and the strike was called on Friday before any such arbitration had taken place. The members of the striking union who were present left the hall in a body.

Preparing to Start Mines. SHAMOKIN, Pa., Oct. 19.—Headed by J. J. Fahy, president of the Ninth district, 50 delegates left here today for Wilkesbarre to attend the United Mine-workers' convention there tomorrow. President Fahy said he expected the convention to vote unanimously in favor of Mitchell's advice to them to accept President Roosevelt's special commission.

A force of men worked at the local mines today, repairing railroads, setting new prop and establishing new ventilation so that the mines can be started up as soon as the miners are ready to go to work.

President Settles Another Strike. NEW YORK, Oct. 19.—The strike began some time ago among the wood carvers employed by a New York firm having the contract for the carvings at the White House has been settled. The strikers' demand that the carving shall be dressed by hand, and not by machinery, was granted. It is said that President Roosevelt exerted his good offices to bring about the end of the strike.

FASHION IN HATS. Who Orders the Styles of Headgear Which Men Shall Wear? Hartford Times.

A few years ago we were all wearing stiff, flat-brimmed straw hats. Then came an era of flexible ones, later narrow-brimmed, thick and rough ones appeared. Last Spring there was a sudden appearance of Panama hats, as sudden and unaccountable as the coming of 17-year locusts. They covered every head except those of the "having remnant" or those of the few stalwart conservatives, who were bent on "all compact of heroic stuff."

Whence did these hats come? What was the ultimate cause of their being, and why did so many people buy them? The answer is not in social philosophy or fashion. They constitute part of the deep mystery of life.

The changes in the attire of our sisters are no less accountable. As it is impossible for any man to predict what a woman will say or do under a given set of circumstances, therefore it is still more absurd to foretell what she will wear next. Winter or why the change will be made is a question which is as yet undeciphered; probably it is undecipherable. What governs the movement of the "traveling protuberance" or "movable bulge" which appears in different places in the raiment of those whom we call to home? In the memory of men still living it affected the skirt or lower garment, which became so large in the '90s that there are well-authenticated cases where a young man accompanied a young lady home from church unaware that there was another man on the other side. Then the "movable bulge" appeared in the rear, then on the shoulders or upper part of the arm covering, then high on the front, and finally it moved to the waist. Where will it move to next? We believe in a universe regulated by law, but we are unable to formulate the law of the movable hump.

There must be somewhere a secret tribunal, like the "Vehm Gerichte" of the Middle Ages, or the Council of Ten in Venice, which decrees changes so wide-sweeping and so unaccountably accepted. Its authority rests on the principle that man is an imitative animal. Its writ runs with equal validity in Paris, London, New York, Newport, in Aroostook County, Maine, and in Tucson, Ariz. It controls men and women of all ages and all religions. Parliament and Congress are equally powerless to prevent the carrying out of its decrees. Only the few independent who spoke of have the moral force or other power to be made.

It calls itself "Fashion," and it works in a mysterious way. No man can find the precise headquarters of an authority wider than that of Great Britain, or an imperialist more transcendent than that of the United States. We have not the slightest idea what kind of uncomfortable hats it will order all of us to wear next Summer, but we have little doubt that most of us will obey. And yet we call ourselves free agents.

Santa Claus Street. New York Press.

What could be clearer or truer than the reasoning of a little child thrown suddenly upon his own resources? In St. Nicholas avenue during the summer a tiny, dainty Dresden china girl has been seen in boys' overalls playing in the sand. Recently she got lost. A policeman found her somewhere near Mount Morris Park, and on inquiring where she lived received this naive reply: "My name is Frances, and I live in Santa Claus street. I should like to go home at once, please. I am four."

"Santa Claus street" puzzled the brain of the officer, but a sympathetic woman happening along suggested that St. Nicholas avenue might be meant, whereupon Frances nodded assent and was soon in her mamma's arms.

May the Enthusiasm Continue. Salem Statesman.

The good roads convention in Portland did one good thing, least. It diffused a lot of enthusiasm over the State of Oregon, in favor of the construction of permanent highways. May this enthusiasm continue and expand.

FOOTBALL AT SEATTLE

UNIVERSITY OF WASHINGTON WILL HAVE A LIGHT ELEVEN.

But It Will Play Faster Than Any Other Has Done—Good of Faculty Regulation.

UNIVERSITY OF WASHINGTON, Seattle, Oct. 19.—(Special.)—Contrary to the expectation of the Washington collegians at the opening of the term, the university football team will be one of the lightest aggregations in the Northwest. On account of the strict regulations laid down by the faculty, four of the "varsity" veterans, who were the heaviest men on last year's team, will not be allowed to enter athletics this season. Alex Gardner and Ralph Williams, two of last year's linemen, have failed to register, and will not enter college until the second term. This reduces the prospective list of nine old players to three. The men that have filled the vacancies up to date are considerably lighter than of previous years.

Although the team is far from being a heavy one, still it is certainly playing faster football than has ever been developed in a Washington team. Coach Knight has met the highest expectations of the university, and has won the confidence and admiration of every football man. Up to the present time he has shown himself to be the best coach that the "varsity" has ever had. His style of play is a mixture of the Michigan and Princeton systems. For the first time in years, the football squad has a man in thorough mastery of the situation. The training regulations and the discipline of the team while on the field are far better observed than those of the last few preceding seasons. Whether Washington produces a champion team or not, the students feel that they have the best coach in the Northwest.

The football squad at the present time numbers between 35 and 40. The stringent rules given out by the faculty and athletic committee at the beginning of the season discouraged the football enthusiasts to a great degree, and it has not been until the second week that a good squad of material has been given the coach from which to choose his team.

Through the untiring efforts of Captain McElman and Manager Eshelman, however, the old-time enthusiasm has been aroused.

However distasteful the faculty regulations may have been to the students, the good results are already showing themselves. The men that will constitute the team this year will be among the best students at the college. That these men play harder football and are more prompt in their attendance at practice have been demonstrated beyond a doubt. The difficulty of the season has been to secure practice games, and, in fact, to secure any kind of games. The Washington Academy three weeks ago, which resulted in a victory for the university, with a score of 35 to 0. The other practice games have been confined to the second team.

In Tuesday an all-Seattle team will give the collegians a game on Athletic Park grounds. The clubmen have organized a strong aggregation, and, with short notice, will give the university a hard and fast game.

The first intercollegiate game will be played in Seattle next Saturday with the Oregon Agricultural College. The last game of the season will be a contest with that institution resulting in a victory of 16 to 0 in favor of Corvallis.

On account of the lack of games, it has been impossible to get a line on the team. Captain McElman and his staff have been busy all last year, without holding down the position of quarterback. W. C. Spidle, also a member of last year's team, is playing the position of fullback in a way that is not often seen in the Northwest. Robert L. Ewing will again be found at tackle. Ewing was captain of the Ohio Wesleyan team two years ago, and is one of the best players in the Northwest.

The University of Washington team will leave on its eastern trip October 30. Games will be played with University of Idaho, November 3, and Whitman College, November 8. The Thanksgiving game will be with the Washington Agricultural College.

KANSAS CITY HORSE SHOW. Promises to Be Great Success—Artistic Character.

KANSAS CITY, Mo., Oct. 19.—The eighth annual horse show, which will begin in Convention Hall tomorrow night and last during the entire week, promises to be the most successful in the history of the Kansas City Horse Show Association. The entry list numbers more than 6,000, breaking all previous records, and the great variety of events include many features which will be new to horse show patrons of this city and vicinity. The tankard arena this year will be given over to equine actors ranging from the high-steppers from the East with already many prizes to their credit to cow ponies fresh from the cattle ranges of the West, to which the show ring will be a new experience. "Bronco" building exhibitions will be among the innovations.

Cecil W. Evelyet, D. Moleyns of London, England, a noted whip, will officiate as ringmaster. Francis B. Strage of London, Francis M. Ware and George B. Hulme of New York, John D. Hooe and F. A. B. Portman, Warren, Va.; J. B. Bowles of Bardonia, Ky.; W. R. Goodwin, Jr., of New York, and J. H. Cameron of Denver, and Jerome D. Eubanks of Kansas City will act as judges. L. K. Cameron of Louisville will be the horn blower. The sale of seats is unprecedented.

CHARTER AND RAILWAYS

CITIZENS DISCUSS EFFECT OF THE NEW INSTRUMENT.

Street-Car Interests Urge That Extensions Will Be Few—Others Say No.

What will the new charter do to street railway extensions? "Scare 'em out," cry the railways. "You're running a bluff," rejoins the friends of the charter.

Residents of parts of the city which need better street-car facilities are concerned not a little. If it's "all a bluff" they wish to know it. If it isn't "all a bluff" they wish to know that, too. They want the interests of the city safeguarded. And they want their own interests looked after, also.

The subject was debated long and strenuously in the framing of the charter. The members of the board decided that the instrument was good just as it went before the people. Twenty-nine of the 33 members indorsed it. "The people of Portland ordained it their organic law," say the advocates of the charter.

It is quite apparent that unseen forces are working for the defeat of the amendment of the charter. The street-car companies deny that they are in the game. "Let the people have their way," say they. "Our money will go elsewhere."

The big objections to the charter. One of these is the requirement that franchises shall last not longer than 25 years. Another is the power given to the council to reduce rates of fare. "We cannot risk our earnings this way," they declare. "The Council would have the power of running us out of business. Besides, 25 years is not long enough to get back what we put into the average suburban line. It might be all right in the heart of town, but in sparsely inhabited districts, that's different."

The ruling sentiment among citizens is that the new franchises asked for should be granted as soon as possible, but on terms as nearly identical with the provisions of the new charter as can be made.

Section 12 is the part of the charter which gives railways the most uneasiness. Every grant of a franchise which provides for the raising rates, taxes and charges shall contain a provision fixing the maximum rate of fares and charges, which the grantee, his or their successors or assigns, shall not exceed, and which shall be performed by virtue of and during the life of such franchise and the operation of his or its plant or property thereunder; and said grant may also, or in addition thereto, provide that the Council reserve the right to thereafter from time to time change, alter, regulate and fix fares, rates or charges which the grantee, his or their successors or assigns, shall not exceed, during the life of such grant or franchise.

The following is a synopsis of the charter provisions in regulation of franchisees: The Council may, from time to time, grant to any person or corporation the right to use the public property shall be granted by the city for a longer period than 25 years, and the city may receive fair compensation for the concession. The grantee may be required to pay to the city a stipulated percentage of the gross receipts of the franchise. (Section 55.)

The city is empowered, at the expiration of the term of the franchise, to take over the property and plant of the grantee, with or without compensation "in the manner provided therefor in the grant or contract." But the question of acquiring the property shall be submitted to the voters of the city by ordinance of the Council or on petition of 15 per cent of the voters. Such ordinance or petition must be filed within one year after the expiration of the franchise. (Section 55.)

If the city shall acquire the utility it may operate the property on its own account or lease the utility, together with the right to use the public property, for not exceeding 25 years under such regulations as it may prescribe; or it may sell the utility to the highest bidder at public sale. (Section 56.)

No franchise shall be granted within 60 days of the introduction of the ordinance therefor; nor unless to go into effect within one year after its passage. (Section 56.)

The holder of a franchise shall make quarterly reports to the City Auditor of all receipts, expenditures, profits, assets and debts of the property. Failure to comply shall authorize the city to declare a forfeiture of the franchise. (Section 59.)

All franchisees shall be subject to taxation as property, and the holders of the grants shall be required to keep streets in repair between the rails, between the tracks and one foot outside of the rails, as the Council and Executive Board may direct. If the grantee shall abandon any street or part thereof, he shall be re-

quired to remove his tracks therefrom and to put the thoroughfare in good order. Abandonment of any part of a franchise shall work forfeiture of that part. (Section 10.)

Franchisees must prescribe the time of beginning and completing construction work, the estimated total cost of such work and the monthly or yearly sums of money to be expended thereon. (Section 10.)

The Council, on petition or assent of a majority of owners of property along both sides of a street, may authorize construction of railroad tracks. (Section 10.)

Commercial railroads desiring to enter the city may obtain permission from the Council to use specific streets, but any other railroad company may, with the consent of the Council, use the same tracks. (Section 10.)

The Council shall have at all times power to regulate street railways and to protect the public from inconvenience or danger in their operation. (Section 10.)

The Executive Board shall make estimate of the cash value of any franchise, privilege or right petitioned for. (Section 10.)

Within 90 days after the charter enters into effect the owner of any franchise shall file with the Auditor a correct statement of the franchise, rights and privileges held by him. Within five days after the sale, transfer, lease or mortgage of any franchise, the owner shall notify the Auditor of the transaction and furnish him a copy of the agreement. Every such transaction, voluntary or involuntary, shall be deemed void and of no effect unless this report of the charter is observed. (Section 10.)

VERDICTS IN VERSE. Some of the Forms Which the Vergearies of Justice Assume.

Detroit Free Press.

Of the vagaries of justice there would appear to be no end, and not the least of their enormities is the perpetration of villainous verse, of which in evil moments they are sometimes guilty. If it be Republican, and it will be, will create a Railroad Commission along the lines laid down in the Republican platform.

Asked if he would support the platform in the state, Governor McBride declared that there was no doubt that the Republicans would elect their ticket and that the Legislature would be strongly Republican.

CATCHING WHITEFISH. But the Fisherman Was Not the Only One That Profited.

Success.

He was swimming along at a depth of perhaps 30 or 40 feet, and a soft green light came down to greet his big, unwinning eyes. By that light he suddenly saw before him, swimming in a circle, a large fish, and he reached up to the surface and down to the bottom, and away on either hand as far as he could see. The meshes were large—so large that if he had not been so quick he would have slipped through any of them and gone on his way. But he didn't try. He was of a cautious disposition, and had no intention of running his nose into anything that he had not first touched. At the same time he hadn't quite enough caution to make him turn square about and go back the way he had come, which would have been the really wise and prudent thing to do. Turning square ahead, he would try to find a way around the obstacle. So he followed along the wall of netting, looking for its end, and, before he knew what had happened, he was in a huge bag, and the opening by which he had entered seemed to have vanished utterly. He had found the "pot" of a pound-net, from which, when a fish has once entered it, he seldom escapes. Two days and nights he searched for the way out, but without success. Once, indeed, he passed along a narrow, funnel-like passage into what he thought was another bag, but there he lost his way, grew bewildered, and presently found himself himself back again in the bag. To squeeze through the meshes was no longer possible, for the netting was much smaller than that which he had first seen. There seemed to be nothing to do but stay there till he should starve.

The pot was about 30 feet square, and so deep that its bottom rested on the floor of the lake, while its edges were held two feet out of water by a group of tall, slender poles that stood around it, with their feet driven into the mud. The whitefish had not learned to swim, and before a heron—a "crane," the fishermen would have called him—came and perched on the tip of one of these poles. With his eyes fixed on the water, he stood there as silent and motionless as a statue, till an unwary heron came a little too near. Then there was a lightning-like dart of his long neck, and a moment later his big wings flapped heavily and he rose in the air and flew away toward the land, bearing a pretty, silver creature that would never again chase whitefish babies or eat fresh eggs on the spawning grounds. He was back again before long, and shouldn't dare to say how many trips he made to the pot that day and the next, or how many fish he carried off.

Cleveland Spoke Too Late. Seattle Times.

One Grover Cleveland, of New Jersey—who has the distinguished honor of being the "only" living ex-President of the United States—but not the only man who ever destroyed his party—has come out of his political shell long enough to tell Democracy what it must do to win at the November elections. Considering the fact that the election will occur two weeks from next Tuesday, and that nothing under heaven which Grover Cleveland could possibly formulate would change a single vote in the United States—this last effort of Grover Cleveland may be considered as a complete illustration of a thankless job—and a work of supererogation.

General Strike in Portugal. LISBON, Oct. 19.—The movement in favor of general strike is gaining strength throughout Northern Portugal.

EVENTS OF THE WEEK AS VIEWED BY AN OREGONIAN CARTOONIST

