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AGREE ON TERMS OF SETTLEMENT

Waterfront Strike Will Be Ended Today.

COMMITTEES GET TOGETHER

SMALL CHANCE OF HITCH

Union Will Doubtless Ratify Their Joint Action.

Terms Substantially the Same as Recently Outlined — Grainhandlers Abandon Wage Increase—Exporters Recognize Union.

BASIS ON WHICH GRAINHANDLERS' STRIKE WILL BE SETTLED

GAINED BY UNION — Ten-hour day shortened to nine and overtime increased from 50 to 52½ cents; half a day minimum; other features of Port Costa scale; almost complete recognition of union and discharge of men now employed who do not join the union.

GAINED BY EXPORTERS — Return of men formerly employed at old wage of 35 cents an hour; privilege of employing weighers, samplers and machine men of their own choosing, with stipulation that preference shall be given union men.

WHAT SETTLEMENT MEANS — Compromise in which both sides made substantial concessions in order to bring about amicable end of strike.

ONLY POSSIBLE HITCH—Failure of Grainhandlers' Union to ratify settlement agreed upon by its committee.

The waterfront strike that has tied up shipping for the past month is virtually at an end. Committees from the Exporters' Association and striking grainhandlers agreed upon a basis of settlement yesterday and all that is needed to officially call the strike off is the ratification of the terms of peace by the union. The grainhandlers will meet today for this purpose and there is but little question that the action of its committee will receive the union's full approval.

The grainhandlers, by the terms of the agreement, will return to work on most of the docks Monday morning, although in some cases it is stipulated they shall return at once. The exporters have agreed to take back the 185 union men who went out on strike, including the union weighers, samplers and machine men who walked out with the rest.

It was over the recognition of weighers, samplers and machine men as members of the union that the controversy has raged for the past few days. Other differences had been adjusted, but this vexed question kept employers and employes apart, though both realized that an end of the strike was much to be desired.

The settlement that has been agreed upon is that exporters shall select the men they please to fill positions as weighers, samplers and machine men, provided preference shall be given union members. Clause 3, the disputed point, as finally agreed upon, reads:

Text of Clause No. 3.

Exporters shall have the privilege of selecting weighers, samplers and machine men, but in all cases the preference in selection shall be given members of the union.

In reaching an agreement, both exporters and grainhandlers made substantial concessions during the progress of the negotiations. The men walked out on September 25 because the exporters refused to increase their wages from 35 to 40 cents an hour. In negotiating for peace, the union waived its original contention and agreed to go back at the old scale with some modifications. These were the substitution of a nine-hour for a ten-hour day, all overtime, as well as holidays and Sunday, to be paid for at 52½ cents an hour, instead of 50 cents, and no broken day to consist of less than half a day's work. In effect this is what is known as the Port Costa scale.

On the other hand, it was conceded by the union that its members should work with the non-union men now employed on the docks until such time as the strike-breakers might join the grainhandlers' organization. The union committee agreed that because of the large number of non-union men at work on Montgomery dock No. 2, only 30 of the 60 union men at work there prior to the strike should be returned to dock.

Many Conferences Held.

An amicable settlement of the strike has been reached only after a week of earnest negotiations. Giltner & Sewall, the lawyers who treated with the exporters on behalf of the grainhandlers, held conference after conference with the employers, and their efforts have been attended with success only after the most earnest attempts to gain a peaceable settlement of the trouble. They have gone further in their negotiations than they expected when the move for a settlement was begun, and have made concessions that some members of the union will probably balk at today.

It is believed, however, that the proposition agreed to by both committees will be ratified at the special session of the union to be held today.

The final ultimatum of the union's attorneys was handed to the exporters' committee yesterday morning, and a meeting of the employers was held yesterday morning at 11 o'clock. There was not a full attendance, however, and another session was called for 3 o'clock in the afternoon. At that time the stand of the union was considered at length. Some of the exporters were in favor of the union's proposition, but others balked. Finally some slight changes were made regarding clause 3, and the document was handed back to the union committee for indorsement.

These changes were in the wording more than in effect, and after a conference lasting until late last night, the union committee agreed to accept the slightly amended agreement.

Where the Hitch Came.

It was the contention of the exporters that weighers, samplers and machine men occupy a confidential position, as it is on their reports that prices paid for the wheat coming into the warehouses are fixed. It was held that on this account men holding these positions, and acting as foremen, should be entirely free from union influence. Exporters also contended that union foremen would be inclined to let their fellows do less work than men not allied with the union. Besides, it was desired that when not engaged in weighing or sampling grain these men should perform other work around the docks, which, if belonging to the union, they could not be expected to do.

The union committee and its attorneys made their last stand on the proposition that weighers, samplers and machine men should be unionized. The exporters were notified that if the negotiations failed, the concessions the committee had already made would be recalled and the strike would be fought out to the bitter end. The other unions of the Waterfront Federation had agreed to back up the grainhandlers, as the longshoremen have already done.

In view of this fact, both sides exhibited no little public spirit in making concessions. They both realized the benefit to the port of an early adjustment of their difficulties, and knew that further holding out would mean a general war between employers and unions that would work a hardship on the city.

Was Not Vital Point.

The exporters realized that as a matter of fact the weighers, samplers and machine men have been in the habit, in times past, of joining the union and that the agreement submitted to them yesterday would not work against them in this regard, any more than was the case prior to the strike. With very few exceptions, the weighers, samplers and machine men employed on the docks were members of the union when the strike occurred on September 25.

What shall be done with the strike-breakers now at work on the waterfront is a serious problem to be worked out. Exporters promised the men work all Winter when they were persuaded to come here to take the places made vacant by the strike. It is expected that a part of the non-union forces will remain and will soon become unionized. But as there will not be room for them all on the docks when the union men return, this matter will have to be adjusted in some way.

Attorney Sewall said yesterday that while the union committee had been given full power to arrange an amicable settlement, he felt assured that further concessions on the part of the committee would not be ratified by the union, as he said the committee had already done all that was possible in reaching an amicable adjustment of the trouble.

Vessels Tied Up by Strike.

Sixteen deep water vessels in Portland harbor, including three large steamships, two of which are loading lumber, have been affected by the strike of the grainhandlers and their sympathizers, the longshoremen.

Of this number 13 are vessels which came here either with cargo, or in ballast, and have been chartered to carry grain to Europe. Five of them have been in readiness to receive their wheat cargoes for several weeks and spasmodic efforts at loading them have been made at different times, but discontinued owing to lack of experienced hands to stow cargo away, which work usually is performed by the longshoremen who went out in sympathy with the grainhandlers.

The fleet tied up in the local harbor comprises the following vessels:

Ready for cargo—British steamer Hazel Dollar, British ship Allerton, French barks Ville de Mulhouse and Genevieve Molinos and the German ship Nereide.

Cargo laden ships—Bougainville, La Tour d'Auvergne, Jacobsen, Europe, and La Pereuse, all French, Invernessshire and Glenalvon British.

Ships on ballast—Buccleuch, British.

Lumber vessels—German steamer Eva, British steamer Fulham and British ship Galgate.

Comes Down From Clouds.

MILAN, Oct. 23.—The Duchess of Aosta, who ascended in a balloon Sunday, landed at Cassano D'Adda.

VOTERS WILL USE BRAINS THIS YEAR

Fact Which Insures Hughes' Election.

GROUND WHICH HEARST LOSES

Old Line Democrats Leave Him From Day to Day.

REPUBLICANS GOING HOME

Those Whom He Won Last Year Return to Party—Many Things He Cannot Explain—Test Canvass in Brooklyn.

NEW YORK, Oct. 23.—(Special.)—When Charles E. Hughes made his tour of Long Island the other day, a reporter, leaning out of the window, as the car started at Glen Cove, heard a native on the platform say:

"They's plenty going to vote for him ain't hollering. Folks is going to vote with their brains this year."

The man at Glen Cove sized up the situation pretty well, and the campaign has progressed far enough to give politicians something of a line on what is doing. Hearst's meetings up state have been big. There is no sense in denying it, as some of the papers here are doing, but the question is: will he get the votes. Republican campaigners don't think so. They explain the crowds by saying that it is easy to get a crowd to a free show, especially when the leading performer has been so much talked about as has William Randolph Hearst.

"The crops are all in, and there isn't much to do on the farms," explained a rural politician at Republican state headquarters today. "Of course the farmers turn out to see Hearst. Bryan had great audiences in 1896 and it made him very happy until election day. Nearly all the leaders of the Democratic party up state, and a good proportion of the rank and file, are against Hearst. He has made gains, of course, but his supporters are dropping away from day to day. The bulk of the men who joined the Independence League did so with the idea of getting offices. There are only a few nominations, comparatively speaking, and those have been given out. And most of the chaps who were overlooked are sore and are against Hearst.

"You must give the farmers credit for looking after their own interests, and what on earth have they got to kick about? Through the state excise law, a measure which turns over the bulk of the liquor tax to the state, there are no taxes to pay, except county dues. The bulk of this money, of course, comes from the cities, and one-half of the total from New York. If Tammany controlled the Governor and Legislature, one of the first things done would be to repeal this measure and add to the burdens of the poor rural residents. Don't you think they know this? And do you think they are going to vote for Hearst and pay for it themselves?

"In the last Presidential election Roosevelt carried the state by over 175,000, but do you realize what the figures were outside of New York City? Roosevelt had 565,674 and Parker 358,486, a majority for the President of 207,188. We are going to lose a good many Republicans in the cities, I will admit, but not as many as if Hearst had run on an Independent ticket alone. Every day we hear of men who are getting back into line, and we keep on gaining. On the other hand, the Democrats who have bolted will stay bolted.

Hearst Cannot Explain.

"Hughes has Hearst on the defensive. Hearst cannot explain his alliance with Tammany. That hurts him with the Independents. He cannot explain the intricate ramifications of the Star Publishing Company, the New Jersey holding corporation that controls the Hearst newspapers. He cannot explain why he had the Independence League incorporated and vested all power in an executive committee that he personally controls, body and soul.

He cannot explain away the embargo on Hearst's bill, which is a measure that would have been passed by the last Congress had it not been for the opposition of Hearst's friends. He cannot explain away the fact that he has been a Democrat, a Republican, a Democrat, a Republican, and now a Democrat again, and that he has been all of these for the sake of office. He cannot explain away the fact that he has been a Democrat, a Republican, a Democrat, a Republican, and now a Democrat again, and that he has been all of these for the sake of office.

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TWO NEW MEN TO ENTER CABINET

Meyer and Straus Are Called by President.

OLD MEMBERS CHANGE PLACES

When Shaw and Moody Retire From Office.

CORTELYOU IN TREASURY

Meyer Will Run Postoffice, Bonaparte Law Department, Metcalf the Navy, Straus Commerce and Labor Department.

WASHINGTON, Oct. 23.—The following statement regarding prospective changes in President Roosevelt's Cabinet was made public tonight at the White House:

"On the retirement of Secretary Shaw and Attorney-General Moody from the Cabinet, the following changes will be made:

"Secretary of the Treasury—George B. Cortelyou.

"Postmaster-General—George Von L. Meyer.

"Attorney-General—Charles J. Bonaparte.

"Secretary of the Navy—Victor H. Metcalf.

"Secretary of Commerce and Labor—Oscar S. Straus."

The general understanding for some time has been that Attorney-General Moody will retire on January 1 and that Secretary Shaw will follow him March 4 next.

Mr. Meyer, who will become Postmaster-General, is Ambassador to Russia. He is a native of Massachusetts and has been well known as a business man.

The appointment of Mr. Straus caused considerable surprise, as it will be the first case where a citizen of the Hebrew faith has been made a member of the President's Cabinet. He was born in 1850 and is well known as a merchant, diplomat and author. He represented the United States as Minister to Turkey on two different occasions and was appointed by President Roosevelt to fill the vacancy caused by the death of ex-President Harrison as a member of the permanent court of arbitration at The Hague.

PROMOTION FOR POSTAL MEN

Hitchcock's Plan Means More Salary for Majority of Clerks.

WASHINGTON, Oct. 23.—First Assistant Postmaster-General Hitchcock, in a statement tonight in connection with his recent announcement that he would recommend a substantial increase of salaries for postal employes, said the sum recommended will permit the promotion of about 75 per cent of clerks in the grade below $900; about 50 per cent of the clerks receiving $900 to $1000; about 40 per cent of those receiving from $1100 to $1200, and about 30 per cent of those receiving over $1200.

An appropriation of $25,700,000 will be urged for clerks of the first and second-class offices, an increase of $3,000,000 over the current year, of which increase $1,370,000 is for employment of additional clerks, and the rest for promotions. The estimates provide for the promotion of 16,300 clerks in first and second-class postoffices.

The department is also considering an amendment to the present law permitting payment of a higher compensation to lettercarriers. Mr. Hitchcock tonight explained that higher salaries were neces-

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CHANGES IN PRESIDENT ROOSEVELT'S CABINET DECIDED

George B. Cortelyou.

George Von L. Meyer.

Oscar S. Straus.

Victor H. Metcalf.

Charles J. Bonaparte.

THE GENTLEMEN ON THE OTHER SIDE OF THE FENCE DON'T LIKE THE DONKEY'S NEW GARB

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ONE UNPARDONABLE SIN

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FARMERS DEVISE COMBINE.

TOPEKA, Kan., Oct. 23.—At the session of the Farmers' National Co-Operative Association today about 150 delegates and several hundred outsiders were present. The real work of the convention is being done through a number of committees appointed by President C. S. Barrett, of Atwater, Ga.

KANSAS CITY, Mo., Oct. 23.—Evidence of favoritism shown to the managers of the Kansas City elevator of the Chicago, Milwaukee & St. Paul Railroad in the matter of granting reduced grain rates to shippers, the existence of a rule in the Kansas City Board of Trade threatening its members with suspension if they dealt with "irregular" grain men, so-called; a combine of members of that organization to fix prices, and threats by the grain dealers associations to boycott Board of Trade members who might buy from farmers and others against whom the associations had issued orders, were some of the things brought out here today at the grain hearing begun yesterday by E. E. Clarke and F. K. Lane, of the Interstate Commerce Commission. A score of grain dealers, elevator men and railway officials were examined. The hearing will be continued at Omaha tomorrow.

Blacklisted by Rival Board.

B. R. Beall, of Kansas City, of the National Grain & Elevator Company, which is affiliated with the National Board of Trade of Kansas City, a rival of the Kansas City Board of Trade, testified in effect that farmers who dealt with the National board and its members likewise were blacklisted by the Kansas City Board of Trade. He stated also that the rules of the Kansas City Board of Trade provided that any member of that organization dealing with members of the National Board of Trade were liable to suspension. Mr. Beall said that his company in its existence had sold probably half a million bushels of grain, none of which he was able to sell in Kansas City because of these restrictions.

Asked if his company had experienced any trouble from the Kansas City Board of Trade or from any railway in moving its grain outside of Kansas City, Mr. Beall said:

Embargo on Wheat Shipments.

"Yes, we experienced interruptions when we attempted an export shipment of wheat at New Orleans through the Illinois Central elevator in that city. They placed an embargo of 5½ cents a bushel on our shipment for running the wheat." He had protested vigorously to the officials of the Illinois Central Railway, both at New Orleans and Chicago, and the charges were considerably reduced.

Mr. Beall declared that he did not consider it safe for his company to put its grain through any elevator operated by persons interested in the Kansas City Board of Trade.

Mr. Beall said that he had been a member of the Kansas City Board of Trade up to a year ago.

"Was there at that time," asked John H. Marble, attorney for the Interstate Commerce Commission, "any combination in existence to agree upon the price to be paid by the members of the Kansas City Board of Trade for wheat?"

"Yes," replied Mr. Beall. "Such a combination existed in 1904."

Combine to Fix Prices.

Mr. Beall said that the elevator companies in Kansas City were in the combination and he named half a dozen leading local grain firms and individual grain men who were members of it. Among them, he said, was the Southwestern Grain Elevator, owned by Armour.

Mr. Beall said that the combine was formed in the office of one of the prominent members of the Kansas City Board of Trade in April, 1904. He was a party to it one day and then withdrew because he did not like the arrangement.

"All the principal elevator men in the city," Mr. Beall said, "were members of the combine, which fixed its prices every morning. Grain generally was bought at the fixed price, which was fixed arbitrarily. It was determined upon the basis of Chicago option, and margin sufficient to insure a profit to members of the combine was agreed to." Mr. Beall explained that the National Board of Trade had headquarters in Kansas City. It had 200 active members here and about 400 in other cities. It had no exchange outside of Kansas City.

In reply to a direct question, Mr. Beall

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