

THE WEATHER.  
Tonight and Wednesday showers; southerly winds.

# THE STRIKING MINERS ARE JUBILANT

## OFFICIALS TO BE ARRESTED

### Chief of Police and the Sheriff Must Enforce the Law or Make Way for Those Who Will.

"Chief of Police McLaughlin and Sheriff Storey will be arrested in the next few days and given an opportunity to explain why the laws are not being enforced, unless they wake up and make an effort to perform their sworn duties. They will further be given an opportunity to show the Grand Jury why they shall retain their offices if on the evidence of negligence or incompetency being shown by Charles F. Lord, in an interview this morning.

old and substantial citizen of the East Side. To show the people that we are in earnest, and that the men connected with the reform have nothing to conceal, I will go to the East Side and secure a roster of the membership of the league for publication. Many of them are men of wealth and influence and all of them are honest and conscientious citizens.

### COMPLAINT NOT NECESSARY.

"The contention that some one must make out a complaint before they have power to act is absurd. The idea of officers refusing to take action when laws are being openly violated, on a pretext of this sort, is not worthy the consideration of anyone of intelligence. I went to the Sheriff's office this morning to notify him personally that he must act, or action would be instituted to force him to, or give his place to some one that will. Mr. Storey was out, but I will see him this afternoon. I will also go to Chief of Police McLaughlin with a final request for activity and if the apathy continues he will have to take the consequences. I have given them every reasonable chance and will not tolerate any further negligence in the matter. They must act at once voluntarily, or they will be arrested and forced to act or vacate."

## ARE PROBING HARD

### The Grand Jury Investigating the Alleged Graft.

At tomorrow's session of the Grand Jury, the labor of investigating the alleged graft proposition as propounded by Councilman Merrill, will be undertaken with renewed vigor. For the past few days the work has been postponed owing to other pressing matters that were before the body which could not well be delayed. The probing of last week was encouraging and offered a stimulus for the total unmasking of the hidden graft, or the vindication of the officials from the accusations of one of the city officials. From the secrecy with which the matter is being conducted it is impossible to learn what has developed. The findings of the body are looked forward to with more than usual interest and wholesale shaking up may result.

### SUPPRESS SLOT MACHINES.

"The issue at present is the one of the slot machines. They are being operated in violation of the law and the reform will begin with their suppression. This is a matter in which the law is plain and there is no difficulty whatever in securing evidence, as they must be conducted in a public place to do business."

## GAMBLERS AMUSED

### Over Insinuation That Sports Are Behind Move.

Thomas Williams, the well known sporting man, stated last night: "The insinuations in the Oregonian, that the gamblers and saloon men were back of the new phases in the reform move, were the creation of some one that did not know what they were talking about or a willful misrepresentation. The gamblers look to the cigarmen and saloon keepers for a portion of their patronage. The idea that they would do anything that would hurt them is not consistent. The interests of the cigar dealers, liquor men and so-called sports are identical, and neither faction would think of making a move which would hurt only themselves. The gamblers are not in the knocking business and just because they are closed up they are not trying to give any one the double cross."

### SCOPE OF REFORM MOVEMENT.

"We are not going at the reform matter in a reckless or spasmodic manner. The reform insisted upon is gambling, including the slot machine feature. When this is settled we will take up other lines. The 1 o'clock closing and Sunday observance will be the next on the program. Before the war ceases we expect to enforce every law on the statute books and every city ordinance. If the public is not in favor of the observance of the laws to the letter, then the laws are not for the general good and should be repealed. This thing of having a lot of dead laws which are only enforced in instances where it is desired to wreak vengeance or persecute some one is not right. What is necessary are laws for the good of the whole people, and then to have them rigidly enforced."

### POWERS BACK OF CAMPAIGN.

"The people back of the movement are respectable citizens and taxpayers. Their identity or aims are not shrouded in mystery. The president of the law enforcement league is George Kilner, an

## PLENTY OF CASH

### Desk of Police Captain Was Full of Money and Securities.

NEW YORK, Oct. 14.—Quite a sensation was made here this morning when it was found that Police Captain John Donahue, who dropped dead a few days ago, was the possessor of more money than he was credited with, for when his private desk was opened it was found to contain over a hundred thousand dollars, part of which was in cash and the balance in securities. It has not been given out as to whether the money was the property of Donahue or belonged to the city. An investigation will be made at once to see who the money shall be given to.

## MUST SETTLE SOON

### Union Longshoremen Will Be Called Out if One Is Not Made.

SEATTLE, Oct. 14.—If President Keefe fails to settle the strike here with the Pacific Coast Company, all the Union Longshoremen on the Coast will be called out.

### TROOPS GO HOME.

NEW ORLEANS, Oct. 14.—The state troops have returned to their homes and all street cars are now running on their scheduled time.

### SERIOUSLY INJURED.

NEW YORK, Oct. 14.—Charles Fairchild, ex-Secretary of the Treasury, was knocked down by a street car this morning and seriously, if not possibly fatally, injured.

### WHEAT MARKET.

CHICAGO, Oct. 14.—Wheat—70 1/2 @ 70 3/4.  
SAN FRANCISCO, Oct. 14.—Wheat—\$1.22.

## Agreement of Mine Owners to Submit to the Action of an Arbitration Commission Is Taken as a Triumph for Those Who Have Made Such a Bitter Fight.

### President Roosevelt Will Appoint the Committee as Soon as the Proposition Is Accepted By President Mitchell—Advance In Coal Stocks.

WILKESBARRE, Pa., Oct. 14.—The District Presidents are now enroute here, having been summoned by President Mitchell to decide on the strike proposition. President Mitchell says there is nothing to be given out until a decision is reached. One leader says he believes the operators will have to modify their terms, making them provide that a business man take the place of a military or naval officer, as the latter is not in close touch with labor problems. There is great rejoicing today among the strikers. General celebrations are planned for tonight in every town in the coal districts. The miners accept the situation as a victory.

WASHINGTON, Oct. 14.—The sole topic of comment here today is the personnel of the arbitration commission to be appointed by President Roosevelt to investigate and report on the strike situation, as it is almost certain that Mitchell will accept the terms of the operators. President Roosevelt has received a list of men eligible to act on the commission from Commissioner Wright for the Government and H. V. Sargent for the miners. The general opinion is that the appointments will be as follows: Admiral Melville or General Gilepie, the latter chief of the Army Engineering Corps, for the first member; Frank Kiepetko, in charge of the Amalgamated Copper Mines, or Professor Treadwell, second member; Circuit Judge George Gray, ex-Senator from Delaware, who by the reasons of location would have no preconceived notion to overturn or confirm either the operators or the miners, third member; either Henry George, Jr., Carroll D. Wright or Jacob Riss, of New York, sociologist, fourth member. The fifth member will be a hard one to select and already over a hundred names have been suggested. It is almost certain that President Roosevelt will select and address the men to serve on this commission

### OPERATORS DENY DEFEAT.

NEW YORK, Oct. 14.—The operators are divided in opinion as to whether their proposition for arbitration can be regarded as a concession, but keep up an outward show of claiming there is no relinquishment of their former attitude. Mr. Oliphant says it is a concession to humanity only and a desire to help the whole country. He says the operators could continue to keep the mines shut down indefinitely, until the miners were tired out. The operators claim the admission of a sociologist to the arbitration committee would naturally mean the selection of a laboring man, but on the point as to whether the union may be accountable they say that it is for the President to decide.

### A WEEK MORE.

WILKESBARRE, Pa., Oct. 14.—President Mitchell says it is a rule of the United Miners that no settlement can be made by the officers of the union without the consent of a delegate convention. It is believed that it would take four days

asking them to assume the responsibility immediately on the acceptance of the proposition by President Mitchell.

### MORGAN GOES HOME.

WASHINGTON, Oct. 14.—J. Pierpont Morgan, who has been in the city in connection with the strike situation, left for New York at 9:50 this morning. When asked for a statement as to what was the result of his visit he said the papers had had stories enough for one day.

### WIL NOT DISCUSS.

WILKESBARRE, Pa., Oct. 14.—In an interview this morning President Mitchell made the statement that he had not as yet received any official notification of the proposed arbitration, therefore he declined to discuss the matter.

### COAL ORDERS CANCELED.

LONDON, Oct. 14.—The favorable turn towards a strike settlement has caused the cancellation of many large orders for coal today.

### STOCKS JUMP.

NEW YORK, Oct. 14.—There was tremendous buying of coal stocks this morning, and there were gains from a half to three points per share.

## THE END IS NEAR

### Gladisee Murder Trial Almost Finished.

### JURY VIEWS SCENE

### Prisoner Seems Indifferent to the Outcome Which Means Life or Death.

The Gladisee murder trial is fast nearing the end and will doubtless go to the jury this afternoon. The defense rested its case yesterday afternoon. There was no evidence of importance introduced, aside from what was reported in The Journal yesterday. After both sides had rested their case, the jury was taken to the scene of the murder that they might get a better understanding of the evidence which was offered. Upon the return of the jury the attorneys commenced their arguments.

### MAKING ARGUMENTS.

Deputy District Attorney Spencer made the first argument, taking up the evidence as it was offered which pointed to the guilt of the accused. He concluded his remarks this morning and was followed by O. A. Deal, one of the attorneys for the prisoner. He disputed the evidence of the state and made a strong plea for mercy at the hands of the jurors. Roger G. Bennett, another attorney for the accused, went over the testimony carefully, claiming that the evidence was not sufficient to convict and appealed to

the jurors to give the benefit of any doubt in their minds to the prisoner.

### THIS AFTERNOON.

District Attorney Chamberlain will make the closing arguments for the state this afternoon, after which Judge Cloward will instruct the jury, which will then retire to find a verdict.

During the entire proceedings Gladisee has maintained an attitude of indifference, not seeming to realize what the outcome means to him. During the intervals of the Court he would roll a cigarette and smoke with as much enjoyment as if attending a picnic.

### MAY NOT BE HANGED

### Murderer Belding's Attorney Making a Fight for His Life.

A. L. Belding, who is under sentence of death for killing his wife, his mother-in-law, and a few others, may not be hanged October 21 as sentenced. His attorneys are making a strong fight for his life. This morning notice of an appeal was served on District Attorney Chamberlain, and an application made to Judge George for a stay of execution. Judge George has not yet acted on the petition and to a Journal reporter this noon he was non-committal as to his probable action, but it is the opinion of those conversant with such matters that it will be granted.

### SCHOONER SUNK.

### All on Board Believed to Have Gone to the Bottom.

OSTEND, Oct. 14.—A report has just been received of a disastrous collision at sea by which a boat and all on board were sent to the bottom. The steamer Pielworm, of Manchester, ran down the German steam schooner Diana, in the North Sea, this morning. The reports of the disaster are meager but from what can be learned it is believed that the schooner with all on board went to the bottom.

## SUNSET PHONES

### Declared Unfair by a Seattle Lodge of

### ELECTRIC WORKERS

### Big Strike on Company's Lines May Follow as a Result.

SEATTLE, Oct. 14.—It has just been learned here that the local lodge, No. 77, of the Brotherhood of Electrical Workers, in a meeting, had declared that the Sunset Telephone Company was unfair, and from present indications it is very probable that all those belonging to the brotherhood will be called out on a strike in the near future. An effort was made to see the officials of the brotherhood, in order to get a confirmation of the report, but up to the present time none of them have been found.

The Sunset Company conducts telephone and telegraph systems throughout the Northwest and if a strike is declared it will no doubt cause considerable inconvenience. Just what the officials of the company think about the matter it has been impossible to learn, as none of them will discuss the subject.

### DOSCH IN THE ORIENT.

Colonel Henry E. Dosch, Oregon's Commissioner to Japan, has written to Henry E. Reed, secretary of the Lewis and Clark Fair, stating that he has already seen the "powers that be" in Yokohama and has already arranged for audiences in Tokio.

## GOOD ROADS CONVENTION

### Now in Session—Public Officials All Over the State Are Present—Papers Are Read and Discussed.

**THE EVENING PROGRAM.**  
Address—James W. Abbott, "Highways and Their Construction." Illustrated with stereopticon views.  
Banquet at Kruse's Grill, 8 p. m.  
TOMORROW MORNING, 10 O'CLOCK.  
Address—"The Railroads and the Wagon Roads," A. L. Craig, general passenger agent, O. R. & N.  
Address—"Good Roads a Pre-requisite to Rural Free Delivery Extension," F. W. Erwin, Assistant Superintendent of mail delivery, San Francisco, Cal.  
Address—"Roads in China," Hon. H. B. Miller, United States Consul at Nuehwang, China.  
General discussion.

An excellent address is being delivered by Congressman Thomas H. Tongue on the "Duty of the Federal Government for the Highway Improvements," at the session of the Government Good Roads Convention this afternoon. This address will be followed by one by Frank H. Hitchcock, of the section of foreign markets, United States Department of Agriculture, and the reading of a paper on "Road Conditions in Oregon," by County Judge John H. Scott, of Marion County.

The much-talked-of and long-expected Government Good Road Convention commenced its two-days' session this morning with a prayer by L. A. Roads, of Hillsboro. The convention is under the direction of the Office of Public Road Inquiries, United States Department of Agriculture, and is held under the auspices of the Chamber of Commerce in the Mining Exchange rooms, in the Chamber of Commerce building.

### MORNING SESSION.

This morning's session consisted of addresses by the presiding officer, R. W. Richardson, Mayor George H. Williams and Martin Dodge, the election of Commissioner Richardson as the presiding officer, and C. W. Carnahan, of Astoria, as secretary, and the appointment of the following committee on resolutions: John H. Scott, of Salem; W. B. Steele, of Portland; W. W. Travillion, of Baker City; B. B. Cathcart, of Marshfield, and C. J. Trenchard, of Astoria.

### PERSONS PRESENT.

Among those present were: E. H. McAllister, Eugene; L. L. Hawkins, Portland; T. Beverly Keim, Portland; S. B. Cathcart, Marshfield; A. C. Powers, Eugene; L. A. Road, Hillsboro; Virgil E. Waters, Corvallis; C. S. Jackson, Portland; J. W. Buck, Portland; D. S. K. Brick, Roseburg; C. M. Colher, County Surveyor, Lane County; W. W. Travillion, County Judge, Baker County; W. J. Cubbas, Roadmaster, Salem; I. C. Urdham, County Commissioner, Salem; C. H. Brock, Baker City; C. J. Fitchard, County Judge, Clatsop County; W. Carnahan, Astoria; Alfred S. Lee, City Engineer, Astoria; J. F. Kearney, Superintendent Streets, Astoria; A. Young, Commissioner, Astoria; C. F. Bear, Surprise Grange, Turine; J. E. Sibley, County Judge, Dallas, Polk County; Henry B. Thielsen, Salem; J. B. Teal, County Commissioner, Falls City; John Killet, Cedar Mill, Washington County; George C. Beakley, County Judge, The Dalles; W. J. Hanniman, Commissioner, The Dalles; H. J. Hubbard, Commissioner, Hood River; W. M. Martzell, Colfax; J. E. Mayers, Portland; H. M. Palmer, County Judge, Linn County; O. I. Peterson, Astoria; G. A. Douglas, North Yamhill; James M. Moore, Portland; M. L. Opdyke, Portland; D. M. C. Gault, Hillsboro; W. B. Steele, Multnomah County; John Fry, Roadmaster, Clatsop County; Wm. Showers, Commissioner Multnomah County; James W. Abbott, Denver, Col.; George H. Williams, Portland; R. M. Hall, A. M. Craig, Portland; R. W. Richardson, Martin Dodge, Washington, D. C.

### OPENING ADDRESS.

In his opening address, showed the interest of the Government in this work, outlined the educational features and pointed out the advantages of good roads. He showed the social, commercial and economical relations, comparing the roads of this country and those of the old countries.

He said there was no use staying in the old ways and pointed out that the improvement of highways is the primary development necessary in a country. There is no use spending time and money in the old system, but if the same time and money is spent on the new system—good roads will be the result.

"I shall always insist on a business method of road construction and maintenance," said Mr. Richardson. "Another thing which I wish to call your attention to is the fact that the farmers are not the ones to construct the roads—this is the work of the cities, who must do it in a business way. The beautiful scenery in Oregon can be made a source of revenue if you have good roads, as resorts can be established in mountain fastnesses. There is no reason for people to go to Europe while the Cascade ranges pre-

### WHAT THE GOVERNMENT DID.

"In the early history of the Republic the National Government itself laid out and partially completed a great National system of highways, connecting the East with the West, and the capital of the Nation with its then most distant possessions. Fourteen million dollars in all was appropriated by acts of Congress to be devoted to this purpose, an amount almost equal to that paid for the Louisiana Purchase. In other words, it cost the Government substantially as much to make that territory accessible as to purchase it; and what is true of that territory in its larger sense is also true in a small way of nearly every tract of land that is opened up and used for the purposes of civilization, that is to say, it will cost as much to build up, improve, and maintain the roads of any given section of the country as the land in its primitive condition is worth; and the same rule will apply in most cases after the land value has advanced considerably beyond that of its primitive condition. It is a general rule that the suitable improvement of a highway within reasonable limitations will double the value of the land adjacent to it. Seven million dollars, half of the total sum appropriated by acts of Congress for the National road system, was devoted to building the Cumberland road from Cumberland, Md., to St. Louis, Mo., the most central point in the great Louisiana Purchase, and 700 miles west of Cumberland. The total cost of this great road was wholly paid out of the United States treasury, and though never fully completed on the western end, it is the longest straight road ever built by any government. It passes through the capitals of Ohio, Indiana and Illinois, and the cost per mile was approximately \$10,000. It furnishes the only important instance the country has ever had of the general government providing a highway at its own expense. The plan, however, was never carried to completion, and since its abandonment two generations ago, the people of the different states have provided their own highways. For the most part they have delegated their powers either to individuals, companies, or corporations to build toll roads, or to the minor political subdivisions and municipalities to build free roads.

### HOW GOOD ROADS ARE OBTAINABLE.

While the former ways and means are inadequate or inapplicable to present needs and conditions, there are other means more suitable for the service and existing in ample proportion for every need. Former inhabitants of the abandoned farms or the deserted villages cannot be followed to the great cities and the road tax which they formerly paid be collected from them again to improve the country roads; but it can be provided that all the property owners in every city, as well as in every county, shall pay a money tax into a general fund, which shall be devoted exclusively to the improvement of highways in the

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