

SET FOR APRIL 12

Republican State Convention
to Meet in Portland.

WILL CONTAIN 336 DELEGATES

First District Convention to Be Held at McMinnville, and the Second at Portland.

Republican congressional convention, first (Tongue) district—McMinnville, Tuesday, April 10, at 10 A. M.

Republican congressional convention, second (Moody) district—Portland, Friday, April 12, at 10 A. M.

The foregoing dates were fixed by the republican state and congressional conventions yesterday for holding the conventions of the party. The state committee recommended that primaries be held March 29, and county conventions March 29, and the congressional committee of the second district that county conventions be held on the same day as the state and congressional conventions. However, these recommendations are merely suggestions, and county conventions may do as they please with them.

The second week in April will be a lively one in Oregon politics. Besides the republican conventions, the democratic state convention will meet in Portland April 12, the same day as the republican state convention. No one remembers when the republican and democratic state conventions met in the same city on the same day.

The ratio of representation in the republican convention will be one delegate at large for each county, one for every 100 votes cast for governor in 1898, and one for fractions of 75 or over. This ratio was adopted by the state committee. The second district committee agreed, in the morning, to accept the ratio adopted by the state committee. The first district committee met in the morning and adopted a ratio of one delegate at large, one for every 300 votes cast for governor, and one for fractions of 100 or more. This committee reassembled at 3:30 P. M., rescinded the action taken in the morning, and voted to accept the state committee's ratio.

On the basis of the ratio adopted, the state convention will contain 336 delegates, the largest republican state convention ever held in Oregon. By counties the representation will be:

County	For Governor	For Congress
Baker	1,191	9
Benham	1,191	9
Clatsop	1,191	9
Columbia	1,191	9
Cook	1,191	9
Crook	1,191	9
Curry	1,191	9
Douglas	1,191	9
Gilliam	1,191	9
Grant	1,191	9
Harney	1,191	9
Jefferson	1,191	9
Klamath	1,191	9
Lake	1,191	9
Lincoln	1,191	9
Linn	1,191	9
Malheur	1,191	9
Marion	1,191	9
Morrow	1,191	9
Multnomah	1,191	9
Polk	1,191	9
Sherman	1,191	9
Union	1,191	9
Wasco	1,191	9
Washington	1,191	9
Wheeler	1,191	9
Yamhill	1,191	9
Total	336	336

First District Convention.

The representation in the first district convention will be:

County	Delegates
Baker	1
Benham	1
Clatsop	1
Columbia	1
Cook	1
Crook	1
Curry	1
Douglas	1
Gilliam	1
Grant	1
Harney	1
Jefferson	1
Klamath	1
Lake	1
Lincoln	1
Linn	1
Malheur	1
Marion	1
Morrow	1
Multnomah	1
Polk	1
Sherman	1
Union	1
Wasco	1
Washington	1
Wheeler	1
Yamhill	1
Total	33

Second District Convention.

The representation in the second district convention will be:

County	Delegates
Baker	1
Benham	1
Clatsop	1
Columbia	1
Cook	1
Crook	1
Curry	1
Douglas	1
Gilliam	1
Grant	1
Harney	1
Jefferson	1
Klamath	1
Lake	1
Lincoln	1
Linn	1
Malheur	1
Marion	1
Morrow	1
Multnomah	1
Polk	1
Sherman	1
Union	1
Wasco	1
Washington	1
Wheeler	1
Yamhill	1
Total	33

State Committee.

The state committee met in the office of its chairman, George A. Steel, 218 Oregonian building, at 2 P. M. Chairman Steel stated that deaths and the organization of the state committee had necessitated the following appointment of delegates: Phil Metcalf, for Grant county; E. D. Stratford, for Douglas; W. W. Stewart, for Wheeler; and H. N. Fraser, for Gilliam. These appointments were ratified by the committee. Roll call showed that all counties except Crook, Tillamook and Walla Walla were represented. Chairman Steel presided, and Secretary Graham Giam, Jr., kept the record. Those present were:

Baker county, F. L. Moore, by George Shinn, proxy; Benton, J. Fred Yates; Clatsop, Charles Holman, by George A. Steel; Clatsop, F. J. Taylor, by C. W. Fulton; Columbia, Norman Merrill; Cook, C. W. Olive, by Wallace McCamant; Curry, William Gaultlett, by George A. Steel; Douglas, E. D. Stratford, by George A. Steel; Gilliam, H. N. Fraser; Grant, Phil Metcalf; Harney, H. E. Ankeny; Jefferson, J. C. Campbell, by R. A. Booth; Klamath, R. S. Moore; Lake, E. M. Pratt; Lincoln, Harry Bailey; Lane, S. B. Eakin; Lincoln, C. B. Croson, by George A. Steel; Linn, Dr. M. H. Ellis, by Carlton E. Sox; Malheur, C. H. Brown, by William Miller; Marion, McKinley Mitchell; Morrow, W. Phelps; Multnomah, F. Pearson; Polk, I. S. Smith; Sherman, W. H. Moore; Tillamook, L. L. Livers; Union, J. M. Church, by I. A. Macrum; Wasco, H. L. Clark; Washington, W. D. Wood; Wheeler, W. W. Stewart; Yamhill, F. C. Carter.

On motion of Mr. Ankeny, April 12 was named as convention day, and, on motion of Mr. Phelps, Portland was made the convention city. These motions were unanimously carried.

The only contest was on the apportionment. Mr. Smith moved to fix it at one delegate-at-large, one for every 100 votes cast for governor in 1898, and one for fractions of 75 or over. Mr. Smith said a large convention was advisable for the reason that it enabled the committee to send a greater number of men to the convention. This plan, he said, would interest a larger number in the success of the ticket, create enthusiasm and be a more even distribution of the honors. Messrs. Fulton, McCamant, Paxton, Macrum, Moore and Fraser favored Mr. Smith's plan. Mr. McCamant pointed out that if Mr. Booth's suggestion were followed the convention would contain fewer delegates than the one in 1898. The 300 ratio would give 260 delegates, against 336 two years ago.

Messrs. Mitchell, Booth and Ankeny favored the 300 ratio, on the ground that a smaller convention would be easier to handle. Mr. Mitchell said that a large convention would cause wrangling, to

which Senator Fulton jokingly replied that there will be nothing to wrangle about this year. On roll call, Mr. Booth's amendment was defeated by a vote of 7 to 2, and the 23 ratio, and the Smith apportionment adopted.

It was ordered that the convention meet at 10 A. M.

Mr. McCamant's motion that delegates must have credentials from county conventions in order to be entitled to seats was carried. Delegates nominated in any other way will not be recognized.

It was recommended that the primaries be held March 21 and county conventions March 23. County committees are at liberty to use their own judgment as to the recommendation.

The meeting was entirely harmonious. All the committees were in good spirits and the utmost good feeling prevailed.

First Congressional District.

The congressional committee of the first district met in room 218 Oregonian building at 10 A. M., Chairman R. J. Hendricks presiding and R. A. Booth acting as secretary. The committee present were: Marion, R. J. Hendricks; Jackson, J. P. Dodge, by H. E. Ankeny, proxy; Douglas, D. R. Shambrook, by J. T. Reides; Linn, J. R. Whitney, by J. A. Wilcox; Lane, H. N. Fraser, by G. W. Bakken; Benton, J. H. Wilson, by J. P. Irvine; Tillamook, J. W. Maxwell, by J. P. Irvine; Washington, James Withycombe, by J. P. Irvine; Yamhill, J. P. Irvine; Clatsop, F. J. Taylor; Lincoln, C. E. Hawkins; Polk, T. J. Graves; Josephine, R. A. Booth.

When the vote was reached as to the place of holding the convention, Mr. Irvine extended an invitation on behalf of McMinnville. Mr. Hendricks, in behalf of Salem, and Mr. Ryan, in behalf of Oregon City. McMinnville was chosen on the first ballot, receiving 8 votes, to 2 for Salem and 1 for Oregon City.

The time for holding the convention was set for the Tuesday preceding the state convention. This will be April 10, at 10 A. M.

The apportionment adopted was one delegate-at-large, one for every 300 votes cast for governor and one for fractions of 100 or more. The committee then took a recess until after the state committee had finished its business. When it reassembled it voted to change the apportionment to conform to the ratio adopted by the state committee.

Second Congressional District.

The second district congressional committee met in the office of its chairman, Wallace McCamant, in the Concord building, at 10 o'clock. Chairman McCamant presided, and J. P. Dodge, Jr., was secretary. The following counties were represented:

Baker county, Davis Wilcox, by George Shinn, proxy; Columbia, G. W. Barnes; Crook, V. Gessert, by J. Theodore; Grant, G. H. N. Fraser; Grant, G. A. Cattancher, by Phil Metcalf; Harney, J. J. Donegan, by Graham Glass, Jr.; Malheur, W. A. Sloan, by William Miller; Morrow, Oda W. Patterson, by G. W. Phelps; Multnomah, Wallace McCamant; Sherman, J. D. Wilcox, by Walter H. Moore; Umatilla, John E. Bean; Union, J. M. Church, by George H. Hill; Wasco, T. N. Tolson, by J. P. Dodge, Jr.; Wheeler, Mr. George Hill moved that the congressional convention be held at Portland April 12, at 10 A. M.

M. T. Nolan thereupon asked for a division of the question, and there being no objection the question was put before the committee separately and a vote was first taken on the part providing that the convention should be held at Portland. This portion was unanimously carried.

The question then was put before the committee as to whether the convention be held April 12, Mr. Nolan moved as an amendment that the convention be held the day before the day set for the state convention.

Mr. Nolan moved to amend the amendment by striking out the word "before" and inserting the word "after," so that the amendment might read that "the convention be held the day after the time set by the state committee for the holding of the state convention." This amendment was carried by a vote of 5 to 6.

The question recurring upon Mr. Nolan's amendment as amended, the Board of Trade met yesterday morning in the office of L. B. Cox and decided to recognize the bureau. The articles of incorporation of the new enterprise will be filed today.

Other Railway Schemes.

There are other Russian railway schemes in Persia and Afghanistan which may come to pass before the Indian connection. One provides for a line to diverge from the Transcaspian railway between Tiflis and Baku, extending south to Tabriz, which city would be reached by another line from Reist, the southwestern port on the Caspian sea. From Reist this line would extend south to Tehran and thence to Isfahan, whence two lines would be extended to the Persian gulf, one terminating at Bushire and the other at Bandar Abbas. Another line is planned to run from Reist to Kandahar, on the Arabian sea, at the southeast corner of the Caspian, thence to Meeshed, and by way of Herat and Kandahar, in Afghanistan, and Kelat, in Baluchistan, to the port of Bombay. The line would be constructed without effective protest from the British, who want to build some railways in Persia, and the Germans, who want to build some in Afghanistan.

Two plans for the extension of the Transcaspian railway are avowed, and one other, more important still, is contained in the plan of a railway which would make an alternative route to Central Asia and bring Tashkend into closer communication with the rest of the empire.

by the branch from Merv. From the information I have obtained I am convinced that the Russian government has ready, piled up at the end of the track at the Afghan border, enough railway rails and ties to build the line to Herat, and that the surveys are complete, if not the grading. The railway has been built by Russian soldiers, who now are trained in rapid construction, and more than one officer has declared to me that, with men and material now in readiness, the line can be extended to Herat without difficulty in from two to three weeks.

A second branch of the Transcaspian railway undoubtedly is to be built southward up the Oxus river from Chardjul to the Afghan border. Steamers now ascend the river as far as Kerkil, about half the distance, but navigation is uncertain and progress slow. The railway to reach the frontier post on the Oxus will be 200 miles in length, or 20 miles less than the branch to Kerkil. From the terminus, at or near Khoja Saleh, the distance to the Afghan post of Kalkh, which has figured almost as much as Herat in plans for an advance upon India, is 100 miles over a good road, or not much farther than from Kerkil to Herat. One of the other of these branches some day is likely to be the route of the through railway from Europe to India. The gap between the end of the Russian line at Kerkil post to the end of the Indian system, northwest of Quetta, in British Baluchistan, is less than 600 miles, with a good route by way of Kandahar for railway construction. The distance from the terminus of the Oxus branch at Khoja Saleh to the Indian system at Peshawar, is about the same distance by way of Kabul. Only the breadth of Afghanistan breaks the possibility of running a through-trunk line.

It is difficult to anticipate when rail connection will be made between these two systems, even if the consent of the Afghans were to be obtained. The Russian declaration that they are willing to build half way across the gap at any time if the English will build the half, or that they even would build all of it if necessary, they do not get much encouragement from the English, however, looking to such a possibility. It is a self-evident fact that the construction of the line from Russian territory toward a British territory, the English would not encourage, and the same representation of the military value to the Russians in forwarding their own advance, while it could be of no possible value to the British in any military sense. When the line is constructed, however, as it surely must be some day, the time of the journey from London to India will be materially reduced. The journey from London to Merv can be made at present by the regular service of trains and steamers in eight days, and a slightly accelerated service after the gap was filled would bring passengers from London to Calcutta in 10 days.

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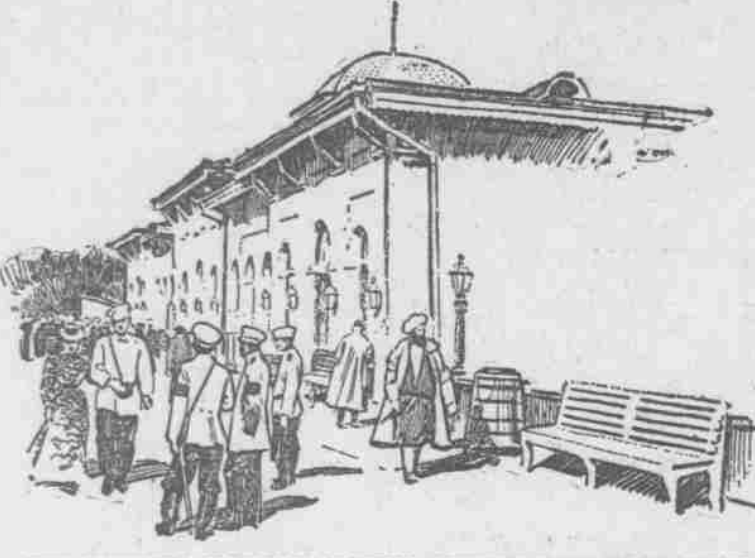
THE TURKISTAN ROAD

FUTURE EXTENSIONS OF THAT GREAT MILITARY HIGHWAY.

Russia Would Be Glad to Have British Build Up From India to a Junction.

ON THE TRANS-CASPIAN RAILWAY. July 21.—The northern railway line which Russia has been advancing across Asia has been made conspicuous in every way possible, and advertised for the great influence it is bound to have on the course of trade and the industrial development of Siberia and the eastern markets, no less than for its political and military importance. This other line, however, 100 miles to the southward, and parallel with the Siberian railway, has been but little noticed except by the British, who saw in it cause for alarm in a possible threat on India.

The obstacles placed in the way of travel and the meager comforts of the trip have deterred tourists from making the journey over the line, except at long intervals.



THE BOKHARA RAILWAY STATION—WHERE EAST MEETS WEST.

even though Tiflis and Baku, just across the Caspian, are visited by many strangers from Europe and America every season. The chief of police of Samarkand, who has been in the city for some time, told me that I was the third American who had been there in that time. He must have classed some of the strangers under the wrong name, however, for I have been there to learn of three more than that myself.

The list, as complete as I can make it, includes Mr. Charles Crane, of Chicago; Mr. Inodor Mora, of Boston; Mr. John W. Bookwalter, of Springfield, O.; Professor N. E. Hansen, of Brookings, S. D.; and Mr. Joseph Flynn, of Evanston, Ill. Several English travelers have been over the line, these including Lord Curzon, Dr. Arnold, Mr. George Dobson, of the London Times, and a few English officers on their way to India, who have been permitted to follow this route. One "personally" considered "tourist party" made the journey from London a year or two ago. French travelers have been more welcome in Central Asia under Russian rule than the citizens of any other country, and a number of books in French have been written descriptive of the region. These are not accessible to readers of English, however.

For descriptive literature later than the construction of the railway it is necessary to turn to Curzon, Dobson or Lansell. Many works are in existence dating from a time earlier than the railway, some descriptive, but more political. The period before the conquest of Turkmenistan brought forth many books dealing with the Russian advance in Asia, some written by the various well-known war correspondents who accompanied the army, and others by famous travelers.

There is but one branch of the Transcaspian railway over which I have not traveled, and that omission was because it was forbidden me in spite of the general permission that I obtained in St. Petersburg to travel throughout Central Asia. This is the branch extending south from Merv up to Kerkil post, a distance of 200 miles beyond Kerkil, and making the trip, but was blocked at every effort, first at Tashkend, the seat of government, and last at Merv, where the branch diverges from the main line. Mr. de Kienm, a Tashkend informant, told me that, although there could be no possible objection to letting an American, accredited as I was, go down the branch to

by the branch from Merv. From the information I have obtained I am convinced that the Russian government has ready, piled up at the end of the track at the Afghan border, enough railway rails and ties to build the line to Herat, and that the surveys are complete, if not the grading. The railway has been built by Russian soldiers, who now are trained in rapid construction, and more than one officer has declared to me that, with men and material now in readiness, the line can be extended to Herat without difficulty in from two to three weeks.

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set in a railway concession often classified as Anglo-Italian, the line which is to extend from Peking, southwest by way of Chingking, Tientsin and Ping Tang, to a terminus at Singan, opening up the rich province of Shenai, at least 100 miles from the natural Russian "sphere of influence" in Manchuria. It has been declared to me by more than one Russian official in high station that the empire intends to build across Zungaria and the desert of Gobi, by way of Suchan, Liangchau and Lang-chau, to a junction with the line from Peking at Singan, thus completing a transcontinental line across Asia 1000 miles or more south of the Siberian railway, now bearing completion. It would be a work of some years, but at this point it looks no more insurmountable than the Siberian railway did but a few years ago.

TRUMBULL WHITE.

VITAL STATISTICS.

Portland Health Commissioner's Report for January.

The report of Health Commissioner Menefee for the month of January, 1900, has just been issued, having been delayed in the order that it might be sent out in the annual report for 1899. It shows that the number of marriages licensed during the month was 90. The number of births registered was 90, males, 45, females, 45; white, 34, colored, 1. The number of deaths registered during the month was 90; males, 35, females, 55; white, 56, colored, 1, yellow, 1. Deaths of persons from 10 to 60 years, 12; from 60 to 70 years, 8; from 70 to 80 years, 9; from 80 to 90 years, 1.

Causes of some deaths are given as follows: Valvular disease of the heart, 3; pneumonia, 3; old age, 3; tuberculosis, 3; bronchitis, 3. Nine deaths are given as the cause of two deaths each, and 24 as the cause of one death each. Causes of contagious diseases were reported during the month as follows: Diphtheria, 12; scarlet fever, 12; typhoid fever, 10; whooping cough, 4; smallpox, 2. Death from contagious diseases was reported as follows: 21 persons; to clean poultry-yards, on 8 persons; not to dump garbage, on 19 persons; to remove wall-barrels, on 10 persons; to clean alley, 10; to clean chicken-yard, 1.

The accompanying report of Inspector of Plumbing Fleming shows that 29 new buildings were inspected and 34 old buildings with new fixtures. Number of sewers connected, 85; reports of defective plumbing, 14; plumbing remedied on notice, 15.

STAMPS FOR SHARES OF STOCK

Original Certificates Must Show the Revenue Tax.

In reply to an inquiry regarding the stamps required on original issues, sale or transfer of stocks, D. M. Dunne, collector of internal revenue, has received the following statement from G. W. Wilson, commissioner of internal revenue:

"You are advised that when stock is issued for the first time subsequent to July 1, 1898, it is taxed at the rate of 1 cent per \$100 or fraction thereof of the par value, and the stamps representing this tax should be affixed to the certificates, and not to the stub of the stock-book."

"When a certificate of stock is sold or transferred subsequent to July 1, 1898, a tax is imposed at the rate of 2 cents per \$100 or fraction thereof of the face value, and the stamps representing this tax should be affixed to the certificate sold or transferred. The certificate to be issued in lieu thereof does not require to be stamped."

MINING EXCHANGE STARTED

Oregon Bureau of Mines Has Been Entirely Reorganized.

The incorporators and others interested in the Oregon Bureau of Mines, that was recently organized under the auspices of the Chamber of Commerce and the Board of Trade, met yesterday morning in the office of L. B. Cox and decided to recognize the bureau. The articles of incorporation of the new enterprise will be filed today.

This is the result