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TELL OF FLYING MACHINE.
Wright Brothers Give the First Ac-
count of Their Experiments.

DAYTON, O., Jan. 6.—The Wright brothers, inventors of the flying machine, which has attracted such widespread attention, have prepared the following, which they say is the first correct statement of the two successful trials made by them:
"On the morning of December 17, four flights were made, two by Orville Wright and two by Wilbur Wright. The flights were all made from a point on the level near our camp in Dare County, North Carolina. The wind at the time of the flights had a velocity of 15 miles an hour. The flight was made directly against the wind. Each time the machine started from the level ground by its own power, with no assistance from gravity or other source whatever. After a run of about eight inches on the ground, it arose from the track, and under the direction of the operator climbed upward on an incline in the course of a height of eight or ten feet from the ground was reached, after which the course was kept as near horizontal as the wind gusts and the limited skill of the operator would permit. The flyer made its way forward with a speed of ten miles an hour over the ground and of 20 to 25 miles an hour through the air. The flight was short. The succeeding flights rapidly increased in length, and at the fourth trial a flight of 59 seconds was made, in which the machine flew a little more than half a mile through the air, and a distance of more than 832 feet over the ground. All of the experiments have been conducted at our own expense, without assistance from any individual or institution."

SUES HIGH NAVAL OFFICER.
Retired Paymaster Alleges Lumly is Treating Him Unfairly.

WASHINGTON, Jan. 6.—Robert Burton Bodney, a paymaster with the rank of Lieutenant-Commander on the retired list of the Navy, today brought suit for \$50,000 damages against Captain Samuel C. Lumly, Judge Advocate-General of the Navy, for alleged long continued "pecuniary and naval grade losses," and indignities.
The complaint alleges that Captain Lumly has usurped practical supremacy in the Navy Department, and is depriving the complainant of legal rights under his commission.

NORDICA IN GREAT FEAR.
Threatening Letters Cause Her to Decide to Go Home.

NEW YORK, Jan. 6.—Mrs. Nordica has decided to forego further concert engagements in this country this season, and will sail for Europe on Friday. The change in Mrs. Nordica's plans is said to be due to alleged receipt of threatening letters, which caused her to believe her life in danger. A detective has been guarding her home in Madison avenue since last Sunday.

TO STOP JAPAN

No Landing in Corea,
Says Russia.

MORE TROOPS GO

War Is Probable at Any
Moment.

MIKADO EQUALLY ACTIVE

Ships Bought in Italy Will Be
Rushed to Sea.

CABINET WILL MEET TODAY

Reply of Czar Will No Doubt Be Con-
sidered—Ministers of Britain
Will Also Confer as to
Part She Will Play.

IS WAR NOW ON?
NEW YORK, Jan. 6.—A report that actual hostilities had broken out between Russia and Japan was said on the stock exchange to have come over the Pacific cable from Manila to San Francisco.

(Owen W. Hall, grain agent at Green-
wich Dock No. 1, owned by Balfour,
Guthrie & Co., yesterday stated that he had received information that war had actually broken out. When he was called up by telephone last night his wife said that he was sick, and she refused to answer him; but she stated that he had received the information, but from what source she did not know.)

PARIS, Jan. 7.—The St. Petersburg correspondent of the Paris edition of the New York Herald cables as follows:
"There is almost no hope of a peaceful solution, and the public is expecting news of a battle resulting from the landing of Japanese troops in Corea. A battalion has been sent from Vladivostok to prevent the Japanese landing."

The Genoa correspondent of the same paper says the builders of the warships Nislin and Kasaga, which the Japanese government purchased from Argentina, are doing their utmost to hasten their readiness for sea, and that the Japanese Admiral and his officers express satisfaction with the vessels.
The correspondent further says it is alleged that Japan is negotiating with Buenos Ayres for four other Argentine warships.

CABINETS CALLED TO MEET.
Japan Will Consider Reply, Britain the Part She Will Play.

LONDON, Jan. 7.—There are two indications this morning that hostilities have developed in the Far Eastern crisis, and that nothing is likely to develop until the end of the week. The first of these indications, according to the Tokyo correspondent of the Daily Telegraph, is that an urgency meeting of the Japanese Cabinet has been called for today, and the second is that the members of the British Cabinet have been notified to assemble on Monday. The members of the Japanese Cabinet have almost certainly been called upon for the purpose of considering the reply of Russia to the last Japanese note, and it is equally certain the meeting of the British Cabinet is for the purpose of discussing the attitude of Great Britain in the light of the Russian reply. This question is beginning to be most anxiously discussed by the British press.

Editorials in this morning's papers are almost unanimous in admitting that even if the war should be confined to Russia and Japan, Great Britain cannot possibly see Japan crushed and that, although not called upon to interfere by the terms of the Anglo-Japanese treaty, and while hostilities may be confined to the two nations, yet in the event of Japanese suffering a great naval defeat, Great Britain will be almost compelled to go to her assistance.
"Thus," as the Daily Telegraph observes, "the Cabinet will be called upon to discuss not only the nature of the obligations arising out of the Anglo-Japanese alliance, but also the limits of British neutrality in the event of a Russo-Japanese war."

PRESS URGES BRITAIN TO ACT
Would Never Let Russian Ships Pass the Dardanelles.

LONDON, Jan. 7.—Some of the papers, apparently doubting, from the record of the present government, its ability to deal with such a difficult situation, urge that a plain indication of Great Britain's intention would be most effective in avoiding war.

The Morning Post says: "What has the government done by way of preparation for a war on a great scale in 1904?" The Daily Mail wants Russia notified that "under no circumstances will Great Britain permit the Russian Black Sea fleet to pass the Dardanelles and urge the Ad-

miralty "to see that the navy is quite ready for emergency."

The Tokyo correspondent of the Daily Telegraph still expresses the belief that the Russian reply will not be satisfactory. The correspondent says:

"It is regarded as most significant that both the American and Japanese treaties with China will be ratified, completed and exchanged within a week."

This correspondent announces that the Russian cruiser Gromoboi is passing the Korean coast. He says he learns that when the Japanese torpedo boat was placed on a war footing in December, "a magnificent incident occurred. The naval officers volunteered en masse for the dangerous service and the Japanese authorities were perplexed at having to exclude so many officers."

The Standard's Tokyo correspondent says that the Russian warships, which until recently were in Korean waters, are returning hastily to Port Arthur. He adds that the fall in stocks continues unchecked.

The Chosoo correspondent of the Morning Post cables that orders have been issued to the officials of the Siberian Railway that freight trains shall carry only coal for Port Arthur. A strong squadron is moored in the harbor of Port Arthur.

RUSSIA CHANGES FRONT.

When She Is to Reply All Is Well, but Not So When It Is Japan's Turn.

LONDON, Jan. 7.—Baron Hayashi, the Japanese Minister, in an interview published this morning, makes an interesting reference to the report from St. Petersburg that peace is likely to be settled by the Russian Christmas. The Minister says: "That implies the belief, according to Russian expectation, that Japan will give her reply much quicker than the Czar's government has been able to do. I notice that when it is Russia's turn to reply, the Russian and some European papers are very pacific, but directly it devolves upon Japan to answer their tone suddenly becomes pessimistic. This is very significant."

RUSSIAN WARSHIPS SAIL.

Fleet at Vladivostok Probably Bound for Port Arthur.

LONDON, Jan. 6, 3:30 P. M.—A dispatch to Reuters' Telegram Company from Tokyo says:
All of the Russian warships recently at Vladivostok are reported to have sailed, probably for Port Arthur. Russia's reply has not yet been received by Japan. There is a strong, widespread tendency to doubt the reports of the alleged conciliatory character of the reply.

CANNOT ALLOW JAPAN THERE.

Russia's Mind Fully Made Up About Southern Corea.

PARIS, Jan. 7.—The St. Petersburg correspondent of the Paris edition of the New York Herald says:
"There is no doubt that the Russian reply intimates, in a friendly way, that Russia cannot accept Japanese interference."

"At a council concerning Manchuria it was stated that Japan is placing immense difficulties in the way of a peaceful solution, rendering it impossible for Russia to recede from her position in the Far East."
"Russia cannot allow Japan to acquire territory in Southern Corea, thus cutting communication between Vladivostok and Port Arthur."
"The Russian government has approved the Willard plan, which means ships of its line could be chartered in the Black Sea."

RUSH LEAD ORDER FOR JAPAN

Steamer Sailing Today Will Also Carry Materials for Powder.

SAN FRANCISCO, Jan. 6.—The Pacific Mail Steamship Company's steamer Siberia, which will sail tomorrow for Siberia, will also carry powder.

MAP ILLUSTRATING THE EASTERN SITUATION



RUSSIA'S DOMINATION OVER MANCHURIA HAS THREATENED JAPAN'S INTERESTS IN COREA.

PRESS FAIR BILL

Oregon Men Will Turn
to the House.

CAMPAIGN IS OUTLINED

Promise to Allow Bill to Come
Up the Chief Object.

RESTS WITH RULE COMMITTEE

Lewis and Clark Delegation Will Pro-
long Its Stay Until This Assur-
ance Is Received—Favorable
Vote Believed Certain.

OREGONIAN NEWS BUREAU, Wash-
ington, Jan. 6.—Following the hearing of the Lewis and Clark Expedition bill before the Senate committee on industrial arts and exhibitions tomorrow, the efforts of the Oregon delegation and of the representatives of the Exposition will, temporarily, be centered on the House of Representatives. Chairman Tawney has not yet set a day for a hearing before his committee, but will do so within a few days. In the meantime the delegation from Oregon will hold conferences with prominent members of the House in an endeavor to win their support of the pending bill.

An especial effort is to be made to secure definite assurances from the committee on rules that provision will be made for the consideration of the bill in the House, after it has been reported. It had been the intention of the representatives of the Exposition to return to Portland immediately after their hearing before the House committee, but this plan has been changed. They now announce their intention to remain in Washington until the committee on rules promises to allow the Lewis and Clark bill to come before the House for consideration.

It is recognized that if this committee once agrees to bring in a special rule for the Lewis and Clark bill, its passage will then depend only upon a majority vote in the House, and the members of the Congressional delegation, who are continuously canvassing the situation, feel reasonably certain that such a vote can be had. At least they are willing to assume the entire responsibility of getting enough votes to pass the bill once it comes before the House.

It is regarded as a foregone conclusion that the Mitchell bill will be favorably reported to the Senate without material amendment and will pass that body in practically its present shape. The main struggle now is to get a favorable report from the House committee, and following that to secure a rule fixing a date for the consideration of the bill in the House. This accomplished, the fate of

the bill is practically determined, the amount of the appropriation alone remaining in doubt.

ALASKA ROAD SEEKS SUBSIDY.

In Return It Will Carry the Mails Free for Ten Years.

OREGONIAN NEWS BUREAU, Wash-
ington, Jan. 6.—Alfred B. Hea, representing the Valdez, Copper River & Tanana Railroad, is in Washington endeavoring to secure the introduction and passage of a bill guaranteeing to that company a cash subsidy of \$500 per mile, upon condition that the company construct a 450-mile railroad from Valdez to Tanana. In return for this subsidy, which is to be paid upon the completion of each ten miles of the road, the company offers to carry the mails free of cost for ten years.

The representation is made that it now costs the Government \$30,000 annually to perform the mail service. It is understood that a bill providing for a subsidy for this road is soon to be introduced. The company is now capitalized at \$25,000,000, but is apparently penniless.

Bill Desired by Oregon Judges.

OREGONIAN NEWS BUREAU, Wash-
ington, Jan. 6.—At the suggestion of the Judges of Oregon, Senator Mitchell today introduced a bill providing that in case of the absence or inability of the United States District Judge to hold court in the District of Oregon, one Circuit Judge can hold sessions of the District Court in his stead. The bill is intended to facilitate the handling of business before the District Court, which, under the present law, is liable to delay, in case of accident or ill health of the United States Judge.

Seattle Postmastership Discussed.

OREGONIAN NEWS BUREAU, Wash-
ington, Jan. 6.—Representative Humphrey called on the President today and talked over the Seattle postmastership. He did not secure any positive assurance from the President, but expressed the belief that Stewart will be reappointed, notwithstanding the preference of Senators for Carr.

ROBBERS KILL CARMEN.

They Show Fight Instead of Handing Over Money.

SALT LAKE CITY, Utah, Jan. 7.—John Gleason, motorman on a Consolidated Street Railway car, was shot and instantly killed, and Thomas Bryson, the conductor on the same car, was probably fatally wounded shortly after midnight by a masked highwayman, who was attempting to rob them of their money and valuables. The murderer escaped immediately after the shooting and without securing any booty.

The shooting took place at the terminus of the East First South street line, a sparsely settled district. Gleason and Bryson were preparing to take the car to the city on its last run, when the masked man entered the car, commanding them to hand over their money. Instead of complying, the carmen showed fight, and the shooting followed. There were no passengers on the car, the police being notified over the telephone by a resident who heard the shooting.

CUBAN BILL IS VETOED.

President Palma Disapproves the Lot-
tery Measure.

HAVANA, Jan. 6.—President Palma today signed his veto of the lottery bill. The President, in stating the reasons for his veto, holds that a lottery is a lowering and corrupting device, and that the government would be culpable in taking money of the people obtained through such scheme, no matter what the end at which the lottery aimed.

President Palma has been assured the bill cannot be re-passed over his veto.

ALONE TO BLAME

Careless Engineer at
Fault in Wreck.

SEVENTEEN LIVES ARE LOST

Train on Sidetrack Taken for
One Designated in Order.

THIRTY-SEVEN ARE INJURED

Kansas Passengers on the Rock Is-
land and Have No Warning What-
ever—The Rescuers Face a
Pitiful Scene.

TOPEKA, Kan., Jan. 6.—Seventeen dead, and 37 injured is the result of the Rock Island passenger wreck at Willard this morning. Most of the injured are in hospitals at Topeka. The doctors announce that all will recover, with the exception of Mrs. M. A. Hall, of Greensburg, Kan. The single word "carelessness" will sum up the reasons for the tragedy. Instructed to meet a special freight train at Willard, the engineer and conductor of the ill-fated passenger, noting that a freight train stood on the sidetrack at Willard, rushed through, thinking the cars they had seen were the ones which they had been instructed to pass. Failure to scrutinize the number of the engine was directly responsible for the wreck. Had the engineer compared the number of the train at Willard with his orders the catastrophe would have been prevented.

Not a Note of Warning.
Upon seeing at Willard a freight train on the siding, Engineer Benjamin threw upon the brakes and under the impetus of full steam the passenger train leaped out into the darkness and crashed along at a rate which the passengers declare to have been fully 65 miles an hour. Not a note of warning of the fearful impending disaster ever made itself known to the sufferers.

General Superintendent Gruber, of the Rock Island, makes this statement to the Associated Press:
"The engineer of the passenger train had orders to wait at Willard for the special stock train. His passed on, mistaking a freight train on the siding at that station for the extra stock train. This caused the wreck. Kobach alone is to blame, so far as our information goes."
A formal inquest was held at the wreck today, by Coroner Dolley, of Wabaunsee County. The investigation will be continued tomorrow. Until a verdict placing the blame is returned, no action will be taken against the trainmen.

Victims Present Pitiful Sight.

The injured were brought to this city in a standard Pullman, a four-lot sleeper and a chair car. The

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