

POST WILL STAY

Army Headquarters to Remain at Vancouver.

NEWS FROM WASHINGTON

Seattle Dreaming When It Contemplates Change.

NO REASON FOR REMOVAL

Although Influence May Be Working for Puget Sound, It is Outside of Official Knowledge—Alaska Stations Basis of Fight.

OREGONIAN NEWS BUREAU, Washington, Aug. 2.—An emphatic denial was made at the War Department today of the report that it was the intention to remove the headquarters of the Department of the Columbia from Vancouver to Seattle. It was a good time to start the story. Secretary Root is in Europe, where he cannot be easily reached, and Adjutant-General Corbin is in the Yellowstone Park. Both of these officials would be more likely to know more about the proposed move than any other men connected with the Government.

General Carter, acting Adjutant-General, is, however, in the confidence of both Secretary Root and General Corbin, and he stated without reservation that there was nothing in the report. He said such a move would not be made until the Secretary had given the matter very careful consideration, and there was not a line or scrap of paper in the office, so far as he was aware, that indicated that the Secretary contemplated making the change or that it had been suggested to him.

Acting Secretary Sanger is not in Washington today, and no information could be obtained as to whether the matter had been brought to his attention; but it was stated that he would not take such an important step while he was acting as Secretary of War.

Senator Foster sent two dispatches to the War Department stating that he desired to be heard before the reported action was taken, and he telegraphed that no such move was contemplated.

The Quartermaster's Department has not heard of any change being contemplated, and it is said that if such a move were on foot, the Quartermaster-General would have to be notified, because he would have to provide quarters for the headquarters of the department in its new station. At present all the necessary quarters for the headquarters are owned by the Government at Vancouver, and the expense of any change would be considerable. For this reason, if for no other, there would be considerable hesitation about moving from Vancouver to Seattle.

Army officers here say there is no reason for the proposed change. The business department can be transacted as well at Vancouver as at Seattle or any other place in the department. The only argument in favor of a change is in regard to the Alaskan business, and the command of troops in that territory. By reason of being nearer to Alaska, and being the principal shipping point for Alaska, Seattle would be more convenient. But all things considered, Army officers see no occasion for the proposed change, and no one here believes that it is contemplated.

BAD NEWS FROM CUBA.

Natives Are No Thriving Since American Withdrawal.

OREGONIAN NEWS BUREAU, Washington, Aug. 2.—Discouraging reports are received from Cuba. There has been a great falling off in the revenues since the United States withdrew from the island. It is reported that the daily receipts at Havana do not average more than \$5000. Capital is cautious, and men of means are waiting to see what the government will do before investing.

The expenses of government have been largely reduced, but this has caused dissatisfaction among the Cubans, who want salaries. There are rumors that many of the officers placed in important positions are incompetent, and some may not be straight. A general feeling of discontent is apparent, which is not a good indication for the new republic.

Opposition to Roosevelt.

The opposition to President Roosevelt still keeps going on in a sporadic manner. The Hanna boomers try to keep his name before the public in one way and another. From West Virginia comes the report that Senator Elkins is to be backed by his home state. And others try to make it appear that Secretary Shaw's name must go before the next convention. In order to stop the talk about himself, Secretary Shaw has caused to be published a letter he wrote last May, telling one of his enthusiastic boomers that his name must not be considered for 1904, and there should be no thought of any other term.

High Treasury officials are quoted as saying that if the agitation is kept up for a revision of the tariff there will be a deficit at the end of the next fiscal year. It is shown, according to this same authority, that as soon as the talk gets so general that it really looks as if it meant something, importations will fall off, awaiting the reductions. This is one of the many lame excuses for not agitating lower tariff rates.

Tacoma Likely to Beat Seattle.

It is strongly probable that the contest over the location of headquarters for the new internal revenue district of Wash-

ton, which has been raging between Seattle and Tacoma for some time, has been decided in favor of Tacoma. Commissioner Torke says he has not yet made up his mind where the office is to go, but it is learned elsewhere on good authority that he will promulgate an order within the next two weeks establishing the office at Tacoma. A stamp deputy will be located at Seattle, who will be able to transact all the business that the collector could do if he had his office there.

Mitchell Defers Appointment.

Senator Mitchell has notified the Navy Department that he will not nominate a cadet for Annapolis until next Spring, under the law. Senators were given the privilege of naming candidates this Fall or of waiting until Spring.

PORTLAND STILL ANXIOUS.

Citizens Have Been Lulled Before by Strong Denials.

Repeated denials like that from Washington fail to compose a good many anxious citizens. The Oregonian News Bureau at Washington has been very industrious in its efforts to ascertain the source of the many rumors that the Army headquarters now at Vancouver would go to Seattle. It has been the Oregonian delegation in Congress. Both have received denials from the War Department as often as they have inquired about the rumors. "No change is contemplated at present," is the invariable reply.

But the high officials at Washington do not deny the influence that is brought to bear in favor of Seattle. It is fear of this influence that has made apprehension in Portland. Even "no change is contemplated at present" in the War Department, it may be contemplated in other places just as important. Anyhow, Portland has kept all its eyes and ears wide open, and has prodded up its Senators and Representatives in Congress repeatedly.

It is no argument against the probability of a change, that the Government is expending a large sum of money on the post. Whether or not the headquarters were moved, the post would stay. And the policy of the Government has been to separate Army headquarters from Army posts.

On February 23, Senator Mitchell telegraphed to the Portland Chamber of Commerce that no effort was on foot to transfer the headquarters, so far as he knew. But he added that he had been urging upon the department strong reasons for transferring the headquarters to Portland instead of to Seattle, "as there are in all some nine posts in the state of Washington and only one in Oregon." Senator Simon and Representative Moody also stated that no change was contemplated.

Representative Tongue wrote a month later that the department said the only people working for a change were from the Portland Hotel yesterday morning, the headquarters to their city. The department hinted that continuance of this agitation might open the question and make possible the removal to Seattle.

General Bebe, of this city, who was at that time in Washington, at the request of the Chamber of Commerce, protested against the proposed change, to the War Department. General Corbin said the transfer had not been discussed. He General Miles was strongly opposed to and change and would do all in his power to prevent it. Assistant Secretary of War Sanger was likewise disposed to oppose the transfer, and General Bebe to advise him whenever a change was contemplated.

BRYAN'S PRESENT AMBITION

Would Rather Be a Private Citizen Than President of United States.

MOUNTAIN LAKE PARK, Md., Aug. 2.—In the presence of an audience of 400 persons assembled in the amphitheater of the Mountain Lake Park Chautauqua Association, W. J. Bryan this afternoon discussed the "Problems of Government."

Mr. Bryan prefaced his address, which was of two hours' duration, with a denial that he would seek to become the National standard-bearer of the Democratic party, his denial being contained in the following phrases:

"I hope you will give me credit with possessing a higher ambition than that to be had with the office of President of the United States. I am too democratic to covet an ambition that only a few in one generation can share. I prefer the honor of being a private citizen, an honor greater than that of a King."

Throughout his discussion of the momentous problems now engaging the attention of the public, Mr. Bryan was quiet, but occasionally tapped a vein of humor that generated smiles on many countenances.

"You will recall," he said, "that the Republican party had two telling chances at me, and on this occasion I would seek one at them. In dealing with the theme of 'Problems of Government' I shall endeavor to inject enough religion to suit a Republican and enough politics to carry favor with a Democrat."

Mr. Bryan stated that primarily it was his purpose to deal with the moral phase of the subject. He regarded the corruption of the moral element as a paramount issue and declared that history supported his contention that moral decay had presaged the ruin of every nation that had fallen. He declared that the present Administration had developed a tendency to amend its holy ordinances, "I shall not steal," "Thou shalt not kill," "Thou shalt not covet," by adding an apologetic clause, "Save when done on a very large scale."

Reference was made to the Philippine question and the conduct of the American soldier in suppressing the insurrection. He denounced "imperialism" at great length, then, reverting to the currency question, proclaimed himself as devout an apostle of free silver as ever. He further declared that he termed the plutocracy the "imperialism" at great length, and said that the only possibility of suppressing anarchy rested in the education of the people to love their Government. Mr. Bryan stated with marked emphasis that if he had the power, every article manufactured by trusts would be placed on a free list, although he sincerely doubted if this strenuous and strategic measure would wholly frustrate the trusts.

Russia Expects Negative Reply.

ST. PETERSBURG, Aug. 2.—It is semi-officially announced that the Russian minister of Finance expects a reply in the negative from the powers to the note regarding international legislation against trusts. When such replies are received, the Russian Government will once more affirm that any increase in duties on Russian sugar will be regarded as an infringement of the existing treaties, and such increase is enforced, the Russian Government will consider itself free to disregard its treaty obligations. The Ministry does not propose to take measures against the powers collectively.

Known, however, that Russia already intends to raise the duties on wine, and several classes of goods imported by the trusts, chiefly by the way of the western land frontier.

DE WINDT'S BIG TRIP

Famous Explorer Tells of His Perilous Travels.

PARIS TO NEW YORK BY LAND

To Demonstrate Feasibility of Great Overland Railroad System He Encounters Countless Hardships in the Icy North.

Bronzed and tanned with the results of seven months' travels amid the ice and snow of frozen Siberia, to demonstrate that a railroad is practicable from Paris to New York via Behring Straits, Harry De Windt, representing the Daily Express newspaper, of London, England, arrived at the Portland Hotel yesterday morning, to enjoy a short rest until tonight, when he leaves for San Francisco, from which city he will board a train for Denver, Colo., where he will meet J. J. Frey, of the officials of the new Trans-Alaska Railway Company, the capital stock of which is stated to be \$30,000,000.

Mr. De Windt is a typical globe trotter. He is about 40 years old, 5 feet 10 inches tall, and weighs about 145 pounds. He was accompanied in his strange and eventful trip by two companions, Viscount de Clainchamp Bellegarde, of Paris, and George Harding, of London, England. Briefly stated, Mr. De Windt's scheme of a railroad from Paris to New York is this: Build a railroad from Irkutsk, Siberia, where the Siberian line of rails as presently constructed ends, to the southern part of East Cape, Asia; construct a 46-mile tunnel under the ice of Behring Straits, to meet the connecting railroad to be built at Cape Prince of Wales, Alaska, where the Alaska, Alaska and New York will be linked together by steel rails. The main reason urged for the project is not because the promoters hope to realize large dividends from the influx of tourists eager to travel through frozen Siberia to the jumping-off place at the end of Asia, but they argue that such a railroad is absolutely necessary to take care of the commerce and resources, and natural riches of the northern portion of Siberia. A railroad branching southward from Cape Prince of Wales, it is pointed out, is necessary to act as a feeder and distributor for the whaling trade and Alaska's growing requirements.

De Windt Tells of His Idea.

An Oregonian reporter interviewed Mr. De Windt yesterday afternoon in his room at the Hotel Portland, and, on being asked how the trip was first thought of, the explorer began: "It is all due to the business enterprise of Alfred J. Pearson, the proprietor of the Daily Express newspaper, London. One morning last December Mr. Pearson and I were talking in his office about various business matters, and we happened to discuss the practicability of a railroad being built across Siberia to connect at Behring Straits with the proposed railroad on the American shore. If wonder if the thing can be done," speculated Mr. Pearson, and he determined to ascertain whether or not there were any insurmountable difficulties that could not be overcome in the construction of such a road. He commissioned me to make the trip. Why, the whole affair was settled in about one-half hour, and as soon as I made a few preparations I was off, accompanied by Viscount de Clainchamp Bellegarde and Mr. Harding. I left Paris December 13, proceeding directly by rail to Moscow. There we took the trans-Siberian road, which carried us to the present end of the railroad at Irkutsk, Siberia, where our overland journey really began. The Russian Government furnished us with a guide, Stephen Restorogoff, who proved to be valuable as we went along. We took horse sleighs and traveled through wooded country 200 miles north to Yakutsk, to which place surveys have been already made for an extension of the railroad. We then entered a moss country, which could not very well have been traversed by horses, so we took reindeer, provided for our use by the Russian Government, and went another 300 miles north to Verkhoyansk.

Hardships Soon Begin.

"After a short rest we secured fresh reindeer and made the run to Strednokolynsk, about 120 miles distant, crossing three different chains of mountains. Here the real hardships began. Up to this point the journey had been fairly pleasant, but at Strednokolynsk we entered the Arctic circle. We remained there about two months, getting Arctic dogs and making final preparations for our rush to Behring Straits, a distance of about 1800 miles. At Nikolinsk, on the Kolyma River, we had 63 dogs with us. Here we came in touch with a famine district, where the natives were actually perishing for want of food to hold body and soul together. The last 600 miles along the coast to the end of Asia was the most difficult of the entire trip. The country is bleak, and there is no wood to be secured, except occasional driftwood. For 30 to 40 miles at a stretch we did not see a native, a house, or a camp of any description. We had only a canvas tent ourselves, and the temperature was constantly 30 to 40 degrees below zero. The wind tore along at a frightful rate, and nearly every day some one of us had his face, hands or feet frozen. At times our supply of food gave out, and it was impossible to get more, so we just had to wait until we reached the next station. In this part of the country we found carny, a patent food made for the Arctic regions by a London confectioner and purveyor, to be of incalculable benefit. It contains excellent nutrition.

Explorers Cross the Straits.

"Well, we at length reached East Cape, the jumping-off place at the end of Asia, with only three of our dogs alive May 19. We had 168 dogs when we started, and the most of them died from exposure to the terrible cold. Others went mad, and we had to shoot them to put them out of their misery. We had calculated that we could cross the ice at Behring Straits late in April or early in May, but May 18 the straits were so full of broken ice moving at a rate of about six or seven miles per hour, that the journey would have been a perilous undertaking. Fortunately, we had thought of this in advance, and had asked the United States Government kindly to order the revenue cutters Bear or Thetis to call at East Cape for us in July. The Thetis finally arrived at East Cape in search of the missing Portland and Captain Healy kindly took us across Behring Strait, setting us down on the ice near Cape Prince of Wales, five miles distant from the shore. It was not possible for the Thetis to come any nearer to the shore off the cape. The bay was full of open places we launched the boat and paddled over. We set foot on American soil June 15, just six months from the time we left Paris. We remained at Lopp's Mission at the Cape for 10 days, when the steamer Sadie, the officers and crew of which had been looking for the Portland, dropped into port, and she brought us to Nome, from which point we reached St. Michael, Dawson, in the Yukon territory, was our next stopping place, and we struck the White Pass and Yukon route, and our arduous journey south was an easy matter.

Seattle Was the Place where we parted, temporarily. The Russian courier or "Ab," that's the name of the post, or public sentiment which disposes perpetually the pretensions of the merely rich man, the mere politician, the man tainted with corruption; and so it is that men who ought not to be thought of in connection with the Senatorship are prominent, and even formidable candidates. Within the past week I have heard of a dozen men whose lightning rods are out—most of them men as little fit to be Senators as to be archbishops.

The serious candidates—that is the men who are actively in the scramble—are three, John L. Wilson, of Spokane and Seattle, Levi Ankeny, of Walla Walla, and Harold Preston, of Seattle. There is a fourth quiet candidate, who, while seeking to hold on to his present place, is still keeping a careful eye on the larger prize, namely, Congressman Jones, of Yakima. These men, or two of them, at least, need no introduction, for both have long been before the public as Senatorial candidates. Mr. Preston is a lawyer of Seattle of large practice and good standing; Mr. Jones is a substantial man of experience in Congressional duties, dependable in every way, but never in his life guilty of a striking or brilliant word or act.

In considering the chances of this array of candidates there is more reason to discuss their attitudes and connections than their qualifications, for qualifications do not count when it comes to getting votes. Mr. Ankeny is the candidate of Southeastern Washington, and will go to Olympia with the very cordial support of his section of the state. Spokane, for

THE SENATORSHIP

How Matters Are Shaping Up in Washington.

ANKENY AND WILSON AGAIN

Preston, of Seattle, in the Fight—Review of the Situation as It Appears to an Outsider.

By a staff writer.

SEATTLE, Aug. 2.—The political situation in Washington has been so confused not to say confounded by Governor

FAMOUS EXPLORER AND HIS COMPANIONS.



Viscount de Clainchamp Bellegarde, of Paris. Henry DeWindt, of London. George Harding, of London.

CONTRACT IS LET

For Construction of Snake River Line to Lewiston.

PRICE IS ABOUT \$800,000

Grade and All Bridging Except Big Bridge at Lewiston—Company Will Lay the Track—Trains to Run Next August.

Contract for building the O. R. & N. railroad on the north bank of Snake River between Riparian and Lewiston, was yesterday awarded to Wren & Greenough, contractors, who had hitherto been identified chiefly with construction work on the Northern Pacific. Mr. Wren's home is in Spokane and Mr. Greenough's in Missoula. Work on the new contract is to begin at once and be completed by April 15 of next year. There are 71 miles of railroad to build and this contract covers grading and bridging for the whole line, involving about \$800,000.

The company now has eight crews of engineers on the line ready by contract to supervise the work on the several sections. J. Q. Jamieson is the engineer in charge of the whole work, his headquarters being at Almot, near the middle of the line.

There is not much bridging to be done on the line included in this contract, but at Lewiston it will be necessary to construct a bridge 1000 feet long across the Clearwater River. This will be made of steel with concrete masonry abutments and piers and its cost will be about \$350,000. It has not yet been determined whether the company will build this structure itself or let it out by contract.

After the completion of the roadbed next April the O. R. & N. Co. will lay its own track. It has already begun sending ties forward and the rails are provided for. It will take about three months to put the track in shape for operation after the contractor shall be done with his work so it is not expected that the regular running of trains over the new line will begin much before the first of next August. The Northern Pacific will use the line jointly with the O. R. & N., running its trains through over the O. R. & N. track to Wallula Junction.

CIRCLE IN THE HEAVENS

Phenomenon Seen at Los Alamos and Santa Barbara.

SANTA BARBARA, Cal., Aug. 2.—Telephonic communication from Los Alamos tonight stated that there was seen at 6 o'clock this evening a large circle in the dome of the heavens. Many of the residents of the place, who had previously become thoroughly frightened, thought this phenomenon was foreboding. The circle is said to have been perfect in outline, and radiant in the blending colors of the rainbow. A similar circle was observed about the same time at Santa Barbara shortly after noon today.

A slight earthquake shock was reported at Los Alamos this afternoon, but no damage resulted. A resident just returning from Thunder Hill ranch, a mile and a half from Los Alamos, stated that the shocks felt there were of greater violence than at Los Alamos. A large farmhouse was literally shaken to the ground. The building evidently was lifted in the air several feet, landing a considerable distance to one side, the jar demolishing it.

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Foreign.

A collision between clericals and anti-clericals is expected at Paris today. Page 2. German tariff makers draw on America for ideas. Page 2. Trinidad sugar planters protest against the proposed relief measures as inadequate. Page 17.

Sport.

W. A. Bethel, of the Multnomah Club, won the Oregon state tennis championship in men's singles from A. T. Goward, of Victoria. Page 9. Goss and Lewis of the Multnomah Club, successfully defend their titles as Oregon tennis champions in the men's doubles, defeating Goward and White, of Victoria. Page 9. An accident to Borahman marred the \$50,000 trotting race at Los Alamitos. Page 11. Hyphen won the Brighton Beach derby. Page 17. Don Patch paced a mile in 2:09 1/2 at Columbus. Page 7. Portland defeated Helena, score 4-3. Page 17. Seattle defeated Tacoma, score 3-2. Page 7.

Pacific Coast.

Story that Seattle is to get the Columbia Army headquarters is a canard. Page 1. Outlaw Harry Tracy moves along, and is seen near Ritzville, Wash. Page 6. Oregon school land appropriation of funds largest in history of state. Page 6. Unprecedented demand for Oregon school lands. Page 17. Commercial.

New York bank statement shows low in cash. Page 23. Stocks lapse into extreme dullness. Page 23. Eastern grain market becomes a very tame affair. Page 23.

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