VOL. XXI.-NO. 31.

Army Headquarters to Remain at Vancouver.

NEWS FROM WASHINGTON

Seattle Dreaming When Ilt Contemplates Change.

REASON FOR REMOVAL

Asthough Influence May Be Working for Puget Sound, It Is Outside of Official Knowledge-Alaska Stations Basis of Fight.

OREGONIAN NEWS BUREAU Wash. ington, 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 Scattle. 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 Poster sent two dispatches to the War Department stating that he destred 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 ent 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 as 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 Not Thriving Since American Withdrawal.

OREGONIAN NEWS BUREAU, Washington, Aug. 2.-Discouraging reports are received from Cuba. There has been a great failing off in the revenues since the United States withdrew from the island. It is reported that the daily recelpts 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 fat 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 disquiet 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 one but Roosevelt, who is entitled

to another 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 agitat-

ing lower tariff rates. Tacoma Likely to Beat Scattle.

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

ton, which has been raging between Seattle and Tacoma for some time, has been decided in favor of Tacoma. Commissloner Yerkes 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

The Sunday

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

PORTLAND STILL ANXIOUS. Citizens Have Been Lulled Before by

or of waiting until Spring.

privilege of naming candidates this Fall

Strong Denials. Repeated denials like that from Wash ington fail to compose a good many anxious citizens. The Gregorian 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 neadquarters now at Vancouver would go to Seattle. So has been the Oregon 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 present to 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 if "no change is con-templated at present" in the War Depart-ment, it may be contemplated in other

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 exparate Army headquarters from Army

plages just as important. Anyhow, Port-land has kept all its eyes and cars wide

On February 25, Senator Mitchell tele-graphed 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 rea-sons 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 wired that no change was contem-

Representative Tongue wrote a month later that the department said the only people working for a change were from Portland, who were trying to draw the headquarters to their city. The department hinted that continuance of this agitation might open the question and make possible the reservant to Scattle.

possible the removal to Scattle.

General Beebe, 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 considered, and General Miles was strongly opposed to and change and would do all in his power to prevent it. Assistant Secretary of War Banger was likewise disposed. Colonel Thomas Ward promised General Beche to advise him whenever a change was con-

BRYAN'SPRESENT 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 4900 persons assembled in the amphitheater of the Mountain Lake Park Chautauqua As sociation, 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 will again 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 se 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, as an honor greater than that of a King."

Throughout his discussion of the mo-mentous problems now engaging the at-tention of the two great political parties, Mr. Bryan occasionally tanned a vein of humor that generated smiles on many countenances.

"You will recall," he said, "that the Re-ublicans have 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 en-deavor to inject enough religion to suit a Republican and enough politics to curry 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 cultivation 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. "A nation," said Mr. Bryan, "is strong only in proportion to its moral ex-

He declared that the present Administration had developed a tendency to amend God's holy ordinances, Thou shalt not steal, 'Thou shalt not kill,' Thou shalt not covet,' by adding an apologetic clause, 'Save when done on a very large

question and the conduct of the American oldiery in suppressing the insurrection. Ie denounced "imperialism" at great length, then, reverting to the curre question, proclaimed himself as devout an apostle of free silver as ever. He further denounced what he termed the plutocracy of wealth, the thriffs and injunctions, and said that the only possibility of suppress-ing 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 the 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-fficially announced that the Russian Minister of Finance expects a reply in the negative from the powers to the note re-garding 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 in-fringement of the existing treaties, and if such increase is enforced, the Russian Government will consider itself free to dis-Government will consider itself free to dis-regard its treaty attpuisations. The Min-isity does not propose to take measures against the powers collectively. It is known, however, that Russia already in-tends to raise the duties on wine, and reversal 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 ley North.

Bronned and tanned with the results of seven months' travel amid the ice and snow of frozen Siberia, to demonstrate that a railroad is practicable from Paris

point the journey had been fairly pleas-ant, but at Strednikolyinsk we entered the Arctic circle. We remained there about two months, getting Arctic dogs and maktwo months, getting Arctic dogs and making final preparations for our rush to Behring Straits, a distance of about 1900 miles. At Nifikolinsk, 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 ficuit of the entire trip. The country is bleak, and there is no wood to be secured, except occasional driffwood. For 30 to 40 miles at a stretch we did not see a na-tive, a house, or a camp of any descrip-tion. We had only a canvass tent ourserives, and the temperature was stantly 30 to 40 degrees below zero. wind fore 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 car-nyl, a patent food made for the Arctic regions by a London confectioner and purveyor, to be of incalculable benefit.

Explorers Cross the Straits "Well, we at length reached East Cape

How Matters Are Shaping Up in Washington.

ANKENY AND WILSON AGAIN

Preston, of Sentile, 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 Belle-

Henry DeWindt, of London.

George Harding, of London.

De Windt, representing the Dally Express with only three of our dogs alive May 19 newspaper, of London, England, arrived We had 188 dogs when we started, and the at the Portland Hotel yesterday morning, most of them died from exposure to the the officials of the new Trans-Alaskan in April or early in May, but May 19 the

Mr. De Windt is a typical globe trotter. He is about 40 years old, 5 feet 6 inches tall, and weighs about 145 pounds. He was accompanied in his strange and eventful trip by two companions, Visconte 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 ir-kutsk, Siberia, where the Siberian line kutsk, Siberia, where the Siberian line of rails as presently constructed ends, to the southern part of East Cape, Asia; construct a #-mile tunnel under the Ico of Behring Straits, to meet the connecting railroad to be built at Cape Prince of Wales, Alaska. When that is done, Paris and New York will be linked together by steel rails. The main reason urged for the project is not because the promoters ope to renlize large dividends from the influx of tourists eager to travel through frozen Siberia to the jumping-off place at the end of Asis, but they argue that such a railroad is absolutely necessary to take care of the commerce and undiscovered natural riches of the northern portion of Siberia. A railroad branching southward from Cape Prince of Wales, it is pointed out, is necresary 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. Windt yesterday afternoon in his room at the Hotel Portland, and, on being usked 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 news-paper, London. One morning last Deember 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 cross Siberia to connect at Straits with the proposed railroad on the American shore. I wonder if the thing can be done? speculated Mr. Pearson, and he determined to ascertain whether or not there were any insurmountable diffi-culties 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 tour, and as soon as I made a few preparations I was off. Accompanied by Vis-conte de Clainchamp Bellegarde and Mr. Harding, I left Paris December II, pro-ceeding directly by fail to Mescow. There we took the trans-Siberian road, which carried us to the present end of the rail, road at Irkutsk, Siberia, where our over-land journey really began. The Russian Government furnished us with a guide, Stephan Rasionsystem who provides here. Stephan Rastorguyeff, who proved to be valuable as we went along. We took orse sleighs and traveled through a wooded country 2000 miles north to Yaalready made for an extension of the raitroad. We then entered a moss country, which could not very well have been traversed by horses, so we took reindeer, pro-vided for our use by the Russian Govern-ment, and went another 800 miles north to Verkoyanak.

Hardships Soon Begin

"After a short rest we secured fresh reindeer and made the run to Stredniko-lyinsk, about 1999 miles distant, crossing. three different chains of mountains. Here the roal mardshire began. Up to this

to New York via Behring Straits, Harry the jumping-off place at the end of Asia, McBride's railroad issue that it is not to enjoy a short rest until tonight, when he leaves for San Francisco, from which city he will board a train for Denver, Cole, where he will meet J. J. Frey, of could cross the ice at Behring Straite late. Railway Company, the capital stock of straits were so full of broken ice moving which is stated to be \$50,000,000. 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 sce 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 ful of open places in the ice, and fortunately several Esquimaux came to our ascistance. We belped them to carry their boat over the ice, and when we came to the open places we launched the boat and open places we launched the boat and paddled over. We set foot on American soil June 19, just six months from the time we left Paris. We remained at Lopp's Mission at the Cape for 19 days, when the steamer Sadle, the officers and erew of which had been looking for Portland, dropped into port, and she brought us to Nome, from which point we reached St. Michael. Dawson, in the Yustopping place, and we struck the White Pam Railroad in the Klondike, and our subsequent journey south was an easy mat-

Seattle was the place where we part ed, temporarily. The Russian courier or guide, of course, had returned to Visidi-vostok. Viscount de Clinchamp left for New York, to take the ocean trip to Paris. My friend Harding went to San Francisco, where I expect to meet him soon. I came to see the City of Port-land. I expect to arrive in New York City August 15, and have already signed a contract with Major Bond to give a series of 30 lectures in this country on incidents connected with my trip. I have sold my book, which will tell of the journey in detail, to Sir George Newnes, of the Strand Magazine. My letters on the trip have appeared and will appear in these publications: Daily Ex-press, London; Financial News, London; Le Journal, Parls; Wide World Magazine, London; New York World, Harper's Magazine and the Northern Express newspaper, published in the north

"What was the coldest place you vis-ited along the entire trip?"
"Verkoyansk, which is admitted to be the coldest place in the world. When we were there the temperature was 70 degrees below zero.

Used Up Many Animals.

"What about the horses, reindeer and ogs you used up, from first to last?" 'Ah, that's the sad part of it," said Mr. de Windt, with a sigh of regret. "We had 808 horses, and we exchanged most of them for fresh animals as we went along; others died from exposure to the cold. We had \$87 reindeer and 168 dogs. I have told you already that whe we came to the East Cape shore, we had only three dogs left. Some people have said that dogs do not get mad with in-tense cold, but our trip has proved the

"Say about 4500 miles. If the proposed

About the only reasonably assured factand even that is in the future-is that the Republicans will control the Legislature and have the election of a Schator to succeed Turner in their own hands. The elimination of Turner is on some ac counts to be regretted, though his position at Washington has never been such as to make his service of large practical use to the state. One who comes to political place by the road which carried Turner to Washington can never hope to have much honor or influence to it, for he can never find party affiliation or confidence, and without these no man can do much in the Senate. But, while Turner has been an off ox at Washington, at odds with all administrations and with all parties, he has, in a purely personal way, done something to maintain the higher standards of Senatorial character and dignity. He is a man of fine appearance, broad general knowledge, a good lawyer and a bold and effective speaker; and, with the exception of John B. Allen, he is the only man of sound Senatorial qualification who ever rat in the Senate from the State of Washington.

Washington does not take her respon sibilities at the National Capital seriously, and she has yet to learn, apparently, that a man may make a very good shift at doing commercial business, or that he may make a very efficient village politicier and still, in the Senate of the United States, be a ridiculous and pitiful figure. There is no rigor of public taste or publie sentiment which dismisses peremp torfly 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 con nection 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 met 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 sceking to hold on to his present place, is still keeping a careful eye on the larger prize, namely, Congreseman Jones, 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 gulity of a striking or brilliant word

In considering the chances of this array of candidates there is more reason to discuss their attitudes and connections than their qualifications, for qualifica-"What do you estimate the distance tions do not count when it comes to get-you traveled from the railroad terminus ting votes. Mr. Ankeny is the candidate at Irkutsk to Behring Straits?" to Olympia with the very cordial support of his section of the state. Spokane, for

whose support he hoped earlier in the season, and which I think he would have, if the public wish could make itself heard, will be for his rival, Wilson, for whom the Legislative candidates are instructed. Mr. Ankeny chance of election rests upon such combinations as he may be able to make west of the mountains, and he has made a good beginning to that end by a close arrangement with Foster of Tacoma. one of the present Senators who will come up for re-election two years from now. Mr. Wilson has the votes of Spokane County in his pockets, provided the Republicans win out, which is not wholly assured. He, too, if he is to be elected must find connections west of the mountains and if he has any such connections at the present time they are carefully concealed. The nearest and therefore the most interesting candidate is Mr. Preston, who has the backing of Seattle to whom the support of King County stands pledged.

Mr. Ankeny is a very rich man and is presumed to be invincible at all points where money is supposed to count. But Mr. Ankeny is not a politician and no good judge of politicians, and with much greater personal merit and much greater resources than Mr. Wilson he is much less efficient in a campaign, for the latter is a past-master in the arts by which delegations are gained and combined. Wilson is personally not a rich man but he has once been in the senate and it is said that there are those who are willing to put up any necessary amount to get him there again. He will not, probably, lack for money if it shall develop that there is a chance for his election, Preston is not a man of large personal resources, and his Senatorial campaign will not be heavily backed financially. His Scattle admirers have made up a fund of about \$3000 to be used in his behalf and this sum is likely to be increased somewhat, though not very largely. Jones is not an active candidate and he will make no effort unless through the failure of others the situation shall present a favorable

At the present time I consider the candidacy of Preston as least likely to succeed, It is based upon the support of King County with the presumption that his alllance with Governor McBride and his pronounced advocacy of anti-railroad measures will win him votes. The strength of King County would be a great card if it were so bound together and devoted that it could be used as a trading force, but from what I can learn it does not take this form. King County is for Preston, but it is not prepared to make sacrifices for him. It will fight reasonably for him, but it will not follow him to the last ditch. Nor do I think that there is much support to be got from the anti-railroad position. The force of the anti-rallroad issue is considerable, but it is essentially a popular force. It will not have much weight in the Legislature, with men once elected; and practically, it is not likely to match the influence which can and will be exerted by the railroad lobby against Mr. Preston, It is not a pleasant prophecy, but my

judgment is that the railroad lobby will name the Senator, that is, it will turn far from being a railroad man in the vulgar sense, but he is a reasonable man and not unfriendly to railroads or to any other form of property. He is an outspoken opponent of the McBride Commission proposal, holding to the theory that railroads may best be regulated by the same processes of legislation which are applied to interests in general. But while the railroads would no doubt be quite willing to see Ankeny elected, they would probably be more pleased with Wilson, whose presumed connection with them and their interests is of the "soul, body and breeches" sort. Under all the condi tions in Washington it would be awkward for the railroad lobby to choose between these two men of such different types; and the choice will probably be left to circumstances. But to whichever or whoever that choice falls, he it is who will be the Senator

It needs, however, to be said that the general public betrays some weariness with both the candidacy of Ankeny and Wilson. The fight between them is of long standing, and in the common view is responsible for much of the dissensiwhich has kept the party divided for several years past. If it were possible to develop a candidate of a taking sort, a man at once popular and not objectionable to the railroads, both Ankeny and Wilson might easily be put out of the running.

There is another complication due to the possible elimination of Preston, thus leaving the King County votes free to make a new choice. Opinions differ as to whether they would go to Ankeny or Wilson, and there are those who assert that the greater number would go to the former. But I have sounded the situation with great care, and my own judgment is that Wilson would get three to Ankeny's one. Indeed, I shall be very much surprised if it shall not turn out that the nominations were made with a view to turning the county to Wilson in the event of Preston's failure. There is a reason for this. Wilson is practically, though not nominally, a Scattle man; and more, is commonly believed to be a Jim Hill man, and Seattle, as all the world knows is a Jim Hill town.

Under the new census Washington has three members of the lower house of Congress, and in default of an apportionment all three are to be elected at large It is taken for granted that Jones of Yakima and Cushman of Pierce will be renominated, though the latter will have to meet two or three rivals. For the third place there is an active field of candidates—Humphries of King County, Pickerell of Whitman, Brownell of Ev-erett, Kuhn of Jefferson and half a dozen others. This fight will come off in the general convention at .Tacoms, and it is not believed that it will in any way com plicate the Senatorial situation. Of the several Congressional candidates the only man who has had the courage to declare himself on the pending railroad leave is Cushman of Pierce, who takes sides with Governor McBride for a railroad commis-

Democratic politics do not excite much interest, for it is all but conceded that the state will go to the Republicans this year. If, however, by any chance the Democrats should get the Legislature, there would be nobody to contest the Senatorship with Mr. Turner. A. H.

CONTRACT IS LET

PRICE FIVE CENTS.

For Construction of Snake River Line to Lewiston.

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 Riparia 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 rendy to direct and supervise the work on the several sections. J. Q. Jamieson is the engineer in charge of the whole work, his headquarters being at Almota, near the middle

There is not much bridging to be done on the line included in this contract, but at Lewiston it will be necessary to con-struct a bridge 1000 feet long across the Clearwater River. This wil be made of steel with concrete masoury abutments and plers 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 reg-ular running of trains over the new line will begin much before the first of next The Northern Pacific will use August. the line jointly with the O. R. & N., running its trains through over the O. R. & N. track to Wallulu Junction.

CIRCLE IN THE HEAVENS Phenomenon Seen at Los Alamos and Santa Barbara.

SANTA BARBARA, Cal., Aug. 2.-Telephonic communication from Los Alamos tonight states 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, looked upon this phenomenon with foreboding. The circle is said to have been perfect in outline, and radiant in the hiending colors of the rainbow. A similar circle was observed about the sun from Santa Bar-bara shortly after noon today.

A slight earthquake shock was reported name the Senator, that is, it will turn to the candidate of its choice a vote sufficient with his own votes to elect him. There are reasons why the railroads might support Mr. Ankeny. He is very than at Los Alamos. A large farmhouse was literally shaken into kindling wood. The building evidently was lifted in the air several feet, landing a considerable

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