

TRANSPORT BAR BOUND

Dix Tied Up at Mouth of River Because of Long Trip From Portland.

STORMY WEATHER COMES UP

Detention Is Regretted, as It May Give Portland a Black Eye—Waterfront Movements Yesterday.

As was expected, the transport Dix is bar-bound at the mouth of the river, with little chance of getting to sea for some days to come. The storm that threatened Thursday evening came up with some violence, and the bar was so rough yesterday that the Dix could not get to sea. She will not attempt to leave the harbor until the bar is moderate.

This circumstance points out the great inconvenience which shipping suffers because of the enforced inland passage. The Dix was 30 hours in making the trip down from Portland, whereas, had she arrived in reasonable time, she could have got to sea Thursday morning. Now she will be compelled to lie in the lower harbor for days—perhaps weeks—at great loss and inconvenience to the government, which demands prompt dispatch for its vessels.

The circumstance is greatly regretted here, for the reason that it may have the effect of seriously interfering with future efforts on the part of deservng merchants of Portland to furnish supplies to the government. It was only after great effort that the department agreed to send the big carrier to Portland, and the poor showing which she is making will not add to the prestige of the port. The delay is occasioned by the slow trip which the Dix made down the river, and, as the inland channel is in better shape now than has been the case for a long time, the case of the Dix is all the more lamentable.

STEAMER LYTTON SOLD.

Tramp Carrier Has Been Purchased By the Japanese.

San Francisco, Feb. 19.—News has been received here of the sale of the British tramp steamer Lytton, well known at this port, to the Japanese government. She will likely be used as a transport.

The Lytton was here only a few months ago and underwent extensive repairs. She proceeded north from here and loaded a cargo for the orient. The Lytton was the steamer chartered by an English syndicate to carry the treasure seekers to Cocos Island. She was owned by Donald Stewart and commanded by Captain Hamilton. The steamer has a registered tonnage of 2500 tons net.

Marine Notes.

The schooner Glendale cleared yesterday from the Hume mill for San Francisco. She takes 350,000 feet of lumber.

The steamer Oregon arrived yesterday from California and left up the river after discharging freight for local merchants.

The steamer G. S. Lindauer arrived down the river yesterday and departed for San Francisco. She takes a cargo of lumber.

The British ship Glenselin is on her way down Portland's channel. She should have been here yesterday, but was compelled to anchor for the tides.

Captain Loll, of the Vosburg, which arrived late Thursday night from Tilamook, reports that the schooner Gem, recently wrecked at Nehalem bay, is a total loss. There was no possible chance to save the schooner and her bottom has gone out.

News From Corea.

San Francisco, Feb. 19.—Speaking of the war the Japan Mail, which has just reached this city, says:

"The Japanese residents of Fusan, Corea, are making arrangements to organize a corps of volunteers in the event of an outbreak of hostilities. Their spirit is said to be very high. They are taking various measures to assist the operations of Japanese warships and many of them have offered to contribute money."

The Kobe Herald, and English journal says: "We thoroughly believe in the righteousness of Japan's cause against Russia, and we also consider that, in making her present stand against the aggressions of the latter country, she is indirectly serving the interests of the rest of the civilized

world. But it would be an entire misconception to suppose that, if Japan takes the field against her formidable antagonist, she will do so, primarily to fight 'the world's cause' or to uphold Anglo-Saxon ideals."

The Manila Cable News says of Russia: "If she has to guard the western, southern and eastern frontiers of an immense region, and at the same time to sustain herself and protect a single line of communication through a country where a population is hostile, her task demands an immense army."

TRUE WORTH OF HANNA.

Chicago, Feb. 19.—President Charles T. Thwing, D. D., LL. D., at a meeting of the alumni association of the northwest of Western Reserve University here, said:

"At this time one does not forget that Senator Hanna was for a time a student in the old university. Senator Hanna was not a scholar, but he was a thinker. He also embodied the fine qualities of the gentleman. But above all he was a great public servant. As an employer of labor he wished to be just to the laborer. As one who stood, in a sense, for capital, he wished to be fair to capital. He knew well that no endeavor in the solution of the present industrial crisis could be of permanent value unless it proved to be of benefit to both capital and labor. He was republican in politics, but he desired to use his partisan relationship for the benefit of all."

GUARDSMEN SEEK FRONT

Offers Services to Japan but Consul States That They Can Not Enlist.

JAP OFFICIAL IS GRATEFUL

Will Forward Request to Government and Will Later Give Out Reply of His Superior Officers.

Seattle, Feb. 19.—No less than 25 national guardsmen of Seattle recently offered their services to Japan in case that nation went to war with Russia. In a call upon Saburo Hisamitsu, the Japanese consul at Seattle, that gentleman was formally notified of the fact. Japanese laws do not permit foreigners to enlist in her army or navy, and the young men were so told, but the consul notified the government of what had happened, citing it as evidence of the good feelings cherished by Americans towards his nation.

The talk of the war has been rife in the armory of Seattle's national guard companies. In fact it has been the main topic of discussion. War fever begun to take hold and in a short time had become epidemic. Among officers and men the hope that hostilities would break out quickly was expressed each night. And coupled with this expression of hope was the wish that the speakers might get a chance to go to the front.

This finally resulted in action. The news that Japanese troop ships, manned by European crews, had been taken from the Mediterranean to that nation's ports gave rise to the reports that these crews were to serve Japan in the coming war.

When this report came the local national guardsmen thought they saw a good opportunity to get into the fighting. As a result a quiet caucus among a few of the bolder spirit was held. And at this caucus it was decided to send an emissary to the Japanese consul to offer enlistment, or at least to determine whether there would be a chance to get the acceptance of such an offer.

The tender was received with courtesy and with a spirit of gratification responsive to its evidence of good feeling. But Saburo Hisamitsu was compelled to inform his visitors that acceptance would be impossible, owing to the laws of his country. He promised to send word to his superiors of the fact, and to notify the caller should anything come of it.

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Office constructing quartermaster, Astoria, Ore., Feb. 6, 1904.—Sealed proposals, in triplicate, will be received at this office until 10 o'clock a. m. March 7, 1904, and then opened, for the construction, plumbing, heating and electric wiring of one single set officers' quarters, and the construction, plumbing and electric wiring of one double set N. C. O. quarters at Fort Columbia, Wash. United States reserves the right to reject any or all proposals. Plans can be seen and specifications obtained at this office and at the office of Disbursing Quartermaster at Portland, Ore., and Seattle, Wash. Envelopes should be marked "Proposals for construction buildings at Fort Columbia" and addressed Captain Goodale, Quartermaster, Astoria, Ore.

Office constructing quartermaster, Astoria, Ore., Feb. 6, 1904.—Sealed proposals, in triplicate, will be received at this office until 10 o'clock a. m. March 7, 1904, and then opened, for the construction, plumbing, heating and electric wiring of one field officers' and one double set of lieutenants' quarters, and for the construction, plumbing and electric wiring of one set of hospital steward's quarters at Fort Stevens, Ore. United States reserves the right to reject any or all proposals. Plans can be seen and specifications obtained at this office and at the office of Disbursing Quartermaster at Portland, Ore., and Seattle, Wash. Envelopes should be marked "Proposals for construction buildings at Fort Stevens" and addressed to Captain Goodale, Quartermaster, Astoria, Ore.

U. S. Engineer Office, Portland, Ore., Feb. 10, 1904. Sealed proposals will be received here for 240,000 tons, more or less, stone for extension of jetty at mouth of Columbia river, Oregon and Washington, until 11 a. m. March 11, 1904, and then publicly opened. Information on application. W. C. Langhitt, Major, Engineers.

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After Chilean Warships.
New York, Feb. 19.—Both England and France are trying to buy four or five Chilean warships, says a Herald dispatch from Valparaiso. The English bid is the better one.
It is also rumored that England has made a proposal to buy all the Chilean squadron except three French built ships.
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