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THE OREGONIAN AND THE TRUTH.

Our highly esteemed contemporary, the Oregonian, has again taken upon itself to discuss the matter of delays to shipping at the Columbia river, and to chide those Puget sound papers which have seen fit to point out with persistency the case of the government transport Dix, which should have gone to sea from Astoria on Thursday, February 18, but which is still tied up in the lower harbor. The Oregonian says in part:

"Considering the fury of the storm which has wrecked so many vessels and left such a trail of destruction in its wake, it is highly probable that, had the Dix been at sea, she would have sustained injuries much more costly than has been the slight delay experienced. At the same time, the Oregonian does not contend that the Columbia bar is in perfect condition. Were such a claim at all reasonable, no further effort would be made to improve conditions at the mouth of the river. The unobstructed passage of the Dix from Portland to Astoria shows the river to be in excellent condition, in fact larger and deeper ships than the Dix have been passing up and down without delay on a smaller stage of water. Puget sound papers, with a desire to conciliate their large constituency in eastern Washington, have always professed a desire to do everything possible to open the Columbia river. If there is any sincerity in their professions, and the Dix matter is one-half as bad as they are endeavoring to make it, here is a golden opportunity for them to join with Portland and aid in placing the bar at the mouth in as good condition as Portland has placed the channel above Astoria."

Once again, not so much for the benefit of the Oregonian, but for the edification of the papers of the sound and the officials of the government. The Astorian desires to relate the facts in the case of the Dix. Ten days have now elapsed since the vessel arrived down the river from Portland, and the Astorian intends that the Oregonian's misrepresentation of the circumstances leading up to the delay of the transport shall not go unnoticed.

The Dix left Portland at 10 o'clock on the morning of February 17. We have the Oregonian's statement for it that hers was an unobstructed passage down the river, but the fact is that she did not reach Astoria until 4 o'clock on the afternoon of Thursday, February 18. In other words, her trip down the river occupied 30 hours' time. It is interesting in this connection to note that, during this "unobstructed" passage, the Dix lost a 12,000-pound anchor and 80 fathoms of chain cable. The vessel was about to run aground coming down the river and the anchor was hastily dropped in order to avert the disaster. This sort of thing may have an "unobstructed" appearance to the Oregonian, but to the government department which operates transports the Portland idea may not appeal very strongly.

The distance from Portland to Astoria by water is approximately 100 miles, and the Dix made the trip over that expanse at the rate of three and one third miles an hour. Had the big vessel been able to navigate even at the low rate of 10 miles an hour she would have reached Astoria at 8 o'clock on the evening of February 17, and on the following morning, when the tide was very high and the bar as smooth as a mill pond, would have been able to put to sea. As it was, she did not arrive down until 4 o'clock on the afternoon of February 18, or too late to get to sea.

The Oregonian is striving to make it appear that the bar has caused the delay of the Dix, and is alone responsible for her detention. The predicament of the ship is the direct result of her slow trip down

the river from Portland, and any other statement regarding the matter is deliberate falsehood.

RUSSIA'S COMPLAINT.

The Russian government has addressed to the powers a diplomatic note impeaching Japan for violating the neutrality of Korea by landing troops in that empire. Unless Japan can make such use of Korea, she would have no land base for her military operations. The complaint, the Call thinks, comes with bad grace from Russia, after violating the neutrality of China by occupying Manchuria as her land base, and erecting on Chinese soil military camps and fortifications during the time in which she agreed with the western nations to prepare for evacuating Manchuria. Last year she promised the United States to observe her agreement to evacuate on October 8. But that date found her increasing her forces on Chinese soil and busy usurping the civil administration of Manchuria, against the protests of China and the violation of her word to the allies in the Boxer war.

It is said that France sympathizes with Russia her view of the case. This is probably a play in the game going on between France and Germany to court the favor of Russia. If Germany insinuates herself into the place now held by France as an ally of Russia, France will be isolated on the continent. But it must be remembered that England and Japan are joined in the same form of alliance as that between France and Russia, and if France should go so far as to give aid, even diplomatically, to the czar, England may be expected to go just as far with the Mikado.

The rest of Russia's complaint runs to Japan's act of war at Port Arthur, in advance of a formal declaration. It is not the first time that has occurred. We did it in the Mexican war, and had an action at arms in advance of a formal declaration by congress. It may be said, too, that every day that Russian troops remained in Manchuria after the date agreed upon for evacuation was an act of war. Such continued occupancy is understood by every government to have been a warlike menace, directed against the independence and existence of Japan.

Russia's note is published concurrently with a boast that she will wipe out the Japanese armies next August. If she expects that in such an event she will also have permission to do as she pleases with Japan she is probably mistaken, for it is inconceivable that the world will consent to her absorption of that empire. There is no intention anywhere to permit Russia to become the dominating power of the planet, as she would be with Japan, China and Korea absorbed into her system. In this the United States is equally interested with other western nations. Such expansion of Russian power would practically drive us out of the Pacific, and while it is not probable that we would make war in the matter, it is probable that we would join a concert of such western nations as desire to preserve a just balance in the world's trade, and prevent the spread of the execrable scheme of government represented in the Russian policy.

We stand at present on Secretary Hay's note, enforcing respect for the neutrality and territorial integrity of China. It is a most important action, and makes a foundation for future action in protection of our interests in the Pacific and in the trade of China.

American public opinion and view of the morals of the eastern conflict are exactly uttered in the many pulpits in this country, in which the subject has been discussed. In not a single case has the Russian side met with any favor. The superior civilization of Japan is recognized, as it should be, and the superior system of her government has not escaped endorsement. Japan has a high degree of popular government, with parliamentary institutions and a perfect system of jurisprudence founded on the common law. Americans will not see there institutions submerged in the brutal autocracy of Russia.

Russian talk about being able to hold Port Arthur for a two years' siege sounds ominously like a confession of weakness. If Russia cannot overcome Japan in much less time than that she must be regarded as a vastly overrated power, and she would do best to make peace at once on the most favorable terms she can. Before two years are gone Japan would have a double-track railroad from the strait of Corea to the Yalu, and a line of fortifications along that river and from it to the Leao, which Russia might then find it impossible to break through.

Columbia will have a sensible president in General Reyes, and during his administration no countenance will be given to any scheme to "hold up" this country. In due season we shall send polite greetings to the new president, wishing him luck, and his country prosperity, which might have been better assured with a canal running through it, but which will be, in a measure, promoted by it as it runs through the territory of a neighboring republic.

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LEAVE	PORTLAND	ARRIVE
8:00 a m	Portland Union De-	11:10 a m
7:00 p m	pot for Astoria and	9:40 p m
	Way Points	

ASTORIA

7:45 a m	For Portland and	11:30 a m
6:10 p m	Way Points	10:30 p m

SEASIDE DIVISION

8:15 a m	Astoria for Wares-	7:40 a m
11:35 a m	ton, Flavel Fort	4:00 p m
5:50 p m	Stevens, Hammond	9:45 a m
	and Seaside	

6:15 a m	Seaside for War-	12:50 p m
9:30 a m	renton, Flavel,	7:20 p m
2:30 p m	Hammond, Fort	9:35 a m
	Stevens & Astoria	

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