

VOYAGE OF KAISOW  
Big China Mutual Liner Has  
a Rough Trip.

JUST FROM THE CZAR'S SERVICE  
Had Two Unlucky Fridays on One  
Day—Substitutes for the Subsidy  
Bill—Quiet Day on the  
Water Front.

The big China Mutual liner Kaisow, Captain Rodway, arrived at the wharf early yesterday morning, and docked at Victoria dock, where she will take aboard a full cargo of wheat for Kerr, Gifford & Co., for St. Vincent, for orders. The Kaisow met with very heavy weather on her voyage across the Pacific, and for three days of the voyage was in the grasp of a terrific easterly gale. She struck the worst of the weather on December 11. The Kaisow comes from Moji, the Japanese coaling port, and while lying in the harbor there was delayed for two days, being unable to take aboard coal on account of the heavy weather. The Kaisow has just been released from the service of the czar of Russia, by whom she was engaged to transport troops for the purpose of conveying soldiers to the far East. She sailed from Odessa, October 4, with 1100 Russian soldiers for Vladivostok.

According to the officers of the Kaisow, the movement of Russian troops from Odessa to the czar's possessions in the far East has been much more than generally supposed. At the time the Kaisow was loading troops at Odessa there were other British transports taking aboard an army of 20,000 men. The Ping Suey, a companion liner of the Kaisow, sailed with 1800 troops, and the British steamer Sicilian carried 2700 soldiers. Other vessels taking troops at the time were the British steamer Glen Shire, Narrung, City of Bombay, German steamer Pisa, Austrian steamer Marie Therese, Danish steamer Costa, Italian steamer Citta de Milan and a number of others. This big movement of troops is ostensibly for the purpose of protecting Russia's interests from the Chinese, but it is supposed that the czar is preparing to place himself in a position to materially aid in "map-making" in the far East.

The Kaisow carries a crew of 100, and they complain very bitterly of the weather. They were forced to take a bath at the quarantine station, and many of them caught cold. As a rule they are particularly susceptible to the cold, and unless there is a growing mildness in the weather here some of them will be talking matters over with Allah before the Kaisow gets underway. Captain Rodway, of the Kaisow, visited Portland three years ago as first officer of the big steamer Pak Ling.

ADOPT THEIR PLANS.  
Method by Which American Can  
Equal Foreigners on the Sea.

The January number of the North American Review contains an valuable communication on "Substitutes for Ship Subsidies." A number of suggestions are made for improving the condition of our merchant marine, without hiring men to engage in the business, and among the plans set forth is the following: We might try the experiment of allowing our merchants to buy ships where they can get them on the most favorable terms, and offer them American registers on condition that they engage in transportation of our foreign commerce, when conducted by the coastwise trade in United States naval reserve. There would be no lack of applications for such service, because it would sooner lead to adequate pay and promotion than enlistment in the regular navy. The practice of selling foreign built ships commanded by American officers under our flag would lead toward a modification of our antiquated, whimsical British navigation laws. The statutes, by which British shipping had been protected since Cromwell's time, were practically abandoned by England in 1850, which was a most fortunate event. British merchants were then permitted to buy our ships and sail them under their own flag, and engaged in their foreign commerce. All other maritime nations have followed this example, except the United States, and the merchant marine of all nations has increased, while our own has during that time diminished. One of the consequences has been that American merchants, who have found it to be for their interest to buy English steamers, actually sail them under the British flag, and the world has power and prestige of that country, instead of their own. Germany, since Bismarck's time the most ardent advocate of protection, has no reason to regret that she upholds her tariff. The steam tonnage of her merchant marine has increased 1000 per cent in 25 years, and Stettin has begun to rival Glasgow in furnishing ships to the world. Amongst leading protectionists, James G. Blaine declared in favor of this policy, because it would lead to an expansion of our trade.

THE HELVETIA DISASTER.  
Strong Regiment Surprised When  
Strongly Intrenched.

NEW YORK, Jan. 1.—A special to the Tribune from London says: Additional details of the British reverse at Helvetia show that an enormous fighting regiment, bearing the name of glorious battle-fields in its colors, had been surprised at night when strongly intrenched, and had lost one of its best guns in the course of the Boers.

ENGLISH COLONIAL TRADE.  
Does Not Indicate Great Britain's  
Decline.

NEW YORK, Jan. 1.—A special to the Times from Washington says: Great Britain's talked-of decline does not appear in the reports published in a statistical abstract just received here, showing by comparative tables the trade of Great Britain with her colonies for 1899.

DR. PEARSON'S GIFTS.  
Over Two and a Half Millions in  
Benefactions.

CHICAGO, Jan. 1.—Dr. D. K. Pearson completed his great benefactions for the 19th century—amounting to more than \$2,500,000, by making a check to Parkston College, Northfield, Minn. The last donation makes a total of \$60,000 which Dr. Pearson has given to the Minnesota institution. He also gave a check for \$25,000 to Frederick Crosby, treasurer of Lake Forest University. This gift was on a promise made last February when Dr. Pearson offered \$25,000 on condition that \$100,000 be raised for the university endowment fund by Saturday night \$200,000 had been obtained, and the remaining \$200,000 was raised by collections in the Presbyterian churches in Chicago on Sunday.

LOG OF THE CROMARTYNSHIRE.  
On in the Waters is All That Saved  
the Good Ship From Destruction.

San Francisco papers print the following report made by Captain Reid, of the disaster which sent the Cromartyshire drifting into that port in a badly crippled condition a few days ago: "We sailed from Astoria December 8. Had the wind light and fine from the northward. On December 11 it started to blow from the southward. It continued to December 15, when it came away to blow very hard with high confused sea running. At 8 A. M. a terrific sea struck the ship, throwing her over on her beam side. Starboard side was completely under water and gradually settling over. We had only a lower main topsail set, the sheets of which we let go to right the vessel, but she came up so slowly we could not clear away the lee braces and got the yards squared in, but still the ship had about 40 degrees list, and being full of barley, I decided to jettison the cargo to get her upright. "We jettisoned all about 3000 bags of barley. Our starboard bulwark stanchions between the fore and main rigging are completely broken away from the bulwarks. We got the bulwarks lashed up with wire, and secured them the best way possible. All this time the crew were working up to the neck in water. The sea was almost overwhelming at times, and I attribute the safety of the ship to the oil. We rode the hurricane out under a storm spanker, which was moderately set, in the condition of our ship, the starboard stanchions all gone, the pump well caving all stoves in and the main well full of grain and the Okinawa, which the Italian ship rode came along a few hours later. The approaching storm prophesied by the weather bureau, kept the fleet of sailing in port at Astoria, and only sailing moving at the mouth of the river was the Thyra, which crossed out for Manila.

NO MORE RATE-CUTTING  
NEW SCHEME TO MAINTAIN  
FREIGHT TARIFFS.

Separate Agents at Each Shipping  
Point to Be Replaced by One Rep-  
resentative of Allied Interests.

ST. PAUL, Minn., Jan. 1.—The Pioneer Press tomorrow will say: "It is said there is now being prepared in St. Paul a special train of seven cars in which officials of nearly all the prominent roads of the country will visit the principal shipping points to study conditions, with a view to doing away with fast freight lines and separate freight agencies. The plan is to have in charge one man to represent all the different roads. Freight business will be done through him, and he will see that each of the roads secures its share of the business. Railroads not entering a shipping point which now have to maintain a freight agent to look after their interests there, will, in the future, be represented by the joint agent of all the roads."

Quiet on the Water Front.  
The water front was quiet yesterday, the disagreeable weather preventing the usual holiday crowd from sauntering around the docks. There was a cold wind blowing down the river, and white caps checked the waters of the Willamette for the greater part of the day. The Harvest Queen towing the British ship Waverree, arrived up about 5 o'clock, and the Okinawa, which the Italian ship rode came along a few hours later. The approaching storm prophesied by the weather bureau, kept the fleet of sailing in port at Astoria, and only sailing moving at the mouth of the river was the Thyra, which crossed out for Manila.

Saw Three Ships Founder.  
LONDON, Jan. 1.—The captain of the big ship, which was arrived at Cardiff, reports that during the gale Friday he saw three vessels founder in the Bristol channel, and he believed that as many as 25 lives were lost.

Explosion at Sea.  
LONDON, Jan. 1.—The Spanish steamer Oleta, from Genoa for New Orleans, has arrived at Las Palmas, having burst her steam pipes. The chief engineer was killed by the explosion. She will be surveyed.

Domestic and Foreign Ports.  
ASTORIA, Jan. 1.—Arrived down at midnight and sailed at 11 A. M. Norwegian steamer Thyra, with animals and forage for Manila. Condition of the bar at 12 o'clock, rough, with rain falling.

MAJOR-GENERAL SIR H. E. COLVILLE.  
Delay in Placing Men Affected by  
Consolidation in Portland.

The first of the year has come, and yet no official announcement regarding the disposition to be made of the railroad men affected by the recent consolidation of offices in Portland. General Agent Lothrop, of the Union Pacific, has sold his household effects, and, with his family, is living at the Portland Hotel for a few days. It is said that he is going to New York City. City Ticket Agent Lang is understood to be going East to embark in business for himself. District Passenger Agent Clarence Brown is reported to have been placed for a railroad job in Montana, probably Butte, and Traveling Freight Agent Kelly is said to be booked for service at Puget Sound. Of the Oregonians who are interested in the consolidation, Mr. Calvo recalled the long efforts toward building the canal, dating back to 1858, in all of which Costa Rica had strongly favored the project, and invariably had been recognized as a necessary party to the undertaking. After the treaty of limits was signed, fixing the boundary between Nicaragua and Costa Rica, a gifted Frenchman, Felix Bally, made his appearance in Central America and negotiated for a canal concession. It was not known at the time, but has since become well established, that M. Bally was executing a part of the plans of Napoleon III to gain a foothold in Mexico and Central America, and to control the great commercial waterway across the Isthmus. A concession was granted, three parties signing it jointly, M. Bally and the Governments of Nicaragua and Costa Rica. This clearly indicated the recognized interests of Costa Rica in the canal. No work was done on the concession, however, and it lapsed. Later, another Frenchman, M. Chavarez, negotiated a second French concession, also believed to be in the interests of the French plans concerning Mexico and Central America. This concession also lapsed for want of work being done. When the concession was granted to the Maritime Canal Company, Nicaragua was the first to grant the concession. Later, the interests of Costa Rica in the waterway were recognized by the canal authorities and a second concession was granted by Costa Rica. There have been several alterations on the boundary question, first by President Cleveland and more recently by an American engineer designated by this Government to lay out the boundary lines. The line finally was agreed to and set last July, and is now marked on the official surveys it leaves no further room for doubt of Costa Rica's territorial and sovereign rights in connection with the waterway. Since then, all of the negotiations have recognized the interests of both governments along the canal route.

COSTA RICA'S RIGHTS  
LITTLE REPUBLIC FLATTERED BY  
RECOGNITION.

Minister Calvo Talks of Canal As-  
sault—Past Efforts Toward  
Building Waterway.

WASHINGTON, Jan. 1.—The Costa Rican Minister, Senor Calvo, said today, in a general talk on Nicaragua Canal affairs, that one of the most satisfactory features of the extended negotiations, so far as Costa Rica is concerned, is the universal acceptance of that country's substantial rights and interest in the Isthmian waterway. There never has been any doubt of those rights on the part of Costa Rica, but for many years they were brought into controversy, it being claimed that Costa Rica had not sovereignty over any portion of the route, and that, at most, her interests could be satisfied by compensation. This brought about the use of the name "Nicaragua Canal." The Minister points out that the period of controversy now has been satisfactorily closed, and that there appears to be no disposition, in any quarter, to question Costa Rica's rights in the canal route.

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TOPEKA AT TANGIER.  
TANGIER, Jan. 1.—The United States training ship Topeka arrived here today. American representatives will visit the Morocco court in February.

ODELL INAUGURATED.  
New York's New Governor Takes the  
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NO MORE RATE-CUTTING  
NEW SCHEME TO MAINTAIN  
FREIGHT TARIFFS.

Separate Agents at Each Shipping  
Point to Be Replaced by One Rep-  
resentative of Allied Interests.

ST. PAUL, Minn., Jan. 1.—The Pioneer Press tomorrow will say: "It is said there is now being prepared in St. Paul a special train of seven cars in which officials of nearly all the prominent roads of the country will visit the principal shipping points to study conditions, with a view to doing away with fast freight lines and separate freight agencies. The plan is to have in charge one man to represent all the different roads. Freight business will be done through him, and he will see that each of the roads secures its share of the business. Railroads not entering a shipping point which now have to maintain a freight agent to look after their interests there, will, in the future, be represented by the joint agent of all the roads."

Quiet on the Water Front.  
The water front was quiet yesterday, the disagreeable weather preventing the usual holiday crowd from sauntering around the docks. There was a cold wind blowing down the river, and white caps checked the waters of the Willamette for the greater part of the day. The Harvest Queen towing the British ship Waverree, arrived up about 5 o'clock, and the Okinawa, which the Italian ship rode came along a few hours later. The approaching storm prophesied by the weather bureau, kept the fleet of sailing in port at Astoria, and only sailing moving at the mouth of the river was the Thyra, which crossed out for Manila.

Saw Three Ships Founder.  
LONDON, Jan. 1.—The captain of the big ship, which was arrived at Cardiff, reports that during the gale Friday he saw three vessels founder in the Bristol channel, and he believed that as many as 25 lives were lost.

Explosion at Sea.  
LONDON, Jan. 1.—The Spanish steamer Oleta, from Genoa for New Orleans, has arrived at Las Palmas, having burst her steam pipes. The chief engineer was killed by the explosion. She will be surveyed.

Domestic and Foreign Ports.  
ASTORIA, Jan. 1.—Arrived down at midnight and sailed at 11 A. M. Norwegian steamer Thyra, with animals and forage for Manila. Condition of the bar at 12 o'clock, rough, with rain falling.

MAJOR-GENERAL SIR H. E. COLVILLE.  
Delay in Placing Men Affected by  
Consolidation in Portland.

The first of the year has come, and yet no official announcement regarding the disposition to be made of the railroad men affected by the recent consolidation of offices in Portland. General Agent Lothrop, of the Union Pacific, has sold his household effects, and, with his family, is living at the Portland Hotel for a few days. It is said that he is going to New York City. City Ticket Agent Lang is understood to be going East to embark in business for himself. District Passenger Agent Clarence Brown is reported to have been placed for a railroad job in Montana, probably Butte, and Traveling Freight Agent Kelly is said to be booked for service at Puget Sound. Of the Oregonians who are interested in the consolidation, Mr. Calvo recalled the long efforts toward building the canal, dating back to 1858, in all of which Costa Rica had strongly favored the project, and invariably had been recognized as a necessary party to the undertaking. After the treaty of limits was signed, fixing the boundary between Nicaragua and Costa Rica, a gifted Frenchman, Felix Bally, made his appearance in Central America and negotiated for a canal concession. It was not known at the time, but has since become well established, that M. Bally was executing a part of the plans of Napoleon III to gain a foothold in Mexico and Central America, and to control the great commercial waterway across the Isthmus. A concession was granted, three parties signing it jointly, M. Bally and the Governments of Nicaragua and Costa Rica. This clearly indicated the recognized interests of Costa Rica in the canal. No work was done on the concession, however, and it lapsed. Later, another Frenchman, M. Chavarez, negotiated a second French concession, also believed to be in the interests of the French plans concerning Mexico and Central America. This concession also lapsed for want of work being done. When the concession was granted to the Maritime Canal Company, Nicaragua was the first to grant the concession. Later, the interests of Costa Rica in the waterway were recognized by the canal authorities and a second concession was granted by Costa Rica. There have been several alterations on the boundary question, first by President Cleveland and more recently by an American engineer designated by this Government to lay out the boundary lines. The line finally was agreed to and set last July, and is now marked on the official surveys it leaves no further room for doubt of Costa Rica's territorial and sovereign rights in connection with the waterway. Since then, all of the negotiations have recognized the interests of both governments along the canal route.

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