# PEMBROKESHIRE IN PORT

FINEST STEAM FREIGHTER THAT EVER CAME TO PORTLAND.

Captain Kennedy's Quick Trip Around the World-Steamship Argyll Arrives at Astoria.

The British steamship Pembrokeshire afternoon in command of Captain John Kennedy. The Pembrokeshire sailed from London on her maiden trip last August, in command of Captain W. A. Evans, who, like Captain Kennedy, is well known in Portland. Soon after passing Ushant Captain Evans was taken seriously iii, and his condition became so alarming after passing Gibraltar, that the steamer was taken into Algiers, where the captain was landed. The steamer then proceeded to Suez in charge of First Officer W. Henry. At Suer she was joined by Captain Ken-nedy. The Pembrokeshire is one of the largest carriers for her tonnage that ever ered the port. She left London with tons dead weight cargo and coal, and will take from Portland over 200,000 bushels of wheat. The steamer is not only a big carrier, but she is splendidly equipped for quick handling of cargo, having im-mense hatches and plenty of big steam winches all over the deck. Her officers'

Captain Kennedy, who is justly proud of his fine ship, has made the fastest trip around the world from Portland that has ever been made by any of the shipmasters coming here. He left Portland for Eureliable Asiatic liner Monmouthshire on her farewell trip from the Pacific Coast, calling at San Diego, Coronel, Montevideo and St. Vincent. On reaching the end of his 16,000-mile journey around the two continents, Captain Kennedy found that his command had been sold for a West Indian fruiter. After she discharged her cargo of wheat from Portland Captain Kennedy went ashore for a few weeks rest, but after three days' idleness was summoned to London to take command of the steamship Denbighshire, then loading for the far East. When his steamship was londed and cleared and was waiting for a pilot, Captain Kennedy was ordered to Suez to relieve Captain Evans, who had been taken ill at Algiers. He went by rail from London to Brindist, thence steamer to Port Said, and from there to Suez by rail, reaching the Pembroke

shire four days after leaving London. The first stop of the steamer after leaving Suez was at Penang. She discharged cargo at this port, Singapore, Hong Kong, Shanghai and Nagasaki, proceeding to Kutchinotzu to coal for the trip across the Pacific. She got away from the conifairly good weather up to the line, but after passing it her voyage was a suc-cession of gales which retarded her progress so that she was 21 days in making the voyage. Chief Engineer Cropley, of the Pembrokeshire, like Captain Kennedy, is no stranger in Portland, as he occupied a similar position on the Monmouthshire after the retirement of Mr. Hicks, The other officers are as follows: First officer, William Henry; second officer, Mar-cus Davies; third officer, William Metcall; second engineer, H. Deardon; third en-gineer, W. Thomas; fourth engineer, H. Collins; steward, H. Greenwood. The crew

numbers 50 men all told, and is composed of Chinese and Filipinos. While in Japan Captain Kennedy picked up a number of curios, which he intend-ed to take back to England. Among these was a Japanese bear of a rare breed. valuable on account of its scarcity. This bear enjoyed the trip across the Pacific, and made no attempt to escape until the vessel reached the Columbia. The beauty of the Autumn scenery along the shores appealed to him, and shortly after dusk Wednesday evening, while steaming past St. Helens, the bear was missed, and has not since reported. The river is not very the City Council, and representing Mcsucceeded in reaching shore and freedom, Any dweller along the river who finds out by Dr. M. H. Foster, United States a Japanese bear trespassing on his propanimal up to the master of the Pembroke-shire. The steamer is at Montgomery dock, and will commence loading as soon as the lining is in place. She will be given quick dispatch and will probably get away by the latter part of next week,

### NO PILOTS ON SCHOONER.

Insufficient Number on Board to Look After the Business.

Captain J. A. Robbins, master of the British ship Falklandbank, in a report to his agents of his experience off the mouth of the Columbia River, places a new light on the service at Astoria. While complaint has been made at the tugboat serv-ice, this is the first indication that has been given that the pilot service was indequate. The report says:
"I made a fair run from Santa Rosalia,

leaving that port November 5, and on Deer 1 was within 120 miles of the bar, when we met a succession of southeast storms and very bad weather, and, know-ing it to be a very dangerous port to approach with a heavy ship in ballast, I awalted a chance to run in. I got within 30 miles of the lightship again on Decem. ber 7, but bad weather threatening, went to sen again. On the 9th I ran in, being in which spoke the pilot cutter before I did and took the only pilot there was from I still kept running my ship for the pliot cutter, feeling confident of getting my pilot, which would have been a great relief and help to me in case of hazy again, the following day being again 20 to 30 miles west southwest of the port, again in company with the ship William Mitchell, which ship has not arrived in yet. I again worked my ship up to the light-ship on December 13, and at daylight got a pilot, also a tugboat, and was towed to Astoria, after spending a very anxious 10 days off the port.

'I think for a great shipping port like this and the amount of tonnage visiting it annually, especially the number of batlast ng here to load, that the great dread all sailing captains have of this fine port would be greatly lessened, providing we could feel confident when running down on a lee shore to know a pilot could be had at all times and a good tug just attending to ships in assisting them into anchorage and back to help another ship awaiting its services. For instance, when speaking the pilot boat and getting the boatkeeper or captain of the boat informed me no towboat would be down until the following morning. Therefore, the thought of having to lay all night with the prospects of no as-sistance, I cannot help but saying, in all my experience of 28 years as ship master and entering muny difficult harbors in all parts of the world, that if some better assistance could be extended to ships coming here to load, that the dread of coming here would be greatly relieved. You truly, J. A. ROBBINS, "Master Ship Falklandbank,"

GERMANY HAS AN INTEREST.

Hamburg-American Line Owns Valuable Concession on Lake Nicaragua. NEW YORK, Dec. 19 .- A special to the

Canal because of the interests of a German corporation in a concession that will be interfered with and possibly destroyed by its construction. This interest has been obtained through the purchase by the Hamburg-American Steamship Com-pany of the Atlas Steamship Company. The former is a German corporation, and the latter is British. The Hamburg-American Company is subsidized by the German Government, and its ships can be called upon for auxiliary cruisers of

the German Navy in time of war. Under the concession from Nicaragua which the Hamburg-American line has acquired, it is asserted by foreign diplo-mats here, exclusive navigation rights of the finest specimen of a modern built the San Juan River and of Lake Nica-freighter that has yet visited Portland, ragua are secured to the German com-arrived at Montgomery dock yesterday pany.

The history of the concession before it into German hands dates from be fore 1877. A company organized under the name of the Nicaragua Mail Steam Navi-gation & Trading Company acquired the concession. Subsequently the Atlas Steam-ship Company, a British company, running a line of steamers from New York to Greytown and other ports in the Carlb-bean, bought the steamers, plants and concession of the Nicaragua Company, and applied for an extension and enlarge ment of the contract. This was granted by Nicaragua in June, 1897, and the con-tracts thus obtained were transferred to the Caribbean & Pacific Transit Company, an auxiliary of the Atlas Company.

The contracts gave to the Atlas Steam ship Company the exclusive right of steam navigation in the Silaco Lagoon for 30 years, dating from the approval of the contract, on September 30, 1897, and quarters are handsomely furnished, and the exclusive right for the same time are conveniently located amidships. of constructing tramways and railways along the line to avoid the obstacles in

## FOR A NEW IDAHO MILITIA

ADJUTANT-GENERAL WEAVER AT WORK ON REORGANIZATION.

He Favors an Annual Competitive Tournament-Fusion Is Dead in Polities.

Reorganization of the Idaho National Guard, which is now in progress, has been directed by Adjutant-General J. 1. Weaver, of Boise. General Weaver was in the city yesterday, en route to his home, from the Coeur d'Alene district, where two companies of the Idaho National Guard have been organized. In speaking of the militia of his state, General Weaver said:

"When the work of reorganization is completed, the Idaho National Guard will composed of one full regiment of inmade up of 12 companies, troop of cavairy and one battery of light artillery. Our efforts thus far have been largely confined to the completion of the infantry regiment, which now consists of eight companies. Applications are now in that will provide for two more companies, and we expect to have the regiment fully organized within 60 days.

"The members of the different branches of the service will not only be adequately equipped, but steps will be taken to insure a degree of efficiency that will de-velop a splendid lot of soldiers. I intend to issue a special order January 1 to of-ficers of companies, directing them to compel the attendance of the men to at least the lower part of the San Juan River, one drill a month, in default of which the

steamer Nicaragua was lost December 31, 1891. A German steamer belonging to the Cosmos line was afterward wrecked at the same point. Among the San Blas passengers were 4 Chinamen, bound for the Isthmus. The San Bias had 490 tons of cargo on board, 125 tons of which were for Panama and Colon. Captain Catarinich and the ship's passengers, who were all saved, have not yet reached

River Steamer Wrecked.

CHARLESTON, W. Va., Dec. 19.—The steamer Kanawaha Belle, which runs be-tween Charleston and Montgomery, went over Lock No. 3 at Pan Creek, on her down trip tonight, broke in two, and is a total wreck. Eight of the crew, all deckhands, were drowned. All the officers

Len Martin, a passenger on the boar was rescued from the water, but died from fright on his way to this city. An eyewitness to the disaster says the boat steamed straight to the dam and went over to destruction. Information from the rescued crew is to the effect that the regular pilot, Snyder, was at supper just



BRITISH STEAMSHIP PEMBROKESHIRE, 7500 TONS CAPACITY, AND HER MASTER, CAPT. JOHN KENNEDY.

or Greytown, more rapid during the dry season. The company obligated itself to construct within three years a narrowgauge railroad about five miles long from a point on the Silaco Lagoon to a point on the San Juan River, near the Colorado Junction, and suitable warehouses and wharves at the terminals for passenger, freight and other service. This road is now in operation

This concession, with all the property of the Atlas Steamship Company, was purchased recently by the Hamburg-American line.

BEAT THE QUARANTINE OFFICER.

And Two Men Are Under Arrest for Boarding a Vessel.

PORT TOWNSEND, Dec. 12.-The first step was taken today for the enforcement of the regulation relative to boarding veswide at the point where he is supposed to have taken his departure, and he probably Tweedie, local manager of the Steeb Tweedie, local manager of the Steeb Shipping Company, on a warrant sworn British ship Elgi passed inspection. The case will come up for hearing Saturday before United States Commissioner Kuhn. It will probably be taken to the highest court for final set-

> The wreckage sighted by Captain Sand-il, of the Willowdene, on December 17, in latitude 124:52 and longitude 45:40, off the Columbia River, consisting of what appeared to be a vessel bottomside up and a number of floating spars, is creating considerable conjecture among shipping men as to the identity of the unfortunate craft. Several wooden vessels are overdue at Puget Sound from San Francisco and other Southern ports, and which should have been in the vicinity of where the wreckage was sighted about the time of the severe storm, December 2. The Willowdene passed within a quarter of the of the wreckage, but did not take the trouble to ascertain its identity.

> > COMING IN BUNCHES.

Seven Grain Ships of About 1,000,000 Bushels' Capacity, Reach Port.

The delayed grain fleet is coming along in bunches again, and within the past 48 hours seven vessels have arrived. As two of them were big steamers, the combined carrying capacity runs well up toward 1,000,000 bushels. The two steamers may get out in time to figure with relief and help to me in case of hazy the December fleet, but the saliers will go weather or a chance offering to run in over until next month. One of the late over the bar. But after getting within a arrivals, the Pax, brings inward cargo half a mile of the pilot cutter she hoisted a signal saying. No pilots on board. We soon after she left Liverpool, but content and opportunity of getting the ship and there is accordingly some curiosity out of a dangerous position and to sea as to what shape the vessel and carg out of a dangerous position and to see again, which I thought at times it would are in. She was purchased by Roberts & be impossible to do. I therefore had cables and anchors chained for letting go. Fortunately a change of wind to the southeast sprung up, and we got off shore

Domestic and Foreign Ports

ASTORIA, Or., Dec. 19.—Arrived in at 6 A. M. and left up at 9:40—Steamer Alliance, from San Francisco and way perts. Arrived at 8 A. M. and left up at 12:40 P. M.-British steamship Argyll, from Nagasaki by way of Cor Sailed at 9 A. M.-Steamer Columbia, for Sailed at 9 A. M.—Steamer Columbia, for Sau Francisco. Sailed at 10 A. M.—Schouner North Bend, for San Francisco. Arrived at 7 P. M.— German bark Seestern, from Maradian. Sailed at 7:30 P. M.—Steamer San Pedro, for San Francisco. Condition of the bar at 5 P. M.,

randsco. condition of the Sar at S.P. M., moderate; wind east; weather hazy.

Tacoma Dec. 19.—Arrived—Steamer City of Puebla, from Seattle; schooner Philippine, from San Pedro; schooner Ruth E. Godfrey, Salied—Steamer Azice, for San Francisco. Arrived-British ship Glenericht, from Valparaise via San Francisco

San Francisco, Dec. 19.-Arrived-Ship C. F. Sargent, from Seattle, Salled-Steamer Geo. W. Elder, for Astoria; schooner Sacramento or Susfaw River; schooner Western Home, for Susfaw River; schooner Western Home, for Coes Bay; schooner Lily, for Umpqua; steamer Ellith, for Scattle; steamer Newbury, for Gray's Harbor. New York, Dec. 19.—Sailed—La Bretagne, for

Havre. Liverpool-Arrived Dec. 18-Wassland, from Hamburg, Dec. 12.—Arrived—Hyson, from Tacoma, via Hlogo, etc.

London, Dec. 19.—Sailed-Menominee, for New York. Queenstown, Dec. 19.—Sailed—Majestic, from Liverpool for New York. Naples, Dec. 19.—Arrived—Aller, from New Hamburg, Dec. 18.—Arrived—Deutschland, rom New York. New York, Dec. 19.—Arrived—Barbarossa. York for Genoa.

from New York.

New York, Dec. 19.—Arrived—Barbarossa, from Bremen and Cherbourg.

Gibraltar, Dec. 19.—Passed—Ching Wo, for Yokohama and Seattle. Herald from Washington says:

It is learned Germany expects to have something to say about the Nicaragua Tosa Maru, from Hong Kong.

delinquents will be court-martialed and dismissed. There is already in existence a state law fixing the fines to be imposed for non-attendance at drills, and regulat. ing the procedure for the collection of the same in the Justice Courts.
"But the fine system has not been found

to work with any degree of satisfaction. In some cases the penalties have been enforced, but in the majority the officers have not felt inclined to go to the length of instituting legal proceedings to collect the amounts. The idea which was expressed by Oregon guardsmen following the success of the military tournament at the last Carnival held in Portland, that there be established an annual competitive drill for National Guard companies of the Northwest, would produce good results. It would stimulate the interest of men and create a company pride and an ambition to have and to hold all the trophies possible. Something of the sort would un-doubtedly prove of great value, and I hope the men who are interested here will make their plans go through. We are equipping the infantry companies in Idaho with Krag-Jorgensen rifles, and the cavalry and artillery will be provided with

up-to-date equipment.
"The presence of two companies of the National Guard in the Coeur d'Alene dis-trict will prevent a recurrence of the riotous times that took place during the strike of 1899. At that time troops were all in the service of the United States, and it was necessary to call upor the regulars to restore law and order in the disturbed district. In the last two seasons of the Legislature the Fusionist elements were in control, and the bills introduced for the proper equipment and maintenance of the National Guard were defeated. We hope for success at the next session, and with adequate funds at our disposal we will place the militia of the sinte on a high plane of efficiency. At the last session of the Legislature I submitted a code of laws to govern the militia of the state, which had been approved by prominent guardsmen and by regular Army officers, but the lawmakers refused

to pass the measure."

The political situation in Idaho, according to General Weaver, is shaping up along old-time party lines. Fusion is dead and will be impossible in the future. The Silver Republicans have returned to the regular organization, and the Populists and Democrats are too far apart to join forces again. General Weaver said that the Democrats would reaffirm the Chicago platform, silver plank and all, and make a straight party fight along those lines. Considerable speculation is being in-dulged in as to where United States Sen. ator Dubois stands. At the time of his election the straight Democrats in the int convention could control but seven otes. The Republicans had 27, and t break the force of the Fusionists a deal was fixed up whereby the Republicans would vote for a straight Democratic candidate, if the latter's friends could control vited votes. rol nine votes, which with the 27 of the Republicains would give the necessary ma-jority of 36 on the joint ballot. The extra two votes could not be secured, and Du-

hois was elected by the Fusionists.

After his election Senator Dubois announced that he represented the "new Democracy," The regular Democrats took the statement as meaning the Fusionists, but the Fusion issue is dead, and the "new Democracy" will be buried at the next election. General Weaver was the most active worker in behalf of ex-Governor Steunethers, who was opposing Dubois' candidacy, although he was not an avowed candidate. Dubois still has four years to serve, and by that time General Weaver believes the state will have settled down to straight party lines and the issues be

tween the Populists, Democrats and Re-publicans will be clearly defined. In the event of the Republicans carrying the State Legislature, there will be several Senatorial candidates. Judge W. B. Heyburn, of Wallace and Spokane, is an announced candidate. Others who are expected to be in the race are W. H. Borah, a prominent Republican and lawyer of Boise; the present United States Sena-tor, George L. Shoup; Frank Goodin, chairman of the Republican State Central Committee, and Judge Standrod, who was a candidate for Governor at the last election, and who was appointed National committeeman from Idaho when Senator Shoup resigned from that position. One fact that augurs well for Republican suc cess is that the immigrants who are rapidly settling the agricultural sections of the state are nearly all Republicans, and as General Weaver estimates that 6000 more votes will be polled at the next election than at the last, and the major-

Favorite Spot for Wrecks.

ity will come from new settlers.

COLON, Colombia, Dec. 19, via Gal-veston.—The American steamer San Blis, Captain Catarintch, from San Francisco. November 29, for Panama, which ran ashore in the coast of Salvador and will probably be a total loss, was wrecked at the same spot where the Pacific Mail

before the lock and dam were reached that he entered the pilot-house to re-lieve the substitute pilot, and that he became bewildered and thought the boat was going the other way.

Rate War Averted.

THE DALLES, Or., Dec. 19 .- An adjustment was reached here today between the contesting steamboat lines by which the threatened rate war will be averted for the present. In consideration of the White Collar line maintaining equal rates for a term of one year, The Dalles, Portland & Astoria Navigation Company agrees to take one of its steamers off the river during the month of January and Feb-

The Captain Was Jailed. PERTH, West Australia, Dec. 19.-The commander of the North German Lloyd steamer Nakar, Captain Harrassowitz, has

been fined £25 for breaking the seals of the ship's stores in contravention of the new Australian tariff. As he refused to pay the fine, the commander was put in

made."

EGYPTIAN

but with cork tips.

**EMBLEMS** 

are the same as DEITIES

We Should Not Be Surprised. Independent.

Many persons and newspapers have expressed surprise and a sense of relief because of the conservative tendencies and maturity of thought exhibited in President Roosevelt's message. They

should have reviewed the record of his York. Whenever Mr. Roosevelt has held an executive office of much responsibility his acts and utterances have not been revolutionary. He has striven conscientiously, with the energy and industry and earnestness that are his prominent characteristics, to perform his whole duty. He has sought to accomplish as much as possible, also, by avoiding unnecessary contests with powerful forces not in sym-

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times induced those forces to give him service in the office of Governor of New great assistance. As for that maturity of thought which to some is so unexpected, we should remember that Mr. Roosevelt, a well-educated man, has been in public life for many years, has held offices of great responsibility, is the author of enduring historical works, and, with the exception of service in Con-gress, is better equipped by practical ex-perience, study and observation, for the office he now holds than any other man



AFTER-DINNER

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steamer Nakar, Captain Harras

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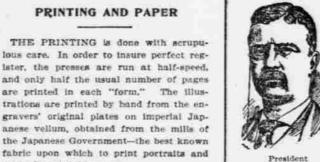
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