I. C. R. ACCIDENT.

How It was Sent to Newfoundland Papers.

Manager Pottinger's Telegrams to the Ancient Colony—News From Other Sources

(St. Johns, Nfld., News, 8th.)

TRURO, Dec. 7.—The Canadian Pacific express which left Halifax Saturday for Montreal, met with an accident near Belmont station, about ten miles west of Truro, which has resulted in a very serious loss of life, besides injury to a number of other passengers. Amongst those killed are several Newfoundlanders and the driver of the engine. The Newfoundland people killed are: John Toole of Pouch Cove, William Kennedy of Flat Rock and Miss Annie Sexton of St. Johns, the latter not being fully identified. The accident was caused by the engine jumping the track. The engine, with tender, baggage and second-class cars, left the track while the train was going at a high rate of speed, about fifty miles per hour, killing seven people and wounding seriously a number of others. Medical help was immediately summoned from Truro, and the doctors reached the scene by special train, when everything possible was done to relieve the sufferings of the wounded. The dead were tenderly cared for and their remains conveyed to Truro to await instructions from friends and relatives. The accident has cast a gloom over Truro, where the engine driver lived and was highly esteemed. Friends of the dead in Newfoundland have been telegraphed to for instructions as to the disposition of the bodies. There were several other passengers on the train from Newfoundland, but they all escaped uninjured.

FURTHER PARTICULARS.

Immediately upon the receipt of the foregoing, a News representative started to locate the friends of the dead above named, and found that the deceased had all left St. Johns on the Rosalind last Wednesday, the steamer arriving at Halifax on Friday evening. Miss Sexton mentioned is supposed to be the daughter of our respected fellow-townsman, Robert Sexton, living on Barnes Road, as she left by the Rosalind and was going to Boston. Full particulars concerning this young lady have been telegraphed the railway authorities at Truro, to assist in identification, and a message is expected stating definitely whether or not it is Miss Sexton.

MANAGER POTTINGER'S MESSAGE.

The following message was received yesterday by H. D. Reid, Esq., from D. Pottinger, general manager of the Intercolonial Railroad:

"We have had a train accident and the following killed belonging to Newfoundland: John Toole, Pouch Cove; Wm. Kennedy, Flat Rock. Please notify Rev. Fr. Clarke of Torbay, and ascertain and telegraph what disposition shall be made of the remains, which are being cared for at Truro. Also ask Fr. Clarke to inform the family of J. Kavanagh that he is uninjured."

Later in the day a second message was received as follows:

TRURO, Dec. 7th.

H. D. Reid:

"There was a young woman killed in accident, believed to be Miss Sexton, and that she came passenger to Halifax by the Rosalind last trip. Please communicate with the relatives and ascertain what clothing she wore, or get some clue that will identify her. Also get instructions with regard to disposal of remains."

D. POTTINGER.

Upon receipt of these messages H. D. Reid drove to Torbay to communicate the particulars to Rev. Fr. Clarke, and also wired to have the bodies of John Toole and Wm. Kennedy forwarded via North Sydney to St. John's, where the remains will arrive on Thursday morning. The sad duty of acquainting the relatives of the deceased was entrusted to their parish priest. The contents of this message was made known to Rev. H. P. Cowperthwaite, who assigned the duty of conveying the information to her parents and family to Rev. L. Curtis, Rev. Mr. DesBarres being out of town. On learning the cause of the clergyman's visit the parents were very much overcome. Mrs. Sexton, who is in delicate health, was almost distracted and it was feared that medical aid would have to be summoned for her. Mr. Curtis received a description of Miss Sexton's clothes, etc., which was wired to Mr. Pottinger. At Cochrane St. Methodist Church, last evening, the Rev. Mr. Curtis, who occupied the pulpit, made a touching reference to the young lady, who was prominent in church circles. Many friends visited Mr. Sexton's home last night to sympathize to the sorrowing family. There was a joyful surprise, however, in store for Mr. and Mrs. Sexton, and their many friends will learn it with thankfulness, as at 9 o'clock the following telegram was received:

MISTAKEN IDENTITY.

FOLLEIGH, N. S., Dec. 7.—I sent you a message on Saturday about a young woman supposed to be Miss Sexton; please do nothing further in the matter, as we have ascertained that is not her name and that she belongs to Halifax. D. POTTINGER.

Such was the message that reached Mr. Sexton last night and it was received with joy. A News representative visited the home shortly after the good tidings reached them and found the family in a state of ecstacy. Mrs. Sexton said she felt like a new woman since receiving the despatch.

MORINE VISITS THE INJURED.

A. B. Morine, who is en route to Montreal, was delayed at Truro on account of a snow storm, wired the News a sfollows:

TRURO, N. S., Last Evening.—Three Newfoundlanders were killed and two injured in a railway accident yesterday at Belmont, eight miles north of Truro, by the derailment of the engine and telescoping of the second-class car by the baggage car. The dead are: John Toole, Pouch Cove; William Kennedy, Flat Rock; William Waugh. The injured are: Robert H. Brown, Spencer street, St. Johns; Jas. Kavanagh, Flat Rock. Toole was killed immediately; the other died later. Kennedy was fortified by the rites of the church. I saw the dead and visited the injured today. Brown and Kavanagh are not badly injured, the latter being the least; both will escape permanent harm. Kavanagh will return to St. Johns with the bodies. A girl named M. Croake was also killed; she boarded the train at Halifax and was going to Boston. Her home is not known here. All possible attention is being paid the dead and living. ALFRED B. MORINE.

The sympathy of the News is tendered to the relatives of all the deceased, and we feel certain in saying they have the sympathy of the whole community.

"PARALLEL LIVES."

Cromwell and DeWet Alike in Many Respecst, and the Boer Not Inferior to the Protector.

(New York Evening Post.)

DeWet takes high rank among those men, rare in the world's history, who have risen to greatness in the profession of arms without previous military training and without desiring such distinction.

The most illustrious of all self-educated commanders was Oliver Cromwell, and he was past 40 when he first drew the sword. The resemblances of the two men are so marked that if a modern Plutarch were now writing Parallel Lives he would probably group them together.

Cromwell accomplished more than DeWet. He was victorious to the end of his career, and he left his mark on the world's progress, but he always had a government at his back to keep him supplied with the enginery of war. In this way he was better provided than the royal forces opposed to him.

DeWet seldom knew where his next week's subsistence was to come from, he was frequently short of ammunition, and his artillery was mostly what he took from the enemy. He was obliged to release the prisoners whom he took in battle, because he could not feed them, whereas the British transported the Boers whom they captured to Ceylon, St. Helena and Bermuda, so that they might not be available for exchange.

DeWet did not rise to so high an eminence as Cromwell, but the fame which he won was gained in a shorter time and with smaller resources. No one can read of his career without believing that if he had had Cromwell's opportunities he would have equalled the lord protector both as warrior and as statesman.

They were alike in other ways. Both were strongly averse to war per se, and both were moved by deep religious feelings—Cromwell more so than DeWet, since religion was a greater motive power in the 17th century than in the 19th. Both were men of extreme modesty, not in the least given to vaunting their own deeds.

Cromwell ascribed all of his victories to the Lord of Hosts. DeWet attributes his to the valor and self-sacrificing spirit of the men who served with him and under him.

IN FAMINE'S GRIP.

Rhode Island Almost Without Coal, and Prospects for Getting Any Not Bright.

PROVIDENCE, R. I., Dec. 10.—Rhode Island is in the grasp of a coal famine greater than at any time during the past eight months.

A leading coal dealer, who had a sign out today announcing that no orders would be taken, was asked to explain the situation. He said that up to within 48 hours the price of coal had been kept down to $7.50 a ton in this city, and that since Nov. 1 many cargoes had been sold at that figure. Now, he said there must be a raise in the price to $10 or more, and it would be most difficult to obtain supplies at any price.

The dealers all over the city are in a state of deep anxiety. They say that the entire product of the coal mines is now in the hands of speculators in New York and New Jersey, and that coal is being bought up in New York harbor for $10 a ton on the vessels.

The dealers here do not want to raise the price of coal, they say, and what supply there is on hand here now for necessary orders will be kept awaiting the movement of more coal east.

No orders are taken at any price, but occasionally, when the plea of sickness is made, the customer is given the privilege of going to the yard and taking a small quantity of coal in a team, which he must provide himself. Some of the offices closed up and locked their doors today and the clerks went off on a vacation.

Genuine Castoria always bears the Signature of Chas. H. Fletcher.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.

TEMPORARILY CRAZED BY THE ACCIDENT.

John McCart, one of the passengers on the train wrecked near Truro on Saturday, was among those who arrived in this city Sunday morning. He said that he had a bad cold and didn't think that he would get through and appeared to be very strange in all his actions. Suddenly he started to run around the depot, but turned back and ran towards government wharf. Some police officers followed, arrested him and put him in the north end lock up, where he remained until about 10 o'clock Sunday morning. He told a hotel man that there was glass inside of him and that he went down to the wharf to shake it out. He is a shoemaker, a native of Newfoundland. He went to Boston yesterday on the train which left at 11.30 a. m. It is believed that the railway wreck caused him to become temporarily insane.

To cure Headache in ten minutes use KUMFORT Headache Powders.

DEATH OF A STUDENT.

Lewis Conlogue, son of Denis Conlogue of Chesley street, died of appendicitis at Boston on Saturday. The deceased, who was a particularly bright young lad, was a student at St. Mary's University, N. E., Pennsylvania, where he was entered in the Redemptorist order. Being suddenly taken ill it was advised that he should be sent home. Reaching Boston an operation was considered necessary, but the young man did not survive it. The remains will be brought to the city today.

WASHINGTON, Dec. 11—Among the president's callers today was F. P. Dunne, better known as "Mr. Dooley," and his wife, who are in Washington on their bridal tour.

WILKESBARRE, Pa., Dec. 11.—Four men were killed in No. 3 slope of the Kingston Coal Co. this morning.

MONTREAL, Dec. 14.—Tarte was a guest at the Laval law dinner Saturday night and delivered a patriotic speech. He urged his young hearers always to have the courage of their convictions and never to be afraid to express their views.

MR. MACKENZIE

Tells Why He Gave Outside Order for Rails.

(Special to Montreal Herald.)

TORONTO, Dec. 11.—Wm. Mackenzie, discussing Mr. Clergue's statement, said that while he did not wish to say anything that would reflect upon Mr. Clergue's mills, it was only fair that the public should have some idea of the transaction that had taken place with the Clergue Company respecting rails for the Canadian Northern Railway.

In March last a contract had been placed with the Clergue Company for ten thousand tons of rails, with accompanying angle bars, to be delivered five thousand tons in May, and the balance of five thousand tons in June of this year.

The first delivery of the rails was not made until the first week in September, notwithstanding the repeated communications urging the delivery, and the angle bars to accompany the first shipment were not delivered until the third week in September.

"Rails without angle bars are about as much use as engines without wheels," remarked Mr. Mackenzie. "Altogether only 2,500 tons have been delivered."

"We have endeavored," continued Mr. Mackenzie, "to give preference to Canadian manufacturers. In view of the great importance of not having the construction of the Canadian Northern Railway lines delayed during the summer, we did not want to rely upon Mr. Clergue's mills to produce the rails contracted for by the time mentioned, and we gave additional orders to other mills for rails to be delivered during the summer. Had we relied solely upon his mills for the rails we would only have had about twenty-six miles of track laid this season."

STEEL MEN TALK OF CLERGUE CLOSING.

Representatives of foreign steel rail manufacturers, particularly those who represent Belgian and German firms, look askance at the reasons assigned in the despatches from Sault Ste. Marie for the closing of the Clergue rail mills.

"The present price of steel rails here," said the representative of one of the most important German firms yesterday, "is by no means abnormally low or abnormal in any respect. Rails today are costing between $25 and $26 a ton. Four years ago, in 1898, they were sold for $16.50. From 1897 to 1899 the price was never more than $19.00.

"Mr. Clergue must have known what prices obtained three years ago before he began to construct his mills, for Mr. Clergue is too much of a business man to have omitted what would be fundamental in starting any business. Knowing then, that for three years steel rails were at no time over $19, it is hard to see why Mr. Clergue should complain because the price is now $7 more than it was three years ago. $26 a ton is by no means a slaughter price for steel rails.

"Aside from this Mr. Clergue gets a bonus which amounts practically to $8 a ton, composed of separate bonuses on pig iron, rails and the Ontario government bonus.

"Why, moreover, should Germany be made the sole and exclusive object of this campaign, when as a matter of fact the German prices are only two shillings or so lower than the English. The charges also that German workmen are paid only half what Englishmen get are too absurd to be taken seriously.

"If Mr. Clergue has turned out 30,000 tons of steel rails from the Soo mills, the trade would be very glad to know where they have gone to, unless it is to his own railroad, the Algoman Central."

HOW TO CARRY MONEY.

"Did you ever notice that a man who carries his money loose in his pocket is usually a person who is not of a saving nature?"

The speaker was a banker and one of Chicago's most successful capitalists.

"A pocketbook," he continues, "is almost an infallible indication that the person who carries it is methodical, and in most instances of a saving disposition. Of course there are exceptions to most rules, but in forty years' observation I have not found a dozen successful men in business who did not carry a wallet of some kind. The man who carries his money loosely in his pocket is invariably a careless person, and few men who are careless in money matters ever accumulate much wealth. Years ago, when I started in the banking business on a small scale, I came in personal contact with every man who wanted a loan from my bank. I was a pretty good judge of human nature and could tell if the borrower intended to pay the amount of the loan when it was due, if misfortune did not overtake him. I had made a study of my customers and had been in business but a short time before I noticed the pocketbook indicator, if it can be called such.

"When I gave a man the loan he desired I watched to see if he put it in a purse or in his pocket. If the money was put in a wallet I felt certain that the borrower was a man who would try his best to meet the obligation when it was due. If he rolled up the money and carelessly shoved the wad of greenbacks into his vest or trousers pocket, I wrote the letter 'D' on the book opposite his name, which meant 'doubtful.' I don't mean that there was any doubt about the payment, because I always required gilt-edged security, but it was doubtful if the borrower came to time at the expiration of the note or mortgage. The man who carefully counted the money handed him and placed it in a pocketbook, taking care that the bills were in straight, was pretty sure to have the semi-annual interest and the principal when it fell due.

"After forty years of daily observation I believe that a pocketbook is necessary for a man to save money. Watch the man on the street car when he pays his fare; if he takes a nickel or dime, whatever the coin may be, from a purse, you can put him down as a saving man. I never knew it to fail. It is the hail fellow well met, I might say the spendthrift, who carries his money in this pocket and that one. The man who enters a saloon and throws a handful of change on the bar is the man who carries it loose in his pocket. He wants everybody to drink with him, be he an acquaintance or a stranger. But the man who walks in and draws a coin from his purse takes a quiet drink and goes about his business. He would be better off physically and financially, too, if he didn't drink at all, but the pocketbook habit keeps him from squandering his money!"

LAWRENCE, Mass., Dec. 14.—Fire destroyed a portion of the Duck bridge over the Merrimac river shortly after midnight this morning, and as a result traffic, except to pedestrians, will be closed until repairs can be made.

DR. A. W. CHASE'S CATARRH CURE ... 25c.

is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat, and permanently cures Catarrh and Hay Fever. Blower free. All dealers, or Dr. A. W. Chase Medicine Co., Toronto and Buffalo.

OPENED FIRE.

British and German Vessels Bombarded Puerto Cabello.

The Venezuelans Will Be Brought to Terms By Heroic Measures.

A Fortress and Custom House Blown to Fragments, but No Damage Inflicted on the Town—A Case Where the Monroe Doctrine Does Not Apply.

WASHINGTON, Dec. 14.—Minister Bowen, in a despatch received by the state department this afternoon, cabled that he had been informed by President Castro that British and German warships were bombarding Puerto Cabello.

PUERTO CABELLO, Saturday, Dec. 13.—The British cruiser Charybdis and the German cruiser Vineta have bombarded the fortress here. They quickly silenced it.

The Charybdis and the Vineta arrived here this morning. The captain of the English merchant steamer Topaze, which was seized by the mob last Wednesday, visited the British commodore on board the Charybdis and lodged a protest against the violation of his ship. The British commodore took charge of the Topaze and then sent a message to the authorities at Puerto Cabello demanding immediate satisfaction for the action of the mob, saying that if this satisfaction was not forthcoming in two hours the fortress and the custom house would be bombarded.

A committee of the merchants of Puerto Cabello then approached the American consul, petitioning him to intervene. The consul accepted this mission and visited the cruisers, but he could obtain no alteration in the decision of the allies.

At a quarter before five a reply was received from President Castro, who had been asked for instructions, authorizing the chief official here to give the British commodore ample satisfaction. Before this answer could be communicated to the American consul the hour stipulated for its receipt had arrived and the cruisers immediately opened fire on the fortress. The fire was returned from Fort Solano and Castle Libertador, but the Venezuelan guns were soon silenced. No damage was done to the town.

The entrance to the inside harbor at Puerto Cabello is through a narrow channel not more than a few hundred feet wide. To the left of this channel, as one enters the harbor, situated on a low sand spit is the fortress which was bombarded by the German and British cruisers. It is an old-fashioned structure, which was rebuilt in the eighteenth century. Its sides are comparatively low and would offer but poor resistance to modern shells.

The custom house at Puerto Cabello is situated on the right or mainland side of the channel. It is a long, two story brick building, and contains, besides executive offices, large warehouses. The town itself is flat and stretches from the water front inland to the base of the hills, a distance of two or three miles.

Puerto Cabello is second in choice to Laguaira. The trade of several interior provinces centres here.

CARACAS, Dec. 13.—The statement that Italy, through her legation here, is to demand payment of her claims against Venezuela, has been confirmed.

The arrival of the United States gunboat Marietta at Laguaira yesterday was due to a rumor that United States Minister Bowen was in danger. There has been no ground for such a rumor, and the presence of the Marietta was not requested by Mr. Bowen.

The situation here continues to be critical and there is much excitement among the German residents of Caracas, many of whom have called at the American legation to seek refuge there.

The people of Caracas are astonished that the government at Washington remains silent in spite of the recent act of the allied fleet.

The enlistment of Venezuelan soldiers continues. Two thousand men from the interior reached Caracas today.

The boycotting of British and German goods continues. It is reported that 90 Germars living in the country have offered to support the Venezuelan government against Germany.

The fact that the people of Venezuela are in absolute ignorance of the designs of the allies upon their country creates a deep and disturbing impression here. The chief officer of President Castro's guard said today to the representative of the Associated Press:

"If there is to be war let us know and we will fight. If there is to be an assault on our coast, where we cannot reach the allies, the only thing left for us to do is to declare that to destroy your debtors' furniture is a strange way to force the payment of his obligation. I believe this situation will soon come within the scope of the Monroe doctrine."

CARACAS, Saturday, Dec. 13.—A note from the commanders of the allied Anglo-German fleet, which the Venezuelan government refused to receive yesterday at Laguaira, was sent today to U. S. Minister Bowen at Caracas, and forwarded by him to the proper government official here. The note is in the name of Great Britain and Germany. It requests all Venezuelan ships, after the lapse of five days, to refrain from sailing from the port of Laguaira until the present difficulties are over.

The news of the shelling of the fortress and custom house at Puerto Cabello this afternoon by the British and German cruisers reached Caracas at a late hour. It caused considerable excitement, and in spite of the measures taken by the police of Puerto Cabello, trouble is feared at that port.

LATEST NEWS.

PUERTO CABELLO, Saturday, Dec. 13.—The British cruiser Charybdis and the German cruiser Vineta bombarded the fortress here at 5 o'clock this afternoon and quickly silenced it. The bombardment lasted 45 minutes. The fortress is composed of Fort Solano and the Castle Libertador. After the firing ceased the Charybdis sent marines to occupy the castle. The fortress was almost demolished. It is possible that only a few persons were injured by the shelling. The commander of Castle Libertador has been taken prisoner. The cruisers are still here. The Charybdis and the Vineta arrived here this morning searching for Venezuelan gunboats.

The captain of the British merchant steamer Topaze, which was seized by the mob here last Wednesday, visited the British commodore on board the Charybdis and lodged a protest against the violation of his ship. The British commodore took charge of the Topaze and then sent a message to the authorities at Puerto Cabello demanding immediate satisfaction for the action of the mob, saying that if this satisfaction was not forthcoming in two hours the fortress and the custom house would be bombarded.

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PANAMA, Dec. 14.—In an editorial article this morning La Esthella says:

"Without forgetting the respect which is due the rights of others, it must be remembered that to repel foreign invasion is the unavoidable duty of nations. Notwithstanding what has happened the United States cannot allow Venezuela to be oppressed. There is the Monroe doctrine, which is sustained and applied by the United States."

LONDON, Dec. 15.—The news that the first shots have been fired in Venezuela has awakened the most apathetic of the critics to the gravity of the situation which is developing in that country and the demands that the government present the official papers in the matter to parliament are now most insistent. These demands are accompanied by comments to the effect that Foreign Secretary Lansdowne has failed to display, either in the war office or the foreign offices, such conspicuous ability as to induce the nation to trust him with a "blank cheque" in such a complicated and combustible matter as Venezuela threatens to prove.

LATE SHIP NEWS.

Domestic Ports.

HALIFAX, Dec 10—Ard, str Beta, from Jamaica, Turks Island and Bermuda.

Sld, str Ulunda, Chambers, for Liverpool via St Johns, NF; str Halifax, Pye, for Boston; sch Clarence A Shaffner, Chute, for Demerara.

British Ports.

BROW HEAD, Dec 10—Passed, str Lovetakken, from Chatham, NB, via Sydney, CB.

GLASGOW, Dec 10—Ard, str Auracania, from Boston via Horton Bluff, NS.

INISTRAHULL, Dec 10—Passed, str Himera, from St John via Louisburg, CB, for Glasgow.

LIVERPOOL, Dec 10—Ard, str Bavarian, from St John and Halifax, NS.

Foreign Ports.

JACKSONVILLE, Fla, Dec 10—Ard, sch Theta, from Cheverie, NS.

LAS PALMAS, Nov 20—Ard, bark Teutonia, from Chatham, NB.

DELAWARE BREAKWATER, Del., Dec 10—Sld, sch Brookline, from Windsor, NS, for Philadelphia.

PORTLAND, Me, Dec 10—Ard, str Fortuna, from Sydney, CB; sch Durbain B, from Parrsboro.

SANTOS, Dec 10—Ard, str Nemea, Smith, from Cardiff.

Spoken.

Dec 7, lat 37.45, long 63.40, sch Mildred, from Bermuda for Mahone Bay, 8 days out, with sails split.

HALIFAX, Dec. 12.—Ard, str Florence, from St John via Ingram Docks.

British Ports.

QUEENSTOWN, Dec 12—Ard, str Campania, from New York for Liverpool (and proceeded).

LIVERPOOL, Dec 12—Ard, str California, from Portland.

MANCHESTER, Dec 11—Ard, str Manchester Shipper, from Montreal.

LONDON, Dec 12—Ard, str Memnon, from Montreal via Sydney, CB.

MOVILLE, Dec 12—Sld, str Parisian (from Liverpool), for Halifax and St John, NB.

LONDON, Dec 12—Ard, str Columbian, from Boston.

MIZZEN HEAD, Dec 12—Passed, str Campania, from New York for Liverpool.

LIZARD, Dec 12—Passed, str Teutonia, from Montreal via Sydney, CB, for Hamburg.

Foreign Ports.

PORTLAND, Me, Dec 12—Ard, str Norwegian, from Glasgow; sch Coral Leaf, from Walton, NS, for New York.

Sld, strs Egda, for Sydney, CB; Norge, for New York.

REEDY ISLAND, Del, Dec 12—Passed down, str Urenia, from Philadelphia for North Sydney via New York.

CITY ISLAND, Dec 12—Bound south, schs Domain, from St John, NB, via Fall River; Sebago, from St John, NB.

DELAWARE BREAKWATER, Del, Dec 12—Passed out, str Nora, from Chester, Pa, for Hillsboro, NB.

PORTLAND, Dec 12—Ard, str Skuld, from Three Rivers via Sydney, CB, for Hull.

BOSTON, Dec 12—Sld, str Louisburg, for Louisburg.

DUTCH ISLAND HARBOR, RI, Dec 12—Ard and sld, sch Willie Higgins, from Grand Manan, NB, for New York.

Ard, schs Eva May, from Calais for New York; Anniton, from Lunenburg, NS, for do; Arabia, from do for do; Orozimbo, from Calais for Providence.

BOOTHBAY HARBOR, Dec 12—Ard, sch Hattie C, from Bath.

Sld, schs Mollie Rhodes, for New York; Greta, for Boston.

CALAIS, Me, Dec 12—Sld, sch C W Dexter, for Beverly.

VINEYARD HAVEN, Dec 12—In port, schs Nimrod, from Port Reading for Boston; Abbie and Eva Hooper, from Elizabethport for do; Romeo, from New York for Boston; Seth M Todd, from Edgewater for Calais; L A Plummer, for southern port;

Bound east, schs Adelene, from Jersey City for St John, NB; Harry W Lewis, from Bathurst, NB, for Hillsboro; Wentworth, from St John for do; Phoenix, discharging.

HYANNIS, Dec 12—Ard, sch Joseph Hay, from Jordan River for New York.

outside the city and large returns are being received.

A sailor on the Corinthian was badly hurt last night by falling down one of the hatches. He was attended by Dr. Kennsy.

A pure hard Soap

SURPRISE SOAP

MAKES CHILD'S PLAY OF WASH DAY

PROFIT SHARING.

Sir George Livesey of the South Metropolitan Gas Company, and other eminent industrial chiefs, have adopted profit sharing schemes, but, on the whole, the theory has not made much headway. Thrifty workmen will invest their money for themselves; the unthrifty will not invest, and will not benefit by any plan that has yet been devised; for in whatever form the bonus or premium is conferred upon them, it is only squandered, and it encourages them to live on a scale which cannot be supported in hard times. The essential difference between the thrifty and unthrifty workman is that the former endeavors to make his prosperous days carry him over prospective periods of adversity, either by some method of insurance, or by investing his savings, while his improvident companion will lead alternately amerry and miserable life. Unfortunately, the great majority of people live up to their incomes, whatever those incomes may be. The remaining minority accumulate capital by their self-sacrifice, and are roundly abused for their pains, although their savings are used, not exclusively for their own benefit, but for that of the whole community.

According to traction and transmission, it would be of incalculable advantage in settling certain general principles and defining their possible applications, if we could have a capital congress as well as a labor congress. The success or failure of various profit-sharing and other systems could there and then be fully discussed, and in all probability the public mind would be enlightened on many points concerning the relationship between profit earners and wage earners, who are popularly supposed to be determined enemies.

NOT TYPEWRITERS.

Mr. De Style—Why have you cut Mrs. Highuop from your list of acquaintances?

Mrs. De Style—They have lost their money.

"Who says so?"

"No one; but I've learned that she is giving her daughters a thorough education. That shows that she wants them to be school teachers."—New York Weekly.

STILL THE WONDER GROWS

That so many Complaints Come from Diseased Kidneys and can be Cured

By Dodd's Kidney Pills—Statement of Israel Boyer, of St. Marguerite, sets Quebec People Talking.

ST. MARGUERITE, Que., Dec. 12.—(Special)—It is with growing wonder that the people of this neighborhood are learning from experience how much the general health depends on keeping the blood pure by having the Kidneys in good working order, and what a sovereign cure for all diseases of the Kidneys Dodd's Kidney Pills prove to be.

Such diseases as Rheumatism, Diabetes, Bright's Disease, Lumbago, long thought incurable, have been readily vanquished by this simple vegetable remedy, and the latest development here shows that even ailments of the stomach cannot stand against Dodd's Kidney Pills.

Israel Boyer, jr., who long suffered from a seemingly incurable stomach complaint, tells this story:

"For fifteen years, I suffered from malady of the stomach and had long given up hope of ever having it cured. Then I was induced to try Dodd's Kidney Pills. They relieved me almost at once, and by the time I had finished the first box my complaint had disappeared. I am well now and can work all the time."

THE DEATH LIST.

Fifteen deaths were reported to the board of health last week. They were described as follows:

Pneumonia	3
Consumption	1
Bronchitis	1
Hernia	1
Apoplexy	1
Atheroma	1
Empyema	1
Convulsions	1
Premature birth	1
Pernicious anemia	1
Inflammation of kidneys	1
Epithelimia of tongue	1
Bright's disease	1
	15

NO COAL FOR ENGINE.

Central Vermont Agent Had to Borrow Fuel to Run Train to St. Albans, Vt.

WHITE RIVER JUNCTION, Vt., Dec. 10.—The Central Vermont's coal supply in the yard here has run out, and this morning the agent had to borrow coal from the Boston & Maine railroad to move a train to St. Albans.

HEALTH FOR WOMEN.

"Few things are more important to a community than the health of its women. If strong is the frame of the mother, says a proverb, the sons will give laws to the people." Dr. Chase's Nerve Food is especially woman's medicine. By its action on the blood and nerves it gives strength and vigor to the delicate feminine organs and ensures their regular and healthful functions. It gives color to the pale, strength to the weak, and a rounded form to the thin and angular.