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has peculiar laundry uses. Soap is the name. rd Soap. s a cake.

ot be verified. His signoll was of late Treemont, the com e Portland, and it is St. John last sumobably be transferred r the winter.

MEN LOST. tland were from this veral were resident John. engers were Frank

W. Flower.

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ray, 23, deck hand, lickey road in this , a colored cook on

en, deck hand, whose e Hickey road. Harris, stewardess

longs near Frederic-

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ortland, plying night on and Portland, was , and the sea alone went to her awful he ship's company of one has lived.

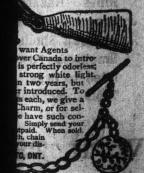
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of the Portland, for de that she struck on ed Hill bars, eclipsed wrecks on this coast, y of Columbus on 1884, when 100 lives ship Jason, in 1893 were swept away. ape Cod was isolated world, and today, d was opened, the a followed the storm

land victims at lea in a host of other which was the big the Portland's fate

orce of the element nich will never pariner has a theor when buffetted by rm off Cape Ann the s driven over forty the waves slowly deper structure until ained and this finalthe surface. d off shore, for now carrying wreckouthward, and much ound on Nantu erce northeaster set

the waves into ing small hope



friends of the victims that their bodies will be found on the shores.

The saddest scenes, which caused hardy sailors to break down, were enacted in this town all day, and will be for days to come. Excitement also was great, not only over the fate of scores, of broken hearted relatives and other grews, but was recovering the state of scores. other crews, but over reports received from points down the coast tending to indicate that between thirty and forty bodies had been picked up. Later it was positively shown that but sixteen bodies had been taken from the water.

PROVINCETOWN, Mass., Nov. 30. The following constitutes a list of the bodies washed ashore on the out-side of Cape Cod, up to midnight to-

THE IDENTIFIED DEAD: At Orleans-Body of E. Dudly Freeman of Yarmouth, Me., a prominen member of the governor's council; identified by name on inside of watch case and on paper in pockets. George W. Delaney, 23 years old, of

Shawmut avenue, Boston; identified by card and documents in pocket. At Wellfleet—Geo. Graham (colored) At Provincetown-Wm. Mosher of

On Nauset Beach—Body of man be-lieved to be John Walton, second en-gineer of the Portland. THE UNKNOWN DEAD

At the undertaking rooms of Thomas S. Taylor, Provincetown, is the body of a woman about 50 years of age, with large frame and features, iron gray hair and dark eyes. No chothing was on the body except fragments of underwear. The body was some-what bruised. This body was picked up near Peaked Hill Bars life saving station.

The body of an unknown colored man lies at the undertaking rooms of Nathaniel Clifford, here. It is that of a man about 30 years old, and is probably one of the stewards of the stea mer. In a pocket, a bunch of state-room keys was found. This body also was picked up near Peaked Hill Pars.

A body of a woman 5 feet 9 inches in height, with light hair, slightly mixed with gray, blue eyes, weight 160 pounds, lies at J. B. Steeles undertaking establishment, Orleans. The woman was about 45 or 50 years of age. The body was devoid of clothing when picked up on Nausat beach. It is judged the woman had false teeth, as all the teeth are missing. On a finger was a chased ring with the words 'Forget-me-not."

Mr. Steele has also the body of a girl which was found last night off Orleans by John G. Rogers. The girl was not over 20 years of age. She had blue eyes, dark hair, light complexion and a full set of teeth. The was clothed in underclothing black corsets and a woollen tacket. On the little finger of the right hand was The stone had been evidently washed away. The setting of the ring was of

Mayo, undertaker of Orleans, has the body of a mulatto girl, 20 years, weight 115 pounds, height 5 feet 3 inches. It is evidently that of one of the waltresses on the Portland, and is possibly the daughter of one of the stewardesses. The body was par-tially dressed and had on a plaid cape. There was an epal ring on the third finger of the left hand. The girl's hair was remarkably long and

Another body at Mayo's rooms is one found on Monday by W. H. Hop-kins. This was the body of a woman kins. This was the body of a woman about 45 years old, 5 feet 3 inches in height, weight about 200 pounds. She had on a black petiticoat and a dark dress. A gold watch was found on the body with the monogram "J. G. E.," engraved on the case. It is thought the body may be that of Mrs. Jennie Edmunds of 21 Marion street, East Boston, but the identification is by no means positive. She wore a diamond ring, a plain gold band ring, a diamond ring, a plain gold band ring, a diamond horseshoe brooch and a braided chain with a gold slide.

(A despatch this afternoon stated that a body had been identified as that of Mrs. Mitchell of North Easton, but a telegraph tonight indicates that the body described above and now thought to be Mrs. Edmunds is the one referred to.)

thought to be Mrs. Edmunds is the one referred to.)

At Mayo's rooms is also the body of a woman about 60 cr 65 years. The face was very badly disfigured and the body was almost entirely nude. The only means of identification was a bloodstone ring with the initials "L. W. G.," followed by the figure "79."

At Orleans a second body of a white girl is held for identification. It is that of a girl of about 20. The body was fully dressed.

Also the body of a colored waiter about 25 years old.

about 125 years old.

The descriptions of three bodies at Eastham could not be obtained here

Also at Orleans, man of 20, with pempadour hair cut, dark complexion.
Also man of 45, light complexion, good clothing. (A description apparently refers to the same man coming from Highland Light, says a card marked "John W——, Congress street, Portland," was found in the clothing.)

The exact number of persons who were carried away from Boston by the steamer Pontland will probably never be known, as no list of passennever be known, as no list of passengers was retained on shore when the vessel left her moorings last Saturday. Many estimates of the number on board have been made, but the estimates have seldom agreed. C. F. Williams, Boston agent of the Portland Steamship Co., who arrived here on the tug Wm. H. Smith last night, places the total number of persons on the steamer at 100 or possibly 105. This estimate, however, is generally regarded as rather small. It has been stated that the number was as high as 165, but Mr. Williams denies that so many sailed on the Portland. It is so many sailed on the Portland. It is probable that 120, including passen-gers and crew, is near the correct

Nearly every sea captain and mariner on the Cape on being asked for an opinion states that every one on board was undoubtedly lost. One feature of the disaster is the absence of any fragments of a life boat or life raft among the varied mass of wreckage from the Portland which has been washed ashore during the last CO., Toronto.

three days. Several pieces of white painted oars were picked up at vari-ous points. One theory is that the boats and life rafts were carried far out to sea and were not blown anywhere near this coastt.

The place and exact manner in which the Portland was swept to destruction has furnished an unusually interesting topic of discussion in marine olroles here. Old mariners say they cannot understand why the steamer, which was sighted about 9 o'clock Saturday night, just before ed, is, of course, anknown. the gale set in, in its full fury, between Thatchers' island light and eastern point Cape Ann by the schr. Maude S., did not put into Gloucester harbor when it was apparent from the fall of the barometer that a violent northeaster was approaching. When the steamer was sighted of Cape Ann she was making good progress to-wards Portland, but the weather was fast becoming rough, and as the cap-tain of the Maude S. sald, it was plain to see that a serious storm was impending. Why the Portland ever left Boston at all Saturday night is what puzzles marine men on Cape Cod. It was off Thatcher's island that the Portland was last reported before she went to her doom. There are many theories offered in explanation of how the vessel reached a point near the tip end of Cape Cod. Although the exact location of where she went to pieces will in all probability never be known, it is generally believed here that the wreck occurred at a point

about 10 or possibly 15 miles north of Peaked Hill bar, which would be from 45 to 50 miles from where she was sighted by the Maude S. The tramendous seas which she must have encountered off Cape Ann undoubtedly damaged her, and when Captain Blanchard saw that he could proceed no further eastward it is thought by some that he resolved to make for the open sea to avoid the dangers along the coast. The time that the Portland was lost is placed at from nine to ten o'clock Sunday forewashed ashore had nearly all wreck could not have occurred tween those hours Saturday night, in the judgment of all competent au-thorities, as in that case the wreckage would have been washed ashore at points 'n Massachusetts bay. Furthermore, the force of the storm at

10 o'clock Saturday night was not suf-

iciently heavy to cause the vesesi

When the wreck was at first reported it was thought the boat had possibly struck on the terrible Peaked Hill bars, which are known among mariners everywhere as the grave-yard of the New England coast. This theory was quickly put to flight, howthe first place the patrol at the Peaked Hill Head life saving station were on the alert throughout the great storm, and the men on duty there saw storm, and the men on duty there saw or heard nothing to indicate that a steamer had been dashed to pieces on the famous shoals. The fierce gale caused such a tremendous tide that a vessel of the Portland's draught would have passed over the bars in safety and run ashore on the beach. In fact a large schooner in distress, drawing more water than the Portland. drawing more water than the Portland, passed over the most shallow part of the bars and did not ground

on them, but brought up on the beach. Another incident that tends to place the time of the wreck on Sunday morning was reported by the crew of the Race Point life saving station. Race Point forms the Tip of Cape Cod. The life saving crew there during the height of the driving snow storm heard four sharp whistles from a steamer, which were recognized as danger signal. The signal was heard at about 7.45 o'clock, and the crew nastily manned the boats to give assistance off shore. The crew could locate tance off shore. The crew could locate no siceamer and the blasts of a whistle were heard only once. The men are positive that they heard a steamer whistle, and are now of the opinion that it came from the Portland some time before she foundered, for it is generally believed she went to like bottom and was not wrecked by going on shore.

The opinion is also general here that the boat was gradually battered to pieces by the mountainous seas, the upper fittings being carried away un-til the water began to pour into her. The fact that her wheel was found with ropes attached at Orleans shore, is taken to indicate that the pilots obliged to lash the wheel. When th obliged to laan the wheel. When the hull went under, the upper deck and fittings, gingerbread work, etc., probably became looseted by the action of the seas. These parts of the ship, not including the furnishings, were practically the only ones of the vessel that were stream along the only ones of the vessel that were stream along the only ones. sel that were strewn along the outer coast of Cape Cod. The absence of any very large part of the hull on the

Dr. Chase's Kidney-Liver Pills

All the most painful and most fatal diseases arise from deranged kidneys. The liver and stomach are affected; digestion interfered with; billiousness and constipation are an accompaniment; headache, loss of energy and ambition, a dragging down feeling, low spirits and despondency; these are some of the symptons.

Dr. Chase's Kidney Liver Pills are world's greatest kidney cure, because they act directly on the kidneys and restore them to health, strength and vigour. They nemove the cause of headaches, backaches and an endless chain of most fatal and

Dr. Chase's Kidney Liver Pills cure liright's disease, diabetes, rheumatism and kidney disease, after skilled physicians have failed.

Dr. Chase's Kidney Liver Pills purely vegetable, and act pleasantly and naturally. One pill a dose; 25 cents a box.

All deulers, or EDMANSON, BATES &

coast is accounted for by the theory that the hull itself vent to the bottom. The largest piece of wreckage reported up to sunset was a piece about 30 feet long. Before the ill-fated steamer took her final plungs the passen-gers and crew naturally adopted all means at their commands to save their lives. This would account for the large number of life preservers and belts found among the first portions of the wreckage. What became of the lifeboats and rafts, if any were launcher took her final plungs the pa

The first body from the wreck cam ashore at High Head, which is a few miles further down the outer coast of tion. It was found on Monday morning. The next bodies found were picked up at points further south on the same day, and the life preservers, wood work, two or three pieces of baggage, lard, tobacco, paper and other articles from the cargo pile up on the shore south of High Head. Little wreckage was found north of that I oint. The swift undertow off shore carried an immense am-ount of debris and many bodies routh as far as Monomoy Beach and Nan-tucket Sound. While the Northern limit indicating the wreck was near High Head, and practically none of the wreckage went insite the Cape, to is not known how far south it was swept. It is owing to these condi-tions that the chances for recovering

many more of the bodies are conside ed not very favorable.

A number of Portland people, most of them relatives of some of those whose names were on the passenge list of the Portland when she left Bos ton last Saturday evening, arrived here last night and today for the purpose of identifying if possible some of the bodies washed ashore along the coast. Large numbers of volunteers, including a number who had friends or relatives on board, are assisting the surfmen to patrol the beaches. From the tip end of Cape Cod to Monomy there are ten government life saving stations, and all the crews have been on duty almost constantly since last Saturday evening. The recovery of the bodies which have been conveyed to this port, Orleans and other points is largely due to the diligence of the life savers. On Monday and yesterday several bodies not secured were sighted in the surf some distance from shore, but they disappeared from view the strong current running southward, and it was impossible to get hold of them. The fact that hardly more than a score of bodies have bee recovered from the sea up to tonight is due to the strong undertow, which, it is thought, carried the great ma-jority down the coast towards Monomy and Nantucket Sound, as before stated. This was proved by the finding of the greater number of bodies in the vicinity of Orleans and as far down as Chatham. Those found near-est to where the steamer is thought to have foundered were those first taken

A severe gale from the east and northeast, which began last night and continued all day, probably carried many of the drowned further southward, and many old mariners predict that a large number of bodies will

arrived here on the tug William H. Clark, has been busy all day looking after bodies now at undertakers' establishments in Chatham and Orieans. Last night he viewed the bodies of three victims here, William Mosher of Gorham, Me., an unknown Mosher of Gornam, Me., an unknown colored porter, and an unknown woman. Dr. Samuel T. Davis of Orleans, medical examiner of Barnstable county, viewed the bodies here, and both he and Agent Williams left here on the 6.35 down train this morning for Orleans, where they will look after

the bodies there.

Dr. Davis requests that persons who had friends on the Portland send it had friends by properly label. possible photographs, properly label-led, to him at Orleans to assist in the work of identification. It is the in-tention of Dr. Davis to have all bodies that have not already been identified

that have not already been identified photographed.

One of the first bodies to be identified was that of Hon. Dudley Freeman of Yarmouth, Me., a prominent republican leader in the Pine Treestate, and a member of Governor Power's council. His body was found on the Nauset beach near Orleans by Daniel Gould, who occupied a cottage near the beach. The body was dressed in a black clay worsted frock coat, vest and overcoat and striped worsted pants and black shoes. There were found in the pockets \$30 in money and a heavy gold watch with his name on the inside of the case. That, together with several passes and letters led to his identification. Undertaker Steele has sent word of the recovery of the has sent word of the recovery of the body to his relatives together with the passes for their identification.

big wheel of the Portland with steering gear attached was found on the shore off Orleans Monday. The wheel had about 20 fathoms of wire attached, part of the electrical steering equipment. Part of the join the pilot the wheel in the pilot equipment. Part of the flooring near the base of the wheel in the pilot house was attached and a rope fast-ened to the wheel itself indicated that it had been lashed.

Among the wreckage that is strewn along the beach are quite a number of stateroom doors. Most of them

the enamel numbers on, and on many of the doors the lock bolt pro-jected, showing that some of the state-rooms had been locked at the time of

the disaster.
C. K. Williams, Boston agent of the Portland line, in an interview on the loss of the steamer said. I am sure that the Portland foundered at sea. There will not be a single survivor. I am positive all on board have been drowned. Where or how the wreck occurred I do not think will ever be known. My opinion is that she was first caught in the heavy seas near Thatcher's island, and that she went Thatcher's island, and that she went down somewhere between there and the Cape. Her guards and paddle boxes must have been smashed by the heavy seas, and although she was a staunch boat, as her class goes, she could not stand the wrenching and pounding of the waves. Everything above the main deck—all the deck-houses—I believe was torn away.

With the steamer bare above the deck and the hull smashed and leaking it seems to me that with the weight of down, carrying every soul on board

"The wreckage that has come ashere consists of splinters of the light woodwork of the deck houses. This shows that the Portland did not go to pieces on any rocks, but when her deck houses were swept away by the seas and the gale, she foundered as I said. "I should say that the Portland probably went down Sunday morning, although it is impossible to tell of course when. Apparently the passengers were fully aware of the critical condition of the steamer, and evident-ly had time to put on life preservers, as they have been found on bodies on

VERY LATEST BOSTON, Nov. 30.-A message was eceived by G. B. Ducley, at the Portland Steamship company's office here tonight, from Agent C. F. Williams. "Portland a total loss, with all on board. Have arranged with Captains Thomas and Lavender to look out for cargo in interest of underwriters. Three bodies here, one being a saloon colored boy, other two pas-sengers. Start this morning for Or-leans to look at other bodies; they are all along the beach.

"Am anxious to find Purser Ingraham or any of the crew. I/am covering all points here and doing all pos-sible to find bodies. Yours truly, (Signed), C. W. WILLIAMS. P. S.—Notify the papers to ask all persons having friends on board to

end photos and any other informati that will help identify to Samuel T. Davis, M. D., Orleans. Notify Mr. Liscomb (the Portland agent) to have

Children Cry for CASTORIA

BLAIR CALLED HIM "JIM."

(Montreal Gazette, Nov. 28.) There was quite a gathering of politicians and statesmen at the Windsor yesterday, where the wise men of the land are wont to assemble between the hour of eleven a, m., and one p. m. The federal cabinet was represented W. Borden, both of whom left last evening for St. John and Halifax, their mode of travel being the Maritime express. The minister of mili-tia had an interview with Major Pinault, M. L. A., for Matane, but the lantin's day as a legislator are num-bered, and the legislative halls of the accient capital shall know him no

Hon. Dr. Borden told the Gazette yesterday that Mr. Pinault would likely be appointed deputy minister of militia today, succeeding Lt. Col. Panet, whose death took place the other

day at Ottawa. Hon. Mr. Blair was also engaged with a favored few. The minister of railways and canals bowed coldly to some and composedly talked about the weather with others, but his blandest smile and most cordial shake of the hand was reserved for Hon. Jas. Mcnever be recovered.

C. F. Williams, Boston agent of the far as to call the ex-mayor "Jim," a served, who had to be content with a stiff bow and a curt "how do," from

the New Brunswick statesman. HISTORICAL SOCIETY

The Annual Meeting—Election of Officers— Votes of Thanks—The Business Transacted.

(From Daily Sun, Nov. 30th.) (From Daily Sun, Nov. 30th.)

The annual meeting of the N. B. Historical suciety was held last evening, the president, S. D. Scott, in the chair. Reports were received from the librarian and treasurer. Following officers were elected:

President—S. D. Scott.

Wice-presidents—Dr. Inches, Colonel Cundend Secretary-C. Ward.

Secretary—C. Ward.
Corresponding secretary—Jonas Howe.
Treasurer—H. H. Pickett.
Librarian—W. G. McFarlane.
Council—The above, with George A. Henderson, Rey. W. O. Raymond, W. P. Dole, W. K. Reynolds and Alfred Morrissey.
The thanks of the society were voted to Mrs. Berryman for historical publications and to Mr. McFarlane for arranging and cataloguing the library. The latter has outgrown the accommodations, and a committee has been appointed to make further provision for the books.
Rev. W. O. Raymond, George A. Henderson, S. D. Scott, W. P. Dole, Jonas Howe and W. K. Reynolds have charge of the next publication, which will appear during the vinter in case the government grapt is continued.

Mention was made of the fall of an interesting monument in the old grave yard during the recent storm, and the director of public works will be asked to see that care is taken of the stone.

THE MAD MULLAH.

Trying to Arouse a Wanatical Outbreak Against the British.

LONDON, Nov. 28.—Special dispatches from Simla, the summer capital of British India, say the Mad Multah has been successful in his first fight, defeating the Dir tribesmen and killing a number of them.

The Nawab of Dir has sent an army against the Mullah and the British native frontier troops are moving towards the Swat valley, where the outbreak has occurred. The Mullah is trying to arouse a fanatical outbreak against the British.

STEAMER OLIVETTE BURNED.

About 3.45 o'clock on 30th ult. fire was discovered on the river steamer Olivette, on Hilyard's blocks, near the foot of Simonds street. An alarm was soon on hand. The flames spread rapidly and before water could be got on the steamer, she was completely enveloped in flames.

The fire made a big reflection and The Olivetta was built several years ago and was for some years known as the Soulanges. She was owned by the Star line company.

MISS BOOTH

The Field Commissioner of the Salvation Army in Canada,

Right Royally Welcomed at the Old Mechanics' Institute.

The Gifted Daughter of the Gifted General Made a Fervent and Eloquent Appeal to Sinners to Accept God's Free Salvation,

Field Commissioner Eva Booth, head of the Salvation Army in Canada, received a royal welcome at her appearance on the Institute stage at Wednes day's meeting. The storm kept many away. As it was, however, there was good sized audience, and all joined heartly in the meeting and gave the commissioner a most attentive hearing. It is difficult to do otherwise when Mss Booth speaks, as she is enchants the listeners and holds them,

as it were, in a spell. Miss Booth's appearance on the stage, accompanied by her two five year old adopted children, Willie and Pearl, her secretary, Adjt. Morris, and Engign Welsh, was the signal for an ovation which lasted several minutes. Brigadier Pugmire, head of the army in the naritime provinces.

Major Collier, the local chancellor, assisted prominently in the meeting. which or ned with a well known army song. Major Collier followed with prayer, and while all were kneeling one verse of the hymn. "Grace is flowing like a river." was sung. Adjt. Kearl also led a prayer, after which retary, sang as a solo, "Oh, it was wonderful love."

Brigadier Pugmire then briefly adiresped the audience, telling of the success of the meetings the commis-sioner held in Halifax on Sunday and Monday, and in Truto on Tuesday Despite the storm, Mr. Pugmire stated that at the Halifax meetings in the Academy of Music on Sunday and Monlay the big auditorium was pack-ed, and at the Presbyterian church in Truro the attendance was similar.

The two children were then introduced and were greeted with great

applause, after which they perform a pretty musical drill, keeping excellent time. After being encored the children, standing on chairs with the commissioner just behind them, sang eral hymns, including "White robes they wear up in glory," "I love Him test of all," and "Happy Days." While the offentory was being taken

up Brigadier Pugmire and Adjt. Mor-ris sang a duet, the audience joining in the chorus.

Commissioner Booth followed with

an eloquent appeal to sinners to accept the offered salvation. By way of introduction, she referred to her great disappointment at being unable, through sickness, to accompany her visit to this city, and spoke of her present pleasure at being again per-mitted to speak to a St. John audi-Since her last visit here she had visited Skaguay and held numerous meetings there, as well as at points along the route to that place. The words of the song they had just listened to, "You may be cleansed from every stain," told a story that she never tired of telling. It was a story

never tired of telling. It was a story that lifted her own soul, as it were, to heaven, and brought many rearer to His glory.

The commissioner asked the audience to once more sing the words, which was done with renewed vigor and increased enthusiasm.

In appropriate her text, she said

which was done with renewed vigor and increased enthusiasm.

In announcing her text she said that she believed God had blessed her previous visits to this city, and she saw no reason to doubt that He would bless the present one. Miss Booth took for her text the words "Behold the Lord's hand is not shortened that it cannot save, neither His ear that it cannot hear," etc. The hand, said the commissioner, is a wonderful member of the body. Its manipulation and hundreds of services to the body are wonderful. The loss of a hand had an enormous effect on the afflicted one, often causing privation through lessening the power to work. But it was the hand of God with which she had to do, the touch of whose finger makes the mountains smoke, calms the troubled waves, protects the shepherd on the hill and blesses the children. This hand has not shortened. Comrades say that in their days of darkness that hand came and throwing back the power of sin lifted them up. The commissioner referred to her recent sickness and her happy recovery through the power of God's hand. What was done for her would be done for others. She never went into a city or town, even in far off Skagway, but some one told her of the conquering story of God's hand. It was a fam-

or town, even in far off Skagway, but some one told her of the conquering story of God's hand. It was a familiar story that of a wretched home illumined and glorified and purified by the touch of God's hand.

During the present week, their self denial week, thousands throughout the world would give praise to God for the glories His hand had wrought. Even the children realize that the hand of God is the only hope for the young. It is not shortened that it cannot save. Christ came to earth and died on the cross that no sinner might perish, but that all might have salvation. His hand still stretches out to save all, robe from every man's lips the excuse for not being saved. His hand stretches out to all, for it is not shortened, nor his ear that it cannot hear.
The meeting closed with prayer and



IT DOESN'T COST MONEY

No money can purchase no artist of Such pictures as nature supplies, Forever all over to sinner and saint Who use to advantage their eyes

Kind words and glad looks, and smiles cheery and brave.

Cost nothing—no nothing at all;

And yet all the wealth Monte Cristo could

Can make no such pleasure befall. To bask in the sunshine, to breathe the pure air.

Honest toil the enjoyment of health;

Sweet slumbers refreshing—these plea we see,
Without any position of wealth.

munion with friends that are tried, true and strong,
To love and be loved for love's sake;
In fact all which makes a life happy
long,
Are free to those whoever will take.

It doesn't cost money to have a good time, And that is the reason, alas! Why many who might have enjoyment sub-Their lives in such misery pass.

Will not with these true words agree.

STEAMER WRECKED.

Six of Her Crew and Three Passengers Drowned.

NELSON, B. C., Nov. 30.-The Ainsworth, a small steamer plying be-tween Nelson and Bonners Ferry, was wrecked last night during a storm on Kootenay lake, six of her crew and three passengers being drowned. When about six miles south of Pilot from shore, during a heavy gale, the Ainsworth was struck by a squall and commenced taking in water. The cap-tain headed her for shore, but she reeled over on her side, filling immedi-

Captain Dean, the first engineer and a deck hand reached shore in a

THE BIRTH OF THE STEEL SHIP. When it would be demonstrated that, although it might be more costly, the steel vessel was a much safer and better vessel, and that it had a larger carrying capacity on the same displacement, and therefore a larger ship-owners, and the steel makers' victory was in sight. It was arduous work, but it extended over only a few years. When one famous line after another—the Union Steamship Com-pany of New Zealand, the Pacific Company, the Allan Company, the Castle Company, the British India Company, Company, the British India Company, the P. & O. Company, the Cunard Company, in the sequence here given and in the course of the years 1878 and 1879—ordered vessels of the new material, an influence was brought to bear which proved irresistible. It began to be realized that, if business if work was to be carried on economically, vessels of the new material must be obtained—James Riley, in The En-