

AMERICAN SHIP TURNED BACK.

Steamer Caracas Not Allowed to Land Its Cargo at the Port of La Guayra—Venezuelan Shipping Captured by the Allies—Correspondent Tells of Conditions of Life in the South American Republic—People of San Juan, Porto Rico, Welcome Admiral Dewey.

A merchant ship owned by citizens of the United States was sent away from the port of La Guayra, Venezuela, and with half its cargo still aboard had to go to Willemstad, Curacao, to land the goods.

The vessel, the Caracas of the Red "D" line, first was given permission to enter and discharge its cargo, but later was ordered out to sea for the night, and then was notified that it would not be allowed to re-enter to complete the landing of cargo.

Apparently there are serious differences of opinion among the allies, as the driving away of the United States vessel after once being admitted was the result of conflicting orders. First the British commander agreed to the entry of the Caracas and then the Italian commander forbade its admission. Later the captain was notified he would be allowed to disembark his cargo on condition that he would leave before nightfall, returning under the same terms the next day.

These conditions were accepted, and with one-third of its cargo still aboard the Caracas put out. Then came the notice that the vessel must not return.

Lieut. Commander Diehl at four o'clock in the afternoon endeavored to

then set them free. The Venezuelan insurgents are increasing in numbers and the revolt against Castro is gaining strength.

WILL APPOINT A BOARD.

Plan of President Roosevelt to Settle the Dispute.

It is understood that the President's plan as arbitrator in the Venezuelan dispute is to appoint a board of arbitrators. He would not confine this important undertaking to any one man, nor does he feel able himself to spare the vast amount of time necessary for an examination in detail of each of the many claims that would be presented against Venezuela.

Necessarily the President's own board would include some members of a high order of legal talent, as well as others thoroughly versed in the practice of international law. It is said that the crucial point to go before the arbitration board is the famous "Calvo doctrine." This doctrine, which was laid down by the greatest of Latin-American international lawyers, and for many years has been regarded as beyond question by all the Latin-American republics, denies the right of any nation to intervene diplomatically in

Venezuelan houses is alike. The front door opens into an outer vestibule, its length being the width of the front door, or rooms. At its end a second door opens into the patio. Everything goes in and out this door—callers, grocers, servants and often even the burros. Some of the finest have back gates and doors, but the ordinary house has no alleyways. An American cannot but be astonished, as she sits in the drawing room visiting, to hear the feet of a burro clatter along the patio, down the few steps, possibly through the kitchen, into the back patio or into the corral, its quarters. She does not object though, for next to the sweet-tempered children and pretty women, she likes the burro best of anything in Venezuela. He is so grave, so graceful, so industrious and so self-respecting.

The patio is usually oblong or square. The centre may be a real garden, with shrubs, trees, vines and flowers, or it may be cemented or tiled, having its plants in pots. In either of these cases there are usually fountains, gold fish, orchids, birds and sometimes monkeys. The roof projects over part of the patio, making a porch and here the family really

lives. The front door opens into an outer vestibule, its length being the width of the front door, or rooms. At its end a second door opens into the patio. Everything goes in and out this door—callers, grocers, servants and often even the burros. Some of the finest have back gates and doors, but the ordinary house has no alleyways. An American cannot but be astonished, as she sits in the drawing room visiting, to hear the feet of a burro clatter along the patio, down the few steps, possibly through the kitchen, into the back patio or into the corral, its quarters. She does not object though, for next to the sweet-tempered children and pretty women, she likes the burro best of anything in Venezuela. He is so grave, so graceful, so industrious and so self-respecting.

The houses of the poor and many fences are made of large bricks of wet clay, dried in the sun, but not burned. Small cabins in the country are built by sticking poles into the ground and nailing to these clapboards roughly made from the outer wood of the royal palm tree. This class of houses is too cheap and poor to warrant an expensive roof, and they are generally thatched. In the wooded part of the country the leaves of the palm are tied in bunches and bound on the roof frame in layers. These bunches are about two feet thick and lap each other just as our shingles do.

Where wood is not plentiful and palms are not to be had the roof is thatched with bunches of young wild cane. The palms and cane are tied on to the pole rafters by means of a long vine of the nature of our grape stems, called bajucca. This grows from fifty to one hundred feet in length, varying in thickness from rope to twine. It is so strong that

LIVES ARE LOST

FRIGHTFUL ACCIDENT ON GRAND TRUNK RAILROAD.

TWO TRAINS CRASH TOGETHER

Number of Dead Reaches More Than Thirty—Responsibility for Accident is Believed to Rest on Telegraph Operator.

LONDON, Ont.—A train wreck bringing death to over two score of passengers and terrible pain and suffering to about thirty-five, occurred at 10:10 o'clock Friday night at Wanstead, Canada, a station on the Sarnia branch of the Grand Trunk, forty miles from this city, when the Pacific express, flying westward at the rate of fifty miles an hour, and crowded to its capacity with passengers returning to their homes from holiday visits, crashed into an eastbound freight.

The latest estimates of the fatalities is thirty killed and thirty-five or more injured.

The darkness of the night and the raging of a blizzard added horrors to the wreck.

Fire broke out in the wreckage of the day coach, but it was smothered with snow, which was thrown on it before it gained any headway.

The Pacific express is a fast train. Last night it was delayed two hours by the heavy travel and at Wanstead it was speeding to make up time. The freight was working slowly east under orders to take the switch at Wanstead and allow the express to pass.

In the blinding snow storm neither engineer saw the other train approaching, apparently, and the freight had just commenced to pull in the siding when the passenger train came up.

The shock was awful. In a second the baggage and express cars of the passenger train telescoped into the day coach. This day coach was reduced to splinters and fragments back to the last three windows. As it was crowded, the results were terrible. Fire that broke out was quickly smothered, but the fire was scarcely more dangerous than the cold. For three hours or more injured passengers were pinned underneath wreckage, crying piteously for help, while they suffered from exposure to the elements.

Exposure probably hastened the death of some of the injured and caused the death of some of those who might have been saved if it had been only a question of extricating them from the wreckage.

The Pullman cars stayed on the track and were comparatively uninjured, although the passengers in them were severely shaken in the shock.

Andrew Carson, the operator at Watford, the first station east of the wreck, whose failure to deliver orders to Conductor McAuillie of the Pacific express to pass the freight at Wanstead is said by the Grand Trunk officials to have caused the wreck, made to the Associated Press his first statement since the wreck. He says he received the order for No. 5, the express, to pass the freight at Wanstead at 9:45 o'clock, but declares positively that a few minutes later Dispatcher J. G. Kerr at London called him and ordered him to "bust" or cancel the order. He said: "About 9:54, after calling Wyoming and ascertaining that the freight was there, the dispatcher called me rapidly a half dozen times. When I answered on the wire he told me to 'bust' this order. I wrote 'bust it' across the order just as McAuillie came in and asked me what the order board was out against him for. I told him we had had an order for him but the dispatcher had 'busted' it. He asked me to hurry and write him a clearance order, which I did. After the train had started and was out of my reach the dispatcher learned that the freight had left Wyoming. I told him I could not stop No. 5, as it had left. He immediately began calling Kings Court Junction, the station between Watford and Wanstead, on the railroad wire and I tried to raise them on the commercial wire. We both failed to do this, however, until after the express had passed the Junction."

Carson admitted that he knew that it was against the rules to cancel a train order without sending a substitute for it, but said that the dispatcher was his superior officer and he disliked to question his order or dispute his authority to take this action. Dispatcher Kerr's order book in the local Grand Trunk office does not show that the order was "busted" or cancelled as Carson claims. According to the book it was still in force and should have been delivered to the conductor of the express. Kerr has not made any statement even to the railroad officials and will not until he takes the stand at the inquest.

Division Superintendent George D. Jones of Toronto says that the rule against cancelling or "busting" train orders is the strictest in the company's code. "I do not believe," he said, "that it has been violated since the standard dispatching rules went into

effect. Dispatcher Kerr is one of the best and most efficient dispatchers our service. He is the operator who accompanied the train bearing the duke and duchess of York on the royal tour of Canada a year ago. I have every confidence in him."

MOORS PUT TO ROUT.

Two Thousand of Sultan's Troops Killed or Wounded.

TANGIER, Morocco.—On December 22, 10,000 Sherifean troops, commanded by a brother of the sultan's minister of war, received orders to concentrate and take the offensive against the pretender at Taza. Before the Sherifeans moved upon him the pretender attacked them with large bodies of cavalry. The imperial army was surrounded, completely routed and fled in disorder toward Fez, abandoning all materials of war. The first fugitives arrived at Fez on the morning of December 24.

The gates of Fez at present are shut. Shops there are closed and the population is greatly excited, but there has been no disorder.

The European colony of Fez, embodying about 500 persons, is taking no steps to leave the town and appears to be satisfied that it is in no imminent danger, although the situation is regarded as serious. It is said that the pretender's followers have received numerous additions since his success and he is already negotiating with the tribes of Wedmaweb valley. The population of Fez is reported to be generally hostile to the sultan and ready to acclaim any pretender who will guarantee the town from pillage.

No details of the imperial losses have yet been received here, but it is rumored that 2,000 of the sultan's soldiers were killed or wounded. The authorities here are trying to minimize the disaster. It is said that a section of the imperial troops sent as reinforcements deserted to the rebels and aided in driving the local troops back to Fez.

ASKS FOR ASSISTANCE.

Caleb Powers of Kentucky Says His Means Are Exhausted.

GEORGETOWN, Ky.—Ex-Secretary of State Caleb Powers, who has had two trials and now awaits in jail here his third trial for complicity in the murder of the late Governor William Goebel, issued the following appeal to the public:

"I have had written a number of letters to different states asking for financial aid in my coming trial for alleged complicity in the Goebel murder. A portion of the press has, through a misunderstanding of the facts, attempted to thwart my plan for raising the much-needed money with which to defend myself, by circulating a report that these letters were not genuine—because signed by different persons for me.

"It is true that many of the letters were signed by different persons, because it was impossible for one person to send them out in the limited time before my next trial, but all of these letters are genuine.

"I have been continuously in the jails of this state for nearly three years. My means are exhausted. The generosity of Kentucky has been taxed to the utmost in my former so-called trials. In a few weeks I am again to be tried for my life. Hence my appeal now to my friends outside of Kentucky."

W. J. BRYAN IN MEXICO.

Visit Varied by Sight-Seeing and Official Calls.

MEXICO CITY.—William J. Bryan's visit has been varied by sightseeing and official calls. He has been received in audience by President Diaz and Minister of Finance Limantour. Mrs. Bryan and the children visited the shrine of the Virgin of Guadalupe.

Last evening the Bryan party took a train for Cordova, whence they will travel over the Vera Cruz & Pacific road to Alfred Bishop Mason's hacienda. The party will return here Tuesday morning.

The government people have not sought Mr. Bryan for information on silver as his views are well known here.

Gobbled by the Trust.

LOUISVILLE, Ky.—According to the Courier-Journal, Harry Weisinger, president of the Weissinger Tobacco company of this city, has closed a deal which has been pending for several days for the sale of his plant to the Continental Tobacco company for \$2,500,000. The papers have been signed and Mr. Weisinger will leave for New York to complete the details of the transaction. The company is one of the largest independent concerns of the kind in the country.

Cervera is Honored.

MADRID.—The appointment of Vice Admiral Cervera, who surrendered to the American fleet off Santiago de Cuba, to the post of chief of staff of the navy has been published in the Official Gazette.

DAVID A. DE ARMOND.

ADMIRAL GEORGE DEWEY.



TYPE OF VENEZUELAN TROOPS AND TWO NOTED AMERICANS WHO HAVE FIGURED IN THE WAR NEWS.

obtain from the commanders of the foreign warships an extension of a few hours in the time given the Caracas to remain at its dock in order that it might finish unloading. His request to this end was refused and he did not insist.

The commanders of the blockading warships explained that they were acting on the orders of the British admiral and that the orders given to permit the Caracas to discharge more than the mail had been given to satisfy Commander Diehl. The Caracas consequently left its berth at La Guayra at 6 o'clock when it had landed not more than two-thirds of its cargo.

The rule made by the allies that steamers reaching La Guayra before Dec. 30 were to be allowed to enter port and discharge their cargoes during the day, but were not to be allowed to take cargo on board, created general dissatisfaction at that port. As there is no export duty on goods shipped from Venezuela, the ruling does not affect the government. Only the ship workers are affected.

The German warship which passed La Guayra towing two large schooners was the Panther. It captured the vessels near Maracaibo.

The Bausan and the Tribune captured the following prizes:

The schooner Castor, loaded with salt, from Araya.

The schooner Maria Luisa, with cargo of cocoa, from Caronero.

The sloop Josefa Carmin de Vega, loaded with a general cargo, from Caronero.

A blockade of the Venezuelan ports of Puerto Cabello and Maracaibo has been declared officially. The German admiral is at Willemstad, Curacao. The Germans continue to cut the mainmast of Venezuelan vessels and

on behalf of one of its subjects where the courts of the country are open to his application for justice.

WELCOME TO ADMIRAL DEWEY.

People of San Juan, Porto Rico, Cheer American Sailor.

The reception to Admiral Dewey on his arrival at San Juan, Porto Rico, was a tremendous success. The parade which he led with the naval officers was an imposing spectacle. There was an immense crowd of spectators. Later there was an official reception at the palace. The admiral and Gov. Hunt received the various officials and citizens generally, who greeted them enthusiastically. The admiral expressed himself as highly pleased with his reception. The governor gave a ball in honor of the admiral.

IN THE CITY OF CARACAS.

The Home Life and Surroundings of the Venezuelans.

The exteriors of Venezuelan houses are almost exactly alike, so much so that it is a wonder a man in his cups ever finds his home. Until you are inside the inner door you have no way of knowing whether you are to see splendor or squalor, whether there is to be one little dirty patio, with slovenly women and numerous naked children, or a beautiful, spacious patio, with gardens and trees beyond, with furniture from Europe and inmates beautiful in face, figure and attire. In Caracas there is no fashionable quarter, the poor and the rich dwell side by side; but since the house wall or the garden wall separates the two, and since there are no front porches to sit upon, it matters little who your neighbors are.

The general arrangement of Ven-

The drawing room or parlor runs the full length of the house, exclusive of the vestibule. The windows have iron bars outside and wooden blinds inside. They need no glass windows and have none, except occasionally one of the panels of the blinds may be glass. The bedrooms and dining room are on each side of the patio, the kitchen and servants' quarters back. This arrangement is sometimes varied by having the dining room back and a second patio between that and the kitchen and servants' quarters.

The floors are of cement, covered with hardwood, but more often with rugs or matting or oilcloth. Few rooms are carpeted all over. Most of the larger houses of Venezuela have water works and electric lights. Few have sewerage and plumbing. Caracas has plumbing and sewers for the houses, but the creeks serve for the general sewerage. Under ordinary circumstances this would not be well but the hills are at such angles that the fall is two ways and the sewerage is good. The sudden showers send the water down the mountainside, flushing the creeks so that Caracas is one of the most healthy cities in the world.

Generally speaking, the houses in Venezuela have but one story and no cellars. The best houses are constructed with two brick walls, one foot and a half or a two-foot space filled with cement. Other houses have walls of cement or cement stone. These walls are made by filling wooden molds with cement until it sufficiently hardens to hold its weight. The molds are then removed and placed on top, refilled with cement, and so on to completion.

Small houses, especially those in the country, are constructed by erecting two rows of poles, some six to

lumbermen use it to fasten their logs together in booms, boatmen to tie their boats and divers to tether their burros. It is very flexible and can be tied in any kind of knots.

Many of the mannerisms of Venezuelan women remind one of the southern women, while in other ways they are like women in the most conservative parts of Europe. No woman of respectability goes upon the streets alone in the evening in Caracas, and young unmarried women never go alone at any time and under any circumstances; further, they are seldom left in the houses alone. Married women can go about in the daytime with discretion, but they are very apt to go in pairs or groups. Young women never see young men alone, and they usually do their visiting and love-making through the iron bars of the windows.

American tin enters into the construction of some small huts in Venezuela. Few Americans realize how the peon prizes our tin can. He utilizes it for purposes we would never think he could. Cans, great and small, are flattened out and used for siding and roofing, being held in place by cane or vines. If there was money to paint this tin, it would last a long time; as it is it soon rusts.

The partition walls of the best houses are built like the outside ones. The roof has first round sticks of lignum vitae for rafters and the interstices are filled in with cane held in place by wire. This is covered with cement and red tile, laid in cement, covers all. This tile roof is used on all houses alike (except, of course, the little huts referred to) so that when one stands on Calvario in Caracas or any hillside near any town, one sees masses of red tile, the only variance in color being due to age, the old ones being moss-grown.