

ESQUIMALT WILL AGAIN BE BASE

Squadron May Be Despatched Here Following Coming of U. S. Fleet

NAVAL YARD NOT GIVEN UP

Negotiations Between Imperial Government and Dominion Suspended

The British navy will probably occupy Esquimalt naval station again in the near future according to private advice received by a Victoria man from a British naval officer, prominent in the service. It is stated that following the coming of the United States fleet to the Pacific coast the admiralty will despatch a cruiser squadron to Esquimalt and the former naval station will again be used with activity as a base for the fleet.

Color to this statement is given by the suspension of the negotiations between Canada and the Imperial government for the transfer of the naval yard at Esquimalt to the Dominion government.

Following the transfer of the garrisons at Esquimalt and Work point to Canada by the Imperial government, negotiations were progressing for the taking over of the Esquimalt naval yard abandoned by the Imperial government following the withdrawal of the Esquimalt squadron with the exception of the sloop-of-war Shearwater, maintained here to carry out the annual sealing patrol service in Bering sea which the Imperial government agreed to do under the terms of the modus vivendi regarding pelagic sealing and the survey ship Egeria engaged in hydrographic work on this coast. The negotiations have now been suspended and it is probable that they will be broken off, owing, it is stated, to the opposition of Admiral Sir John Fisher, first lord of the admiralty, who is said to be opposed to the definite withdrawal of Imperial control from Esquimalt navy yard.

At present the yard which one time was a busy place is now a dreary collection of closed and unused buildings watched over by a few sentries, but if the statement made by the writer, who ranks high in the service, is borne out the naval yard will soon resume its old-time activity, and the blue-jackets, once familiar to the Victorian, will be seen again on the streets of the city.

The Canadian government, if the naval yard had been given over, proposed to make it a depot for the fleet of the marine and fisheries department. At present a small wharf near the marine department's offices on the inner harbor is the only wharf available for the fleet of the department, and this has been found all too inadequate. If the statement is broken off by the Imperial government for the transfer of Esquimalt, as is expected, the government will need secure other wharves before it proposed new steamers are acquired.

Buoys, aids to navigation and other material of the marine department are accumulating and more space is required. The fleet of the department is also growing. At present the steamers Quada, Kestrel, and the chartered fleet, including the steamer Cascade, William Joffe, Fern, etc., now use the wharf as well as the steamers Petrel and Madge of the public works department, and other vessels being made for two other vessels for the lighthouse service, and an appropriation was made last January for a new fishery cruiser similar in model to the C. G. S. Canada. This fleet was to have been stationed at Esquimalt if the naval yard had been given over to Canada.

Now that there is a likelihood, according to reports, of the British warships returning there the government will need secure other space for its vessels.

Stomach troubles, Heart and Kidney ailments, can be quickly corrected with a prescription known to druggists everywhere as Dr. Shoop's Restorative. The prompt and sure relief which this remedy immediately brings is entirely due to its Restorative action upon the controlling nerves of the stomach, etc. A weak Stomach, causing dyspepsia, a weak Heart, causing palpitation or intermittent pulse, a weak Brain, causing nervous or weak Head, means weak Stomach. Strengthen these inside or controlling nerves with Dr. Shoop's Restorative and see how quickly these ailments disappear. Dr. Shoop, of Racine, Wis., will mail samples free on request. Write a test will tell. Your health is certainly worth this simple trial. Sold by Cyrus H. Bowes, Druggist.

FINANCE MINISTER RETURNS TO CAPITAL

Captain Tatlow Attended the Provincial Fair in Nelson—Proved Great Success

(From Saturday's Daily)

Hon. R. G. Tatlow, finance minister and member of agriculture, returned last evening from Nelson, where in company with Hon. J. H. Turner, agent-general for the province in London and R. M. Palmer, commissioner of horticulture, he attended the fair at Nelson. It proved a grand success.

The attendance from the entire southern portion of British Columbia was large and the show was worthy of the attendance. The display of fruit was especially fine, which proved gratifying to the party of provincial officials as it facilitated the preparation of the portion of the exhibit for display in London which is furnished by the Nelson district.

Hon. Mr. Turner met many old friends and his reception everywhere was spontaneous and warm.

Hon. Mr. Tatlow, while in Nelson, inspected the new court house building and found it very fine. It is of ample size and of excellent design.

"People throughout the district took a good deal of the coke question,"

DROWNED IN HARRISON LAKE

New Westminster, Sept. 20.—George McPherson of Agassiz, an employee of the Harrison lake hatchery, was drowned on Tuesday afternoon in Harrison lake. The hatchery launch Salmu, with T. Graham and McPherson on board, had left Silver creek about three miles astern, when, as the result of an explosion, the launch took fire. After a fight with the fire the

men took refuge in a small rowboat, which they had in tow. Unfortunately, just as they were pushing off the small boat upset with them. After hanging on for some time Graham was rescued by some Indians, but McPherson had succumbed to cramps and had gone down.

McPherson was the youngest son of Mr. and Mrs. McPherson of the Hot Springs road, who are held in high esteem in the neighborhood, and have in their loss the sympathy of many friends.

Mr. Graham is recovering from his severe experience. The launch is a total loss.

JOINED IN DEATH

Halifax, Sept. 20.—Jason Nickerson and his ten-year-old son were drowned by the capsizing of their boat in Clark's harbor on Wednesday evening, not far from their home. Nickerson, who was employed in building a wharf for the Dominion Fish Reduction Works, left for home with the other hands at 6 o'clock, but went back after supper to the wharf in his skiff to get log ends. As the evening was fine he took his boy with him for a row across the harbor. Not returning, some neighbors went to look for them a few hours later, and found the boat bottom up, where it had drifted ashore not far from the wharf.

The search for the boat was begun by a large number of people, and in a short time both bodies were discovered close to a landing in about five feet of water. It was an affecting sight when the bodies of father and son were brought to the surface, clasped so tightly in each other's arms that it took quite an effort to separate them. No other person was within a mile of the place when the accident happened. It is supposed that the boat capsized while they were taking in log ends alongside the wharf, and that Mr. Nickerson lost his life in trying to save his boy.

SMELTERS ARE AGAIN WORKING

Kootenay Output Exceeds the 30,000-Ton-Per-Week Figure

Phoenix, B. C., Sept. 18.—While all the coke wanted is not yet in sight at all the district smelters, there is some improvement at some of them, with the result that the output of coke and treatment at the smelters begins once more to turn over the thirty-thousand-ton-per-week figure. Granby and Dominion having had their full battery of blast furnaces in operation most of the week. In detail, the shipments were as follows:

	Tons.
To Granby smelter—	
From Granby mines	19,077
From Emma mine	750
To B. C. Copper Co.'s smelter—	
From Mother Lode	4,257
From Snowshoe	1,230
To Dominion Copper Co.'s smelter—	
From Brookline	1,056
From Idaho	896
From Rawhide	2,784
From Sunset	1,050
From Mountain Rose	245
To Trail smelter—	
From Snowshoe	1,420
Total shipments for week	33,965
Total shipments for month	84,424
Boundary smelters treated this week as follows:	
Granby smelter	18,811
B. C. Copper Co.'s smelter	5,220
Dominion Copper Co.'s smelter	6,031
Total treatment for week	30,062
Total treatment for year	830,882

FATALITY OCCURS AT OUTER WHARF

James Brown, Steward of the Amur, Falls From Wharf and Is Drowned

(From Saturday's Daily)

James Brown, steward of the steamer Amur and for many years steward of many of the Canadian Pacific Navigation and C. P. R. companies' steamers plying from this port, fell from the outer wharf yesterday afternoon while the steamer Amur was being loaded with freight by steamer Woolwich and Shikano Maru, and was drowned.

Brown had left the steamer Amur, on which he was engaged as steward, yesterday morning, and had been drinking heavily during the day. In the afternoon, when the steamer Amur moved to the outer wharf, he went there and was sitting on one of the girders at the edge of the wharf with his back to the steamer lying alongside, when he lost his balance and fell between the wharf and the vessel. One of the deckhands, who heard the splash which followed, at once slid down a line made fast to the rail and grasped the unconscious man. Others of the Amur's crew hurried to the assistance, two going down to assist in the rescue. Brown was made fast to a line and hauled from the water, having been overboard but a few minutes.

Dr. Hart was summoned and arrived quickly. The work of endeavoring to secure artificial respiration was begun at once and continued for some time, but nothing could be done. Dr. Hart worked for an hour on the unfortunate man, but all efforts were in vain. The British Columbia Funeral company was notified and the body removed to the company's parlors. An inquest will be held, probably today. Brown was over 50 years of age, and for the past 10 years or more had been working on local steamers. He was a native of Ireland. It is not known whether he has any relatives here.

LeRoi Mine Shipping

Rossland, Sept. 20.—The Le Roi mine shipped 1,540 tons of ore to the Northport smelter during the past week, against 1,020 tons for the week ending September 7. Active development is in progress on the winze level. The mine is looking fairly well and the output is expected to be increased. The mine is getting in full swing again, and at present about 225 hands are employed. It should not be long before the full force, or about 300 men, will be at work.

TWO STEAMERS FROM UP COAST

Tees Returns From Clayoquot Sound and Maude From Estevan Point

WORK OF THE WHALERS

St. Lawrence Beached at Clayoquot to Ship a New Propeller

(From Saturday's Daily)

There were two steamer arrivals from the West coast yesterday morning, the C. P. R. coasting steamer Tees, Capt. Townsend, from Clayoquot Sound, and the steamer Maude, onetime passenger steamer on Vancouver coast, now chartered to the material and light house supplies to the new lighthouse under construction from Estevan point and Lennard. The Tees brought 400 barrels of whale oil and 50 tons of fish, the oil consigned to the agents of the Pacific Whaling company at Glasgow. The Maude brought a new propeller for the St. Lawrence, which was successfully hoisted on board. A shipment of 500 cases of salmon from the Clayoquot was also included.

Fog has been hampering the steam whaler Orion of the Pacific Whaling company of late, and only three or four whales were taken last week, while the St. Lawrence of the Narrows whaling company, which has been absent from the hunting grounds having been beached at Ucluelet, was having a new propeller shipped, which was successfully hoisted on board, and the vessel taken back to Kyquoot to resume work.

When the St. Lawrence broke her propeller, she had killed a sulphur-bottom 90 feet long and 15 feet wide, and had fast alongside to be towed to the station, when the head of the vessel was broken off, and the blades of the propeller as well as breaking the tip of another.

On Wednesday, while the Orion was hunting during thick weather, a whale was killed, but the steamer failed to recover it when she went to take it in tow. The whale was killed in the morning and after being inflated in the usual way, it was towed to the station, where it was seen and snapped one of the blades of the propeller as well as breaking the tip of another.

Among the passengers of the Tees were S. Reid of Clayoquot, Capt. Anderson of Sechart, and Mr. Ucluelet, Mrs. Worster and Mrs. Williams of Port San Juan, Herbert Guthrie of the Victoria Tourist Association, Dr. Wilson of Victoria, Mr. Albern, J. Dwyer of Port Renfrew and William Cox and F. H. Jones from Alberni.

The steamer Maude which returned from Estevan point, reported that the weather off the coast has enabled the vessel to lie in and anchored off the coast near Estevan point, where it landed place to the light house, a distance of about four miles, and horses are engaged hauling the material to the new buildings. Sixty tons of coal was taken for the light house at Lennard island, and this was hoisted ashore. The Maude will load another cargo of material for the west coast light station.

FAST TIME ON C. P. R.

Winnipeg, Sept. 20.—The fastest time ever recorded by a passenger train on the western lines of the C. P. R. was made by the Overseas east-bound, which passed through the city yesterday morning. The train, which was made in two hours and eleven minutes. It required 14 minutes to cover the first 8 miles out of Broadview, and there is a hard grade. The six minutes lost on the grade, however, when the train at times made up a velocity of almost 70 miles an hour, 98 consecutive miles being covered in 97 minutes. There was no stop made in the entire distance from Broadview to Brandon. The engine, Clark, of Brandon, was at the throttle, the engine being No. 835.

TO BE FASTER THAN THE BIG CUNARDERS

Transatlantic Liner of New Design to Be Built by Harland and Wolff Company

The managing director of the Harland & Wolff Shipbuilding company, of Belfast, Ireland, Mr. Hon. A. M. Carlisle, had made an announcement that his company has definitely decided to undertake the construction of a steamship designed for the transatlantic service and to cross the ocean at a speed of 30 knots an hour. "This vessel," said Mr. Carlisle, "is to be a steamship of about 14,000 tons register and about 850 feet in length. She is to have triple screws, two screws are at present on twin-screw vessels, the third in the rudder cavity, as in the ordinary single screw vessel. The two outside screws are to be driven by quadruple expansion engines of the Harland & Wolff balanced type. 220 pounds to the square inch. The central screw will be operated by a turbine engine.

In a few years time steam propulsion may be a thing of the past, but, as matters rest today, there is much to be said for the steamship. With a judicious combination of turbines and compensating engines, the construction of a vessel that can cross the Atlantic at 30 knots an hour is easily practicable.

"At any rate, we mean to demonstrate with one of the nine new liners which are to be built for the transatlantic service. These nine liners are to be built for the International Mercantile company. Two are already laid down in the Belfast yards and the first of these for the Canadian Pacific is to be launched next spring. It is on this ship that the new method of propulsion will be tested.

Industries for Royal City

New Westminster, Sept. 20.—Proposals are now on foot for the establishment of three new industries in this city in the near future.

Mr. F. L. Duffley of Portland, Or., who is a large manufacturer of patent leather shoes of all kinds, was in the city a few days ago and contemplates putting up a factory here for the manufacture of goods for the Canadian trade. Negotiations are now in progress.

A number of local men intend organizing a company for the purpose of establishing a woodworking factory for the manufacture of all kinds of fine woodwork. The people interested are ready to put up all the capital required back will erect a plant as soon as a suitable site can be secured.

The North American Shingle company of this city which is now being incorporated, intends putting up a single mill in the west end on the north arm of the river at a cost of \$20,000 and will employ about forty hands.

Coke Shipments

Roseland, Sept. 20.—Figures in regard to the quantity of coke and coal sent out of British Columbia from Crow's Nest Pass points differ when obtained from different sources. The Miner recently sent its correspondent in Ottawa for figures as to the amount of coal and coke sent out of the province from Crow's Nest Pass points, and the correspondent reported that for the fiscal year ending June 30, 1907, 282,598 tons of coal and 29,907 tons of coke had been exported; that is, that quantity of coal and coke had passed through the customs district of Nelson. The American authorities were appealed to and, according to them, imports of coal from British Columbia into the customs districts of Idaho and Montana for the fiscal year ending June 30, 1907, were 233,634 tons.

SECURES FIFTY QUARTZ CLAIMS

Ottawa Government Allows Harry Waugh to Stake Big Territory

Dawson, Sept. 19.—Harry Waugh and his expedition returned Tuesday from Heely river, to which they staked the six weeks ago after a rich new quartz strike. Mr. Waugh had a special concession from Ottawa to stake fifty claims.

To be rich in gold values the new strike of six hundred miles and had hardly enough supplies to bring them back. They panned several streams and got colors, indicating the presence of a gold belt in the unexplored district north of Dawson. This district was now probably developed.

Mr. Waugh is backed by rich Californians. He believes that he has one of the greatest strikes ever made in the North.

A memorial was sent to Ottawa protesting against Mr. Waugh controlling so vast a tract of mineralized ground. A legislative committee has the matter under consideration.

George McClary Dead

Toronto, Sept. 20.—Geo. McClary, secretary of the McClary company of Canada, died last night of pneumonia. Deceased was the son of the late Oliver McClary, one of the founders of the firm.

RISKS LIFE TO REGAIN LIBERTY

Daring Attempt of Japanese Stowaway to Land in Canada Fails

(From Saturday's Daily)

Determined to regain his liberty even though in the attempt he sacrificed his life, a Japanese named Tokogero, had been picked up about a mile and a half from the outer wharf yesterday afternoon just in time to save him from a watery grave.

The Oriental was being shipped back to Japan on the C. P. R. steamer Montague, which left this port shortly after 4 o'clock yesterday afternoon. For the third time within the past two years he has attempted to land in Canada, and as a stowaway had on many occasions been caught and returned to his native land. Two weeks ago he almost succeeded in making his entry into Canada, but was caught when the Montague arrived at Vancouver. He was held until that ship started on its return journey when he was put on board with the intention of sending him back. The Montague en route to the Orient passed this port yesterday, and apparently Tokogero, with a daring peculiar to his race, saw his opportunity, and jumping overboard attempted to gain the shore.

The tide was against him, and he was in dire straits, and his weakness have been drowned had it not been that George Katchulu, a fisherman, hearing his despairing cries, brought his boat about, and succeeded in getting the Oriental into it, bringing him into the outer wharf.

Tokogero had apparently made a quick dash for his liberty. When picked up from the ocean he was attracted in a measure to the shore, and around his waist was a belt containing a small amount of money. The police were notified, and the stowaway was taken to the police station, where he spent the night. Today he will be handed over to the immigration authorities.

Through an interpreter Tokogero informed the police last night that this is the third time he has attempted to make his way to America as a stowaway. On each occasion he has been detected and deported by the immigration authorities, but nothing daunted he tried again. Today he shows the daring of the man more than his almost suicidal leap into the sea when the Montague passed here yesterday afternoon.

RAILWAY CASES ARISING IN WEST

Commissioner Mills Favors Establishment of Branch Commission

JAPANESE TREATY TERMS

Encouragement of Immigration From Countries of Northern Europe

Ottawa, Sept. 20.—In view of the cases which are constantly arising in Western Canada, Commissioner Mills favors the establishment of a branch of the railway commission in the West.

Canada's proportion of the net loss on the operation of the Pacific cable last year amounted to over \$33,000. Inquiry by the arbitration board into matters in dispute between the C. P. R. and its telegraphers opens at Toronto next Monday.

The Dominion inspector of binder twine, Jos. L. Haycock, has collected fines aggregating \$38,000 within a short time from firms selling twine on short measure. One American firm, however, which was fined \$1,475, had in all to pay \$2,000 for its crooked work. This firm had sold 1,180 balls of twine, which contained 500 feet instead of the 600 feet that was stamped on the package. The twine was seized and a fine of \$1 placed on each bale. The company bought the twine back at 25 cents each package on condition that it was to retag them with the correct length. Two hundred and fifty tons had been sold. This cost \$5 per ton and reduced the value of the twine by \$40 per ton, or \$10,000 in all.

In an interview yesterday Japanese Consul-General Nosse stated that the Japanese treaty could not be abrogated for three years. He was correct as far as the British treaty with Japan is concerned, as it provides that at the end of eleven years either party can give notice of withdrawal at the end of one year, which would mean in this case about three years. The Canadian treaty is a copy of the British treaty, with the difference of a special clause saying that it can be abrogated after six months' notice. But there is room for a legal argument as to whether or not this does not conflict with the fact that the British treaty was adopted in its entirety. This will not be necessary, as an amicable settlement is expected.

Statements have reached here that Hon. C. S. Hyman's health is no better. The ex-minister is suffering from a most severe nervous breakdown, and it is doubtful if he will return to London or ever manage his business if he does.

The railway commission is now considering evidence in regard to the charges of the Bell and other telephone companies of Canada, and will announce its decision at an early date. G. E. Shepley, K. C., is getting ready to prosecute an inquiry into the alleged excessive tolls of the several express companies. The board is not satisfied with the delays in connection with the commencement of the new Union station at Toronto, and will hold a meeting to deal with that matter on October 1.

The steamship companies are improving in a great degree their accommodations for immigration passengers. While Mr. Scott was in Liverpool an agent from Boston, Lincolnshire, was contracting for four hundred passengers and paying \$1 each to the steamship company to secure the passage. A modified form of the system of housing booking agents in England is now being applied on the continent. Besides the restrictive laws, immigration work on the continent is complicated by the existence of two or more Atlantic shipping companies or conferences. Ships sailing from British ports, through which the Scandinavian traffic comes, form one conference, and ships sailing from Germany, Holland, Belgium, and French ports form another conference. The continental European countries in which the immigration department maintains residence agents are France and Belgium. In the other countries dependence is placed on the efforts of booking agents. While the flow of immigrants is very large and satisfactory, in view of the great demand, especially for railway labor, in Canada at the present time, it is thought desirable to maintain a reasonable measure of immigration work in the countries of northern Europe from which people might be expected to come, who would be working at railway construction, becoming enabled to enter on land of their own. This would in the first place meet the demand for railway labor, and then the demand for agricultural development.

JAPANESE SUES C. P. R.

Damages for Death of Man Killed at Vancouver Day of Crimes Fushimi's Reception.

Vancouver, B. C., Sept. 20.—McCrosnan, Shultz and Harper have filed suit for the benefit of Umi Nakata, acting administrator for the estate of T. Nakata, against the C. P. R. for unstated damages.

Nakata was killed by a yard engine on the 23rd of last June, the day of Prince Fushimi's celebration. It seems that Nakata was standing on the track at 120 tons of steel rails for the June mines on Quatsino sound. The Amur will also take large shipments of coal and barrels for the Pacific Whaling company. Captain Whiteley, who arrived yesterday on the Otter from the island coast, took out the Amur.

The steel rails taken by the Amur are to be used in building a narrow gauge railway which is to be constructed for a distance of five and a half miles from tidewater on the west

There are now in the New York savings banks \$963,621,500.

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THE AMUR TAKES CARGO
Demands of Industries of the Island Coast Necessitates Use of Larger Steamer
(From Saturday's Daily)
The steamer Amur left yesterday for Vancouver, taking 600 tons of Chilean and Japanese merchandise express steamers Woolwich and Shikano Maru for the mainland, and she will load 120 tons of steel rails for the June mines on Quatsino sound. The Amur will also take large shipments of coal and barrels for the Pacific Whaling company. Captain Whiteley, who arrived yesterday on the Otter from the island coast, took out the Amur.
The steel rails taken by the Amur are to be used in building a narrow gauge railway which is to be constructed for a distance of five and a half miles from tidewater on the west

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