

ous Suicide

reet Storekeeper  
nd inflicted

ned for the Rash  
This After-

Geyt, who with his  
store at 61 Pandora  
side this morning by  
th a razor. Deceased  
nd went into the  
use. His wife short-  
ly moaning and go-  
found blood pouring  
ch had been badly  
which, covered with  
the floor. It did not  
man's exclamation  
nvince his wife that  
self to death, and  
nd neighbors, beside  
ger for medical aid.  
ne, however, to save  
his life and he soon

an of about 45 or 50  
nd he and his wife  
efore, each of them  
eir former alliances,  
a the island of Jer-  
roundland, his pa-  
belonged, to a secret  
place in the year

ed for his rash act,  
no reason which  
ke his own life, and  
act or conversation  
on his part.

which had contained  
d in the bath room,  
that he took any of

per by trade and he  
Victoria at differ-  
nt ten years. Late-  
shop near the old  
has been suffering  
ring the spring and  
ublic Hospital un-  
for their cure. Dr.  
him, states that he  
his illness and show-  
designs on his own

in acting in a peck-  
and thinking he  
o persuade him not  
sted on going, how-  
progress this after-

MR'S WIFE.  
ple From Acute  
the American Rheu-  
the True Physi-

of 223 Church  
of Dr. Harte, suf-  
feumatism for five  
ars she could not  
e of a case. At  
e intense, and she  
o remedy or treat-  
e. She was im-  
American Rheuma-  
four bottles and  
a pain, and she  
limony by saying:  
and can move  
er in my life."

THE WORK OF  
RS.  
ay 23.—Believing  
ay, Mrs. Mary A.  
nd literary work,  
manuscripts, "I do  
thing when I die,"  
ed manuscripts in-  
ed to be of value  
ers, essays, poetry,  
n scrapbooks, pre-  
t with the rest.

et Steel  
Brick

is durable, econ-  
nd covering  
ings

Lightning proof  
wither's cold and  
formly handsome  
be most easily  
y little.

is desirable for use  
buildings.  
interested,  
boot it.  
Co. Limited  
TO  
ER, SR.,  
T, VICTORIA.

Dominion Parliament

Obstructing Government Business  
-Sir Hibbert Tupper Speaks  
For Five Hours.

The Manitoba Election Frauds In-  
vestigation—Sir Louis  
Davies' Reply.

Ottawa, May 17.—Yesterday may be ad-  
ded to the session's list of wasted days.  
The Drummond County railway was the  
order, but Sir Hibbert Tupper, on a mo-  
tion to adjourn, spoke for five hours for  
the confessed purpose of obstructing the  
government business. Sir Hibbert's topic  
was the delay in beginning the work of  
public accounts committee. He went over  
the evidence taken before the committee  
last session on the Manitoba election  
frauds, quoting at great length from the  
partial report of the committee. Messrs.  
McMullen, Foster, McNeill, Sproule, Sir  
Louis Davies and others also spoke on  
the question. Sir Louis declared that Sir  
Hibbert was trying to evade his pledge  
to continue the investigation this year,  
by tricking the House into expressing an  
opinion while the matter was sub-judice  
in this way it was hoped to escape an  
admission of failure to substantiate the  
charges made.

On motion of Mr. McMullen the rules  
were suspended in order to allow the in-  
troduction of a bill authorizing the Gen-  
eral Trusts Corporation of Canada to  
transact business in the Dominion.  
A bill was introduced by Mr. Dymont  
respecting the Ontario & Rainy River  
Railway Company.

Mr. Blair presented a return of the re-  
ceipts from passenger and freight ser-  
vice on the Intercolonial railway, also  
copy of agreement between the Depart-  
ment of Railways and the C.P.R.

Sir Hibbert Tupper.  
Before the orders of the day were called  
Sir Hibbert Tupper, in a speech of  
considerable length, again complained of  
the extraordinary delay in calling the  
public accounts committee together, and  
charged the government with being re-  
sponsible for the delay in order to pre-  
vent the continuation of the investigation  
commenced but not finished by the com-  
mittee at the last session from being  
taken up and completed at this session.

There was also the case of a member of  
the House, whose character was seriously  
attacked, but who was unable to be  
present to defend himself, and who, it  
was agreed, should be given an oppor-  
tunity of defending himself before the  
committee. These facts should have  
prompted the government to see that the  
committee was called together at the  
earliest possible moment, without any  
urging from the Opposition side of the  
House.

On the other hand, the public ac-  
counts committee should have been sum-  
moned early in order that the inquiry in-  
to this expenditure could be continued  
and brought to a conclusion. The gov-  
ernment and members of the North West  
Territory would be held responsible by the  
House for preventing the continuation of  
that investigation by failing to call the  
committee together.

Mr. McNeill spoke briefly on the mo-  
tion.  
Mr. Foster.  
Mr. Foster declared that a more out-  
rageous, unauthorized and indefensi-  
ble piece of business than the election  
frauds matter he had never known in  
all his parliamentary experience, but af-  
ter a lengthy presentation of the case by  
Sir Hibbert Tupper not a member of the  
government had dared to make any  
statement in reply. He maintained that  
the government had no more right to  
take money out of the Dominion treas-  
ury to pay for the prosecution of these  
men than for the relief of prisoners in  
Siberia. The claim that the expenditure  
was authorized by a sub-committee of  
council was, he said, a mere subterfuge,  
and he challenged every member of the  
government to defend such conduct. Mr.  
Sifton had paid Mr. Wade, a favorite of  
his, \$1,500, relying on the complaisant  
Premier's acquiescence, for services  
which decent, honorable, honest Sir Ol-  
iver Mowat, generous as he was, said  
were worth only \$600. He challenged the  
government to reply to Sir Hibbert's  
speech.

Sir Louis Davies.  
Sir Louis Davies declared that there  
had been a great deal of sound, a great  
deal of stimulated fury and a great deal  
of assumption by Mr. Foster of quali-  
ties not honestly attributed to him—de-  
cency, honesty and candor—and a new  
member might think there was some  
truth in his statements. As a matter of  
fact Sir Hibbert Tupper was seeking to  
get the Opposition out of the awkward  
position in which they were placed. Sir  
Hibbert had said that a member of the  
government had been guilty of improper  
conduct. He had spent a whole session  
bringing witnesses from all parts of the  
country, and after exhausting his witness-  
es and his evidence found himself at the  
close of the sittings of the public ac-  
counts committee in the pitiable position  
that he had not a man behind him of  
his own party, and in order to cover his  
miserable failure, he gave a pledge that  
he would continue the investigation. He  
practically said he had failed, but asked  
for another chance. He spent five hours  
seeking to have the House give judgment  
before the case was closed, trying to es-  
cape from the pitiable position in which  
he was, and he had got Mr. Foster to  
storm and fury about the matter. The  
government took the decent, dignified  
and honest course. They appealed to  
the independent members of the House.

The government said it would be unfair  
to ask the judgment of the House on Sir  
Hibbert's position until he had put in all  
his evidence. Sir Hibbert should have  
the chance he was trying to escape proving  
it, but he would have to admit that he  
had no case and come to the House and  
say so, or withdraw. Sir Hibbert was at-  
tempting to get a reply from the govern-  
ment to force the House to give judg-  
ment, and then say it was no use going  
on with the investigation in committee,  
because the House had already given  
judgment on the case.

The debate was continued by Mr. N.  
Clark Wallace, who assured the govern-  
ment that the country is watching them  
and will carefully watch the proceedings  
of the public accounts committee and de-  
mand that the investigation be most  
thorough and searching.

Mr. D. C. Fraser.  
Mr. D. C. Fraser, chairman of the pub-  
lic accounts committee, remarked that it  
was only eleven days ago that the mem-  
bers of the Opposition first called atten-  
tion to the necessity for calling the com-  
mittee together, and he at once went to  
the clerk of the committee, but found  
that for a week afterwards all the time  
was occupied by other committees with  
important business. He reviewed the  
records for 1898, when the public accounts  
committee presented its first report 54  
days after the session opened, and mak-  
ing allowance for the time occupied in  
the debate upon the plan proposed by  
the cable committee of 1897.

Port Colborne Harbor.  
Mr. McCleary (Welland) moved: "That  
inasmuch as there had been expended by  
the federal government of Canada, on the  
canals of the Dominion, up to June 30,  
1898, \$3,772,622, and of this amount there  
has been expended on the construction and  
enlargement of the Welland canal, \$2,  
806,459, it is the opinion of this House  
that, having regard to this large ex-  
penditure, which constitutes a heavy  
burden upon the revenue of the country,  
the harbor of Port Colborne on Lake  
Erie, at the southern end of the Welland  
canal, and the harbor of Port Dalhousie  
on Lake Ontario, at the northern end  
of the same canal, were improved and  
sufficient elevator facilities provided, so  
that the lake carriers could enter, it  
would not only give the most rapid and  
the cheapest route for the products of  
the great West, to tide-water in the  
Great Lakes, but would also be a great  
benefit to the country, above stated."

In speaking to his motion Mr. Mc-  
Cleary asserted that Port Colborne is the  
only port opening into the trade of the  
West as a through water route. It was  
nearer to Montreal than any port in  
Georgian Bay. Referring to the proposed  
air line from Toronto to Georgian Bay,  
Mr. McCleary stated that the govern-  
ment should not develop new routes un-  
less satisfied that the present routes  
could not be made the best and cheapest.  
With proper harbor improvements, and  
the developing of the Welland canal,  
Canada should be able to capture a large  
proportion of the lake traffic.

Mr. Blair approved.  
The Minister of Railways and Canals,  
in his reply, stated his conviction that  
it was necessary to improve the entrance  
to the Welland canal and Port Colborne  
harbor, if we are to put ourselves in a  
position to compete with access to the  
harbor at Buffalo. Further than this,  
he had so presented the subject to his  
colleagues. There was a considerable  
sum in the estimates for the work, and  
it should be completed this season. There  
would be, he promised, no delay. Per-  
sonally, he thought it would be better to  
leave the providing of elevator facilities  
at Port Colborne to private enterprise.  
He thought private enterprise should be  
left to the section. The deepening of  
the canal would be prosecuted with  
all vigor, and the whole chain  
should be completed within a few weeks.  
The further deepening of the Welland  
canal was not at present a practical  
question. To secure a greater depth  
would mean practically the building of a  
new canal at a cost of \$20,000,000 or \$30,  
000,000. The construction of a breakwater  
at Port Colborne was a matter coming  
within the province of the Minister of  
Public Works.  
Mr. Bennett (East Simcoe) preferred  
the route by Georgian Bay. A vessel run-  
ning from Chicago to Midland would  
make three trips in the time that it took  
to make two to Buffalo. With adequate  
elevating facilities at Montreal, the so-  
lution of the transportation question of  
this route was assured.

Mr. Borden.  
Mr. Borden (Halifax) justified the ac-  
tion of Sir Hibbert Tupper in occupying  
the attention of the House as a protest  
against the action of the government in  
delaying the work of the public accounts  
committee, so that the proper discussion  
of the report of the committee and the  
evidence would necessarily be impossible.  
In defence of Sir Hibbert Tupper, he  
stated that when that hon. member left  
for the West he left with him a list of  
the witnesses he desired to have called  
before the public accounts committee, full  
expecting that the committee would be  
called, and he had been prepared to move  
for the examination of these witnesses.  
Discussing the Manitoba election fraud  
cases, he inquired whether the govern-  
ment would give him carte blanche in re-  
gard to expenditure for the purpose of  
investigating the recent West Huron  
election, as had been done in the Mani-  
toba case, and he asserted that stronger  
prima facie evidence could be presented  
in regard to that case than was available  
in the Manitoba case.

At 12:20 the motion was declared lost.  
The House went into committee on the  
Drummond County railway resolution,  
and the committee reported progress and  
asked leave to sit again.  
Insolvency Legislation.  
Before adjournment, in reply to Mr. E.  
F. Clarke, Sir Wilfrid Laurier stated  
that he had been in communication with  
Mr. Fortin, who had placed a notice up  
on the paper of his intention to introduce  
an insolvency bill. He understood that  
legislation had been introduced in other  
provinces, which, up to this time, have  
not had laws respecting insolvents and  
the disposal of the assets of insolvent  
debtors, and if that legislation became  
law the government would not forgo the  
insolvency bill being introduced at this  
session.

In reply to a question by Dr. Montagu,  
the Minister of Agriculture said he  
would make inquiries if there is any re-  
cent correspondence with the imperi-  
al authorities regarding the cattle embargo.  
Replying to Mr. Haggart, the Premier  
stated that the Drummond County rail-  
way resolution will be proceeded with on  
Thursday, unless the progress of busi-  
ness is obstructed on that day as it has  
been to-day.

Mr. Casgrain said he would not make  
a threat, but unless certain papers which  
have been asked for are brought down  
there would probably be no better pro-  
gress made than there had been to-day.  
The House adjourned at 12:30.

Ottawa, May 18.—Yesterday was a fa-  
ther quiet day in the House of Com-  
mons. Private members' orders had pre-  
cedence, and among the subjects under  
discussion was a proposition for the im-  
provement of Port Colborne harbor, and  
a bill of Mr. McMullen's in the line of  
civil service reform, discussion on the  
latter being adjourned at the govern-  
ment's request.

Trade in Eggs.  
Mr. John McMillan (South Huron), in-  
troduced a bill the object of which is to  
provide a standard of weight which shall  
govern the sale of eggs to foreign buy-  
ers. The standard is to be a pound and  
a half to the dozen. The law would not  
have any bearing on the domestic trade,  
but will merely serve as a means of  
maintaining the reputation of our eggs in  
foreign markets.

Canadian Service Medal.  
Replying to a question by Mr. Clarke  
(West Toronto), the Minister of Militia  
stated that the approved design for the  
Canada general service war medal will  
bear an effigy of the Queen similar to  
that of the North-West Rebellion of  
1885. The reverse will bear a maple leaf  
and a ribbon or scroll bearing the word  
"Canada." The order has been given to  
the Royal mint for execution.

Value Will be Ascertained.  
The Minister of Customs informed Sir  
Charles Hibbert Tupper that Mr. Ogilvie  
has been requested to assess the value  
of the steamer John C. Barr at Dawson,  
for duty.

The Marine Survey.  
Sir Charles Hibbert Tupper learned on  
inquiry that one authority quoted by the  
Minister of Marine the other evening to  
the effect that no value was attached to  
the proposed tidal survey was in error.  
The survey was a matter of the  
Quebec Legislature had authorized a  
similar settlement, but the act had been  
annulled by the Privy Council on the  
ground that the matter came properly  
within federal jurisdiction.

The bill was passed clause by clause  
through its committee stage and stood  
over for the third reading. In the mean-  
time the Prime Minister promised to ob-  
tain the opinion of the Minister of Jus-  
tice on the legal question involved.

Civil Service Reform.  
Mr. McMullen moved the second read-  
ing of his bill to amend the Civil Serv-  
ice act, the purpose of which is to do away  
with the practice of allowing civil ser-

dam should be demolished or a proper  
dunway built.  
Mr. Chauvin (Terrebonne) called the at-  
tention of the Prime Minister to the po-  
sition that the trouble really comes from  
another dam on the Back river. How-  
ever, the Masson estate was quite ready  
to put a dam in proper repair.  
The motion was carried.  
Pacific Cable Proposal.  
Mr. D. C. Fraser (Guelph) called the at-  
tention of the Prime Minister to a  
newspaper dispatch stating that Lord  
Strathcona with the agents-general of the  
Australian colonies, had interviewed  
Mr. Joseph Chamberlain, offering certain  
proposals for the Pacific cable.  
The Premier replied that the govern-  
ment had no such information, and did  
not believe that such a suggestion had  
been made. The government did not in-  
tend to entertain the plan proposed by  
the cable committee of 1897.

Port Colborne Harbor.  
Mr. McCleary (Welland) moved: "That  
inasmuch as there had been expended by  
the federal government of Canada, on the  
canals of the Dominion, up to June 30,  
1898, \$3,772,622, and of this amount there  
has been expended on the construction and  
enlargement of the Welland canal, \$2,  
806,459, it is the opinion of this House  
that, having regard to this large ex-  
penditure, which constitutes a heavy  
burden upon the revenue of the country,  
the harbor of Port Colborne on Lake  
Erie, at the southern end of the Welland  
canal, and the harbor of Port Dalhousie  
on Lake Ontario, at the northern end  
of the same canal, were improved and  
sufficient elevator facilities provided, so  
that the lake carriers could enter, it  
would not only give the most rapid and  
the cheapest route for the products of  
the great West, to tide-water in the  
Great Lakes, but would also be a great  
benefit to the country, above stated."

In speaking to his motion Mr. Mc-  
Cleary asserted that Port Colborne is the  
only port opening into the trade of the  
West as a through water route. It was  
nearer to Montreal than any port in  
Georgian Bay. Referring to the proposed  
air line from Toronto to Georgian Bay,  
Mr. McCleary stated that the govern-  
ment should not develop new routes un-  
less satisfied that the present routes  
could not be made the best and cheapest.  
With proper harbor improvements, and  
the developing of the Welland canal,  
Canada should be able to capture a large  
proportion of the lake traffic.

Mr. Blair approved.  
The Minister of Railways and Canals,  
in his reply, stated his conviction that  
it was necessary to improve the entrance  
to the Welland canal and Port Colborne  
harbor, if we are to put ourselves in a  
position to compete with access to the  
harbor at Buffalo. Further than this,  
he had so presented the subject to his  
colleagues. There was a considerable  
sum in the estimates for the work, and  
it should be completed this season. There  
would be, he promised, no delay. Per-  
sonally, he thought it would be better to  
leave the providing of elevator facilities  
at Port Colborne to private enterprise.  
He thought private enterprise should be  
left to the section. The deepening of  
the canal would be prosecuted with  
all vigor, and the whole chain  
should be completed within a few weeks.  
The further deepening of the Welland  
canal was not at present a practical  
question. To secure a greater depth  
would mean practically the building of a  
new canal at a cost of \$20,000,000 or \$30,  
000,000. The construction of a breakwater  
at Port Colborne was a matter coming  
within the province of the Minister of  
Public Works.  
Mr. Bennett (East Simcoe) preferred  
the route by Georgian Bay. A vessel run-  
ning from Chicago to Midland would  
make three trips in the time that it took  
to make two to Buffalo. With adequate  
elevating facilities at Montreal, the so-  
lution of the transportation question of  
this route was assured.

Mr. Borden.  
Mr. Borden (Halifax) justified the ac-  
tion of Sir Hibbert Tupper in occupying  
the attention of the House as a protest  
against the action of the government in  
delaying the work of the public accounts  
committee, so that the proper discussion  
of the report of the committee and the  
evidence would necessarily be impossible.  
In defence of Sir Hibbert Tupper, he  
stated that when that hon. member left  
for the West he left with him a list of  
the witnesses he desired to have called  
before the public accounts committee, full  
expecting that the committee would be  
called, and he had been prepared to move  
for the examination of these witnesses.  
Discussing the Manitoba election fraud  
cases, he inquired whether the govern-  
ment would give him carte blanche in re-  
gard to expenditure for the purpose of  
investigating the recent West Huron  
election, as had been done in the Mani-  
toba case, and he asserted that stronger  
prima facie evidence could be presented  
in regard to that case than was available  
in the Manitoba case.

At 12:20 the motion was declared lost.  
The House went into committee on the  
Drummond County railway resolution,  
and the committee reported progress and  
asked leave to sit again.  
Insolvency Legislation.  
Before adjournment, in reply to Mr. E.  
F. Clarke, Sir Wilfrid Laurier stated  
that he had been in communication with  
Mr. Fortin, who had placed a notice up  
on the paper of his intention to introduce  
an insolvency bill. He understood that  
legislation had been introduced in other  
provinces, which, up to this time, have  
not had laws respecting insolvents and  
the disposal of the assets of insolvent  
debtors, and if that legislation became  
law the government would not forgo the  
insolvency bill being introduced at this  
session.

In reply to a question by Dr. Montagu,  
the Minister of Agriculture said he  
would make inquiries if there is any re-  
cent correspondence with the imperi-  
al authorities regarding the cattle embargo.  
Replying to Mr. Haggart, the Premier  
stated that the Drummond County rail-  
way resolution will be proceeded with on  
Thursday, unless the progress of busi-  
ness is obstructed on that day as it has  
been to-day.

Mr. Casgrain said he would not make  
a threat, but unless certain papers which  
have been asked for are brought down  
there would probably be no better pro-  
gress made than there had been to-day.  
The House adjourned at 12:30.

Ottawa, May 18.—Yesterday was a fa-  
ther quiet day in the House of Com-  
mons. Private members' orders had pre-  
cedence, and among the subjects under  
discussion was a proposition for the im-  
provement of Port Colborne harbor, and  
a bill of Mr. McMullen's in the line of  
civil service reform, discussion on the  
latter being adjourned at the govern-  
ment's request.

Trade in Eggs.  
Mr. John McMillan (South Huron), in-  
troduced a bill the object of which is to  
provide a standard of weight which shall  
govern the sale of eggs to foreign buy-  
ers. The standard is to be a pound and  
a half to the dozen. The law would not  
have any bearing on the domestic trade,  
but will merely serve as a means of  
maintaining the reputation of our eggs in  
foreign markets.

Canadian Service Medal.  
Replying to a question by Mr. Clarke  
(West Toronto), the Minister of Militia  
stated that the approved design for the  
Canada general service war medal will  
bear an effigy of the Queen similar to  
that of the North-West Rebellion of  
1885. The reverse will bear a maple leaf  
and a ribbon or scroll bearing the word  
"Canada." The order has been given to  
the Royal mint for execution.

Value Will be Ascertained.  
The Minister of Customs informed Sir  
Charles Hibbert Tupper that Mr. Ogilvie  
has been requested to assess the value  
of the steamer John C. Barr at Dawson,  
for duty.

The Marine Survey.  
Sir Charles Hibbert Tupper learned on  
inquiry that one authority quoted by the  
Minister of Marine the other evening to  
the effect that no value was attached to  
the proposed tidal survey was in error.  
The survey was a matter of the  
Quebec Legislature had authorized a  
similar settlement, but the act had been  
annulled by the Privy Council on the  
ground that the matter came properly  
within federal jurisdiction.

The bill was passed clause by clause  
through its committee stage and stood  
over for the third reading. In the mean-  
time the Prime Minister promised to ob-  
tain the opinion of the Minister of Jus-  
tice on the legal question involved.

Civil Service Reform.  
Mr. McMullen moved the second read-  
ing of his bill to amend the Civil Serv-  
ice act, the purpose of which is to do away  
with the practice of allowing civil ser-

gently stimulating the stomach and bowels,  
causing them to secrete naturally the various  
juices needed for the processes of digestion  
and assimilation of food, and by keeping the  
bowels open and regular, relieved the  
body of all waste, poisonous  
matter, which, if allowed to remain,  
taints the blood, frequently causing  
rheumatism. In other words, Karl's  
Clover Root Tea restores health by  
making pure blood, which no one can have either strength  
or beauty. An absolute cure for  
sick-headache, backache and sleep-  
lessness. Your money refunded if  
it fails to cure.

S. C. Hilditch & Co., Ltd.,  
40, Abchurch Lane, London, E.C. 4,  
England.  
"Gentlemen: I am  
so well pleased with  
Karl's Clover Root  
Tea, and the good  
results derived from  
it, that I hardly know  
how to express my-  
self. For years I  
suffered from indigestion  
and eruptions of the  
skin, and found no  
relief until I began  
using Karl's Clover  
Root Tea."  
"EDGAR P. WILLS,  
Omaha, Neb."  
Sold at 25c. and  
60c. throughout the United States and Canada,  
in England at 1s. 6d. and 2s. 3d.

When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed

When the ground was cursed  
When the ground was cursed  
When the ground was cursed