

FROM OUR OWN PROVINCE

Kaslo and Slocan Railway Items
—The Work Being Vigorously Pushed.

Some of the Mining Properties That Pay Excellent Dividends
—Other News.

Nelson Tribune.

The steamers Nelson and Halys brought a large contingent of Italian navies who will be employed on the railway.

The railway work has been divided, so far as it would go, amongst the army of contractors who flocked in from all directions. It has been divided into sections of about three miles in length. J. A. McDowell has the first three miles, and is busily engaged clearing the right-of-way. He is also doing some grading.

A large consignment of various kinds of merchandise came in by the Nelson on Tuesday night from Bonner's Ferry, for Foley Bros. & Guthrie, the railway contractors. Several carloads of groceries, dry goods, boots and shoes were from Victoria, while the hardware, shovels, picks, hammers, axes, steel, and general railway hardware came from St. Paul.

There is not unlikely to be a sharp race between rival railway companies in the location of desirable lands. The Kaslo & Slocan has a roving commission for the selection of sixty thousand acres, while the Columbian & Kootenay has the right of locating a few more acres. It has already been told in this column that Mr. Gray of the former railway had planned an expedition into the Lardo-Duncan country, and now it is to be recorded that Frank Fletcher of the latter department of the latter road, accompanied by A. H. Kelly, arrived from the same district on Tuesday evening. They went on to Nelson the next day.

The Nelson & Fort Sheppard is making preparations to put in terminal facilities at the eastern boundary line of the townsite of Nelson. The depot will be removed from the hill. While many people believe that Mr. Corbin should take the bull by the horns and make his terminal at the government wharf, where it should be, and where in all fairness he is entitled to make it, he is unwilling to make a fight against both the government and the Canadian Pacific. In language that is expressive both to the government and the Canadian Pacific should be damned. The one for giving the railway a crown grant to land that was promised another road, land, too that it has no use for, and the other for taking that which it is not entitled to.

Mr. Crossdale of the Hall mines, limited, went north to-day to meet the chairman of the board of directors of the company, Sir Joseph Trutch, who is on the way from London to Nelson. The tenders for the tramway will be opened the coming week and the contract for its building awarded. There are a number of tenders in, and the representatives of two San Francisco companies are on the ground.

Messrs. Porter Brothers, who were prominent sub-contractors of the Nelson & Fort Sheppard railway, have been awarded the contract for ties, bridging, and track-laying on the Kaslo & Slocan railway. They are arranging the details for the prosecution of their work.

Archibald McNaughton, one of the crack players of the Victoria lacrosse team, and taken for all in all, one of the best all-round lacrosseists in the province, was registered at the Hotel Slocan this week.

Mr. A. E. Humphreys of Duluth has bonded the Columbia and Kootenay claims for \$75,000. The terms of the bond are \$750 down, \$4,250 on the 15th June, \$10,000 on the 4th of August, \$10,000 on 4th November, \$10,000 on 4th February, 1896, and the final payment of \$40,000 on the 4th May, 1896. The buyers further agree to have the claim surveyed at once and a crown grant applied for, and to give the vendor, Phil Aspinwall, one-tenth of the capital stock, non-assessable. A clause in the bond protects the buyers against any possible litigation in regard to the ownership of part of the claim.

The terms of the Nickel Plate bond are as follows: On or before the first day of August, C. J. Griffiths must pay to the present owners \$20,000 in cash, form a company and deliver to Messrs. Rhodes and Carter 20 per cent of the stock, fully paid up, and must have \$20,000 in the treasury, with which to develop the property. The Nickel Plate is the highest grade property in the camp and the shaft house is not more than five minutes walk from the Rossland postoffice.

The men who engage California miners to take charge of the important South African enterprises pay princely salaries. Harry Webb gets \$15,000 per annum; R. H. Cavill, \$7,500; Jno. Hays Hammond's \$60,000 is as much as is paid the president of the United States.

The Calumet and Hecla, Mich., copper mine pays a \$300,000 dividend to-day; this makes an aggregate of \$41,850,000 cash dividends that great property has paid to date. The Tharsis copper mine, a European property, is another great dividend-payer. A \$625,000 dividend was paid yesterday, being a total of \$26,292,490 to date.

AMERICAN DISPATCHES.

La Gasconne Disabled Outside of Sandy Hook.

New York, May 22.—The steamer La Gasconne, which was signalled outside of Fire Island this morning, has no doubt met with some accident to her machinery, as she has set signal indicating that she needs the assistance of two tugs. From this it would appear that she cannot depend upon her own machinery to reach port, or her steering gear has become deranged and she fears to enter the channel without help.

Oneida, N. Y., May 22.—The Rathbun Sawyer mills were destroyed by fire this morning. Loss, \$20,000.

The funeral service of the late Representative Cogswell of Massachusetts, who died last night, will be held in Salem, Mass., on Friday.

New York, May 22.—10:05 a.m.—La Gasconne has been sighted east of Fire Island coming very slowly.

SCHOOL BOARD

Meeting Last Night—Tenders for Victoria West Improvement.

Alleged immorality of children attending one of the ward schools, and a complaint by a parent against a teacher, were the subjects of chief discussion at the board of school trustees last evening. A public inquiry was granted at the request of the parent, pending which the Times deems it best, in the interest of all parties and of the schools, not to refer to the case further. If the result of the inquiry sustains the complainant, the facts will be fully reported.

Tenders for the addition of one room to Victoria West school were opened by Architect Muir in the presence of the board. The tenders read: A. Robertson, \$550; Wm. Mulholland, \$579; Gerald Maynard, \$579; Wm. Blakeson, \$746; J. E. Mackenzie, \$785; Moore & Whitby, \$813; H. Mundy, \$785; John Hepburn, \$502; A. Fairfull, \$593; P. & A. Baillie, \$605; Bower & Post, \$585; C. T. W. Piper, \$392; Bruce & Gilchrist, \$520.

The plan of Architect Muir called for a room attached to an existing class room.

Trustee Marchant did not approve of the addition; he wanted a room large enough to be used as an assembly hall. He moved reference to a special committee, arguing that the question of seat capacity for children would be built for very little more cost. The proposed addition would only seat fifty pupils.

Chairman Hayward and Trustee Lovell argued that the board had not sufficient money on hand to build a room such as Trustee Marchant suggested.

Architect Muir said the far end of the room could be taken out and the room extended back any time. The board decided to accept the original plan, and award the tender to the lowest tenderer. The city clerk wrote that the question of the establishment of a night school had been tabled for further consideration. Filed.

The Teachers' Association wrote that the teachers were engaged considering the question of the best style of penmanship and would report their decision to the next meeting of the board.

A committee of the board to whom was referred the reports of the teachers on adding vocal music to the curriculum, reported in favor of the idea and a resolution was passed ordering the principal to incorporate it in the list of studies of pupils.

Several applications for positions on the teaching staff were received and filed. Scafe's synopsis chart was exhibited by an agent and the beauties of studying English history by its aid illustrated. The board decided to deal with the subject of purchasing a number of copies of the chart at the next meeting.

THE MOSQUITO COAST.

Colombia Preparing to Establish Her Claims.

Colon, Colombia, May 16.—(Special correspondence of the Associated Press).—As exclusively cabled to the Associated Press to-day, the government of Colombia is preparing to set forth in detail the claims of this republic to Mosquito territory. The claims of Colombia are based upon rights contained in old Spanish documents and in titles believed to be authentic to that country. General Renjifo, secretary of the Colombian legation at Washington, has been fighting against rebels in the interior, left here to-day on board the steamer City of Paris, which will take the correspondence to New York. General Renjifo is returning to Washington for the purpose of resuming his position, peace having been restored in the republic, and it is believed he will present the state department at Washington with the views of the Colombian government regarding Mosquito territory.

In brief, Colombia bases her claim on the following facts under the royal order of the king of Spain in 1803: When his Majesty annexed the Mosquito coast to Santa-Fé-de-Bogota, and then Colombia gained her independence in 1810 she became the rightful possessor of the Mosquito coast (assigned to her by principles Uti Possidetis—as you possess—the basis, or principles which leave the belligerents mutually in possession of what they acquire by arms during the war) and exercised dominion over the territory up to 1824. Even in the treaty between Colombia and the Central American states the former did not relinquish her claim to the Mosquito territory. Peace having been restored, the Colombian government is busily occupied in collecting forced loans of \$1,000,000 to cover the expenses of the late political troubles and to prepare for emergencies.

BRIEF AMERICAN DISPATCHES.

Machine Works Destroyed by Fire, Loss \$100,000.

Utica, N. Y., May 23.—When District Attorney Klock opened the case of Estelle Flint to-day, who is indicted for murder in the first degree for killing her husband, the prisoner became hysterical and raised a scene so that the court adjourned for an hour. She was then brought back and the trial resumed.

Cambridge, Mass., May 23.—A fire totally destroyed the old Damon Safe and Machine works here this morning, seriously damaging the adjoining plants of Parkerfield and Mitchell, manufacturers of engines and boilers, and Stephenson's mattress machinery company. Loss, \$100,000.

THE LADIES IN CHARGE.

Members of the Fair Sex Will Next Monday Assume Entire Control of the Times.

An Immense Sale Promised—Orders for Extra Copies Are Pouring in Fast.

From present indications the Woman's Times, to be issued next Monday, will have an immense sale, for great interest is manifested by the public. Orders are pouring in fast, and hundreds of extra copies will be printed. The special article, "Inside Facts about Trades for Women," will prove of great value to shop girls, tailors, factory girls and women generally. Something which will possess peculiar interest for Victorians will be the article, "What Women Think of the Possibilities of Victoria," and it is to be hoped that the ladies may offer such suggestions as will result in lasting benefit to the city. The departments of "Housekeeping" and "Education" will prove of special interest to mothers and teachers, and "Children's Corner" will, of course, be entertaining reading for the little folks. The article, "Fashion," by a leading dressmaker of Victoria, will be read with avidity by the fair sex and will contain many valuable hints. It is the intention of the ladies to publish a brief report of all the sermons preached in Victoria on May 26, and as there is a probability of special sermons to women on that day, this may not be among the least interesting features of this most interesting edition.

The "new woman" is coming to the front with rapid strides, and considering that this will be the first time in the history of Victoria that a newspaper has been placed in charge of a staff composed entirely of ladies, it marks an enlargement in woman's sphere which will be watched with a deal of interest.

That there are ladies in Victoria possessing literary talents of a high order will be clearly evidenced by the perusal of a copy of the Woman's Times, and much of the matter to be contributed to its columns will reflect great credit upon the authors.

Don't fail to get a copy of the Woman's Times, out on Monday next. Those who desire a number of copies should arrange in advance for the same.

BRIEF AMERICAN DISPATCHES.

Dynamite Explosions Cause the Death of Workmen.

Albany, N. Y., May 23.—Chairman O'Grady, of the special committee appointed to investigate the police department of New York city, to determine whether funds were used to defeat the police re-organization bill, announces to-day that the committee will hold its first session on June 1 at the Murray Hill Hotel, New York, and begin the examination of witnesses.

Baltimore, Md., May 23.—A special from Elkton, Md., says: Information has been received to the effect that by a dynamite explosion on the farm of William Pyle, six miles south of Elkton, Pyle and several workmen were killed.

Washington, May 23.—The navy department has decided to court martial Lieut. Edward J. Dorn, ordnance officer, and Lieut. Wilson W. Buchanan, of the cruiser Olympia, for neglect of duty leading to the death of a gunner on board of the vessel on the Pacific coast.

New York, May 23.—Steamer La Gasconne, assisted by tugs, passed in at Sandy Hook at 3:25 this afternoon.

Bufile, I. T., May 23.—The Cree nation is in a state of insurrection against the tribal heads of the government. Misappropriation of funds is the cause. Armed bands are moving on Okmulgee, the capital, from different parts of the nation.

Cincinnati, May 23.—There is a promise of a fair weather for the opening day at Latonia spring meeting to-day and the track will be fast. All interest is centered in the Derby, which will be worth nearly \$10,000 to the winner.

In brief, Colombia bases her claim on the following facts under the royal order of the king of Spain in 1803: When his Majesty annexed the Mosquito coast to Santa-Fé-de-Bogota, and then Colombia gained her independence in 1810 she became the rightful possessor of the Mosquito coast (assigned to her by principles Uti Possidetis—as you possess—the basis, or principles which leave the belligerents mutually in possession of what they acquire by arms during the war) and exercised dominion over the territory up to 1824. Even in the treaty between Colombia and the Central American states the former did not relinquish her claim to the Mosquito territory. Peace having been restored, the Colombian government is busily occupied in collecting forced loans of \$1,000,000 to cover the expenses of the late political troubles and to prepare for emergencies.

IN THREE DAYS.

A New Vessel to Cross the Atlantic in That Time.

The latest design of all the steamers that have been designed in miniature to cross the Atlantic in three days is now on exhibition in the shape of a working model. The inventor is Richard Panton, and he is confident he has the vessel that will do the business. The idea of the new model is that of the centipede—lots of legs on each side, and the more legs the better.

This is only one idea, however. For the stern propeller the inventor has a new notion. The wheels are only three bladed, and one of them is set on each shaft about two diameters apart. The blades are set so that the blades of the rear propeller cover the space between the blades of the one in front of it. Thus the inventor claims, with less friction than is developed by a four-bladed propeller, he gets all the advantages of six blades, and if the ship pitches sideways, so that two blades come out of water, there are three blades still working under the surface. He also claims that even should the ship pitch forward, so as to throw the two propellers on the end of the shaft out of water, the extra propeller on each shaft would still remain submerged, and prevent the machinery from running away.

The idea of the two three blade propellers set on the same shaft, Mr. Panton says, can be applied to any vessel with ordinary machinery, and he is now negotiating with Chief Engineer Melville to try the experiment on some Government vessel. Mr. Panton was anxious to get the new double propellers tried on the Cushing, but, as the vessel is to be sent South in a short while, she could not be spared. He says, however, that he is prepared to spend \$5,000, if necessary to put the propellers on one of the larger vessels as soon as the Navy Department shall designate the craft they are willing to have experimented with.

But the vessel, whose model is on exhibition, is a much more radical departure. In addition to the double propellers on the shafts at the stern there is a corresponding pair at the bow, which the inventor says will not only add to the speed, but will steady the vessel in rough weather. Besides these two sets there are four side sets of propellers, two on each side, connected through the hull like old-fashioned paddle wheels. Instead of being the old duck-foot type of wheel, however, they are regular screw propellers, to work under water. The shaft is set at right angles to the keel of the vessel, but by the peculiar cut of the propeller blades and their peculiar pitch they drive the vessel forward.

With steam connection it would be impossible to operate all of these complicated sets of propellers, and the inventor uses his main engine merely to generate electricity, and applies this to a separate motor to operate each of the eight shafts. The shafts themselves are wound to form the armatures that regulate a gigantic magnetic field, and the inventor says he can, if necessary, develop 100,000 horse power for a single vessel.

The working model now on exhibition in this city is 11 feet 9 inches long, and is to be taken to Philadelphia in a few days and supplied with electric motors to give it a practical test in the water. —Washington Post.

VULCANIZED WOOD.

A Method of Treatment Which Keeps the Sap as a Preservative.

Herrpath's Railway Journal describes a new process for preserving wood which is likely to be revolutionary. The only method of seasoning, by drying out the sap, besides being tedious and inconvenient, has had little to recommend it. In the case of railway sleepers creaking has been tried, but ineffectually. The oil does not penetrate much beyond the surface, and the centre is still liable to decay. There are other objections to be raised to the employment of creosote, the disagreeable smell, and the difficulty which is experienced in working wood so treated with tools. The only mode of seasoning wood hitherto is found to have been quite wrong in principle, as the sap has been extracted by the natural process of desiccation by time or exposure to the air, or by some artificial means, such as kiln-drying, steaming, washing, etc. The new process seeks to work in quite a different manner, and, instead of destroying, utilizes or consolidates the sap, which is really the "life blood" of the wood. It stands to reason that the most effectual way to preserve timber is to treat the sap within the pores of the wood. The process has been thus described: The wood is taken in its green state, and the various compounds then in the sap are by great heat and air pressure distilled and retained within the wood without losing their antiseptic and preservative properties. By this means the albuminous, glutinous, resinous and oleaginous compounds become coagulated in the pores of the wood, and impregnate the whole substance. The soluble sap thus becomes insoluble, filling up the pores, binding the fibres, and together forming one homogeneous mass, incapable of absorbing moisture, impervious to atmospheric changes, unshrinkable, easily worked and practically indestructible. The process, in point of fact, does in a few hours what nature would take years to effect. And it should be added that in this short space of time the work is done far more effectively and the wood is rendered infinitely more durable. There is certainly a very wide field for the inventor. The construction of railways will be greatly improved, and at a reduced cost; railway carriages and wagons will be rendered stronger and better constructed of wood preserved by this process, and no painting will be required, for the waxes, oils, telegraph, telephone and signal poles will not rot, and be far less liable to accident and injury by the elements, inasmuch as they are rendered 20 per cent stronger; in fact, there seems to be no end to the uses to which the new vulcanized wood can be put. For cabinet work and general building purposes the newly-preserved wood is infinitely superior, both from an ornamental point of view and so far as durability is concerned.

WHERE IS HETU?

A Fortune Awaiting Him at Three Rivers, Quebec.

Bufile, N. Y., May 23.—By the death of a relative at Three Rivers, Quebec, the son of Alphonso Hetu, baker, living on Myrtle Ave. this city, becomes heir to a property in Canada worth \$25,000. The father has not seen his son since he left home 8 years ago. Ignorant of his whereabouts, he applied to the police to-day. He was advised to advertise in the newspapers. Hetu the elder was born and reared at Lachine, Que., and came to the States over twenty years ago.

Washington, May 21.—Gen. Cogswell is much worse to-day. His relatives and friends are apprehensive of the end within a few hours.

LA GASCONNE AGAIN.

The Steamer Overdue, But No Anxiety is Yet Manifested.

New York, May 24.—Up to 11:30 to-day the French line steamer La Gasconne has not been sighted, and now the opinion is that her machinery has been deranged. At the French line office it was learned to-day that just before the La Gasconne started on her last trip from Havre one of her piston rods had been replaced by a new one. That may be the cause of delay. There has been little anxiety on the part of friends of the passengers, because the experience of last winter showed the captain and crew know well how to handle her. At the office the officials said only a few people had called to inquire and none were nervous. The steamer has 503 passengers and a crew of 210 including officers.

THE CARAQUET RAILWAY.

A Scheme That Did More for Senator Burns Than For Canada.

The Caraque railway is another of those public works which, like the Tay canal, has cost Canada a good deal in money and reputation. It was a wild-cat scheme from start to finish. Any practical railway man could have told the promoters that it would never earn sufficient money to pay for the greasing of the wheels of the rolling stock. Every year it has been in operation it has sunk money. There was no important public interests to be served by such a road. In fact the only interests to be served were the political exigencies of Mr. Kennedy F. Burns (now Senator Burns) and that gentleman's store and saw mill. These facts are notoriously well known.

And yet the wild-cat scheme was boomed by Sir Charles Tupper as a work of great importance and magnitude, a work of national importance in fact, destined to be a link in a great international line which would have shipped for its port of arrival and departure of steamships to and from Europe. The Dominion government endorsed this scheme by voting it a subsidy, and largely on the strength of this vote and of the Charles Tupper's booming representations, Mr. Burns was enabled to float bonds in England to the amount of \$500,000, on which no interest has been paid for several years and to the principal of which the bondholders have bid a long and sad good-bye. The Caraque railway, in short, is one of those numerous wild-cat schemes foisted upon the British public largely through the influence and support given to them by the Dominion government, which have seriously damaged the reputation of Canada in the eyes of capitalists and investors in England, because of the loss entailed upon those who exchanged the pound for the wild-cat bond.

The Caraque railway, like the famous Tay canal, appears to have been suffering from the depression of the last year or two. In the fiscal year 1893 it scored a deficit of \$2,025, and operating expenses being \$22,065, and the gross earnings \$20,040; this for a railway of 68 miles in length! In the fiscal year the deficit was \$307, but the gross earnings have fallen to \$15,062, and there appears to have been very little work for the road to do as operating expenses fell to \$18,380. Perhaps in the lessening of the deficit, the bondholders may see in the dim and distant future, some chance of getting a portion of the interest due them.

But report the minister of railways gives the following information respecting the line of railway which is 68 miles in length:

Paid up capital	\$500,000
Bonded debt	500,000
Dominion subsidy	224,000
N. B. Subsidy	180,000
Total	\$1,404,000
Total cost	1,013,500

Balance unaccounted for \$390,500. Where did that \$390,500 go? Is it not plain that the "paid up capital" of \$500,000 was and is a myth—that there never was any such paid up capital, and that the road was built out of the subsidies and the proceeds of the bonds paid off upon the victimized British investors? Mr. Kennedy F. Burns—beg pardon, Senator Burns—owned eleven-twelfths of the stock. He was practically owner, promoter, contractor, constructor, construction company and president rolled up in one. Does anybody suppose that he paid up in cash or its equivalent eleven-twelfths of the \$500,000? Not by any means. And yet this fiction—that the Caraque railway company had a paid up capital of \$500,000—was one of the levers employed to aid in floating the bonds in England.

But Chronicle readers would probably like to know something more about this wonderful railway. Its rolling stock consists of 3 locomotives, 1 first-class car, 1 second-class car, 2 mail and express cars, 4 cattle and box cars and 16 flat cars. In 1893 it carried 7,138 passengers, or 23 per day, and 11,833 tons of freight, or about 38 tons per day. And yet before the road was completed and fully equipped, Sir Charles Tupper, when asking for more subsidy for it, regaled parliament with graphic descriptions of the enormous increase of the traffic, rendering an increase of the rolling stock necessary, and predicted a magnificent future. That "magnificent future" is illustrated by the facts given above, and a sombre coloring is added to Tupper's word painting—which was used by the Caraque railway company to mislead the British investing public—by Minister Hager's announcement on Friday last that the traffic receipts had fallen from \$26,000 in 1893 to \$18,062 in 1894—from \$64 per day in 1893 to \$57.60 in 1894.

Two things are to be borne in mind by the honest people of Canada: (1) that British investors were swindled by this wild-cat scheme to the tune of \$500,000, and (2) that \$404,000 of Canadian and New Brunswick money have been sunk in it. The compensation that Canada gets out of the thing is a senatorship for Mr. Burns and a legitimate Canadian enterprise look upon with suspicion among British investors. Have we not had about enough wild-cat government in Canada?—Halifax Chronicle.

WARNING

\$100 Reward

Will be given to any one who will give such information as will lead to the conviction of any person or persons imitating our trade-mark which consists of the letters "T & B" Stamped in Bronze on each plug of our

T & B Myrtle Navy

SMOKING TOBACCO and "T & B" Tin Tag on our

Chewing Tobacco

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ation of the knights, and per-shipwreck of St. Paul, usually significance to the average of Maltese history than any-are ancient or modern. The ex-in which was wrecked "the Alexandria," in which St. Paul companions were voyaging to cannot be pointed out, but there reason to believe that in the ht now called St. Paul's bay tle and the company with him ashore. There is a church commemorates the incident, and a church is a grotto, or cave, in is said that St. Paul for a time choosing to make a tent for although he was a tentmaker and not choosing to accept the y of Governor Publius, whose t. Paul miraculously healed, is, is the church of San Publi- a the church of Rome has can- in the holy city you may see edifice dedicated to the gover- felita who so hospitably enter- Apostle to the Gentiles.

Whatever tradition may say, or ay, about St. Paul and his fel- gers, the world will never let heroic story of the Knights of Jerusalem, the warrior who, having invented the orig- of the hospital, are sometimes Knight Hospitallers, were ly driven out of Jerusalem, prus and the island of Rhodes, ly rested here under the pat- Charles V. The grand mas- e knights (Little Adam) took a here in 1530. The founda- the city of Valetta were laid in another grand master, La Val- gave his own name to this of this group of islands. In a place that wonderful six- rks, which has been so graphi- ured by our own Prescott in of Malta. Under the yellow of Fort St. Elmo, on the ex- of Mount Soerobers, we have little chapel where the devoted knights, 75 in number, took their communion on the morning of attack of the Turks, each man that he would never surrende- this little chamber, lined with one rudely carved and gilded night, who have been accus- their vows of poverty, and beneficence, received the of their religion before they th to do battle with the Pav- each man died of the devoted knights, 75 in number, took their communion on the morning of attack of the Turks, each man that he would never surrende- this little chamber, lined with one rudely carved and gilded night, who have been accus- their vows of poverty, and beneficence, received the of their religion before they th to do battle with the Pav-

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