

REFUSED TO PASS CLASSIFICATIONS

Major Hodgins Tells Why He Resigned From National Transcontinental R'y

HUGE SCANDAL IS HINTED

Would Not Prove Compliant to "Quebec Classification" Contractors

The truth about the resignation of Major A. E. Hodgins, C.E., district engineer in charge of the 400-mile section east of Winnipeg on the National Transcontinental railway, which is the government portion of the Grand Trunk Pacific railway, is at last coming out. Major Hodgins is at present a resident of Victoria. His resignation took effect last October.

The reason in brief was that Mr. Hodgins would not prove compliant to the government favorites who held the contracts for building certain sections of the road in the matter of "classification." He insisted upon a proper classification, whereas the contractors operated on a classification which prevailed in Quebec. Mr. Hodgins could not see through the weird spectacles which permitted of classifications of that nature. Hence his resignation.

Just the amount of graft which the following letter of Major Hodgins hints at, it is impossible to estimate. That this letter is the first step in the unmasking of a scandal of greater magnitude than any previously known in the history of Canada, is hinted by those in the confidence of the major.

Victoria, April 16, 1908.

Sir—I have seen the following item in the Victoria Colonist of April 15th: "It is officially announced that the National Transcontinental railway between Winnipeg and Montreal is to cost \$23,419,465." Mr. Fieldings' estimate was \$21,300,000. Mr. Blair put the cost at \$26,000,000. The chances are that when all the accounts are in Mr. Blair's estimate will be exceeded.

I have also seen the report of an interview with Mr. J. D. McArthur in the Toronto World of the 12th of March.

"He declares that while the first estimates as to cost of his 250 miles was thirteen million dollars, the probable outlay will be close on to sixteen million dollars, so many changes have been made."

"All these changes were for the best, and if it does cost over sixty thousand dollars per mile, the road will be a monument to engineering skill and to Canadian enterprise."

Mr. McArthur should have been more definite and explained what "changes" would increase the estimated cost; change in location and change in the standard of classification both effect the cost of construction. Change in location was made at some points by revision surveys, these improved the line and also added to the cost. The McArthur contract over one million dollars. I was able to make these revisions before Mr. McArthur started the work in earnest. A good year passed before he was able to get sufficient men to cover the 250 miles.

Change in Classification

The root of all the trouble between the commissioners and myself was over classification, they wanted me to change my ideas, based on a good many years experience, and get an object lesson. I went, and returned, determined not to allow Quebec classification to be introduced into the Western district as long as I remained in charge. This, of course, led to trouble, and I got no assistance from the chief engineer. I thought if the commissioners interfered with me any further Sir Wilfrid Laurier would set matters right as soon as I appealed to him; here I made a miscalculation, the chairman of the commission, Monsieur Parent got in first and hypnotized the government, and I was removed for other reasons, no investigation into my case was allowed, and my opinion and the opinion of the next senior engineer on the district was smothered. I have appealed in vain for an investigation into classification, and have been told that it would be considered political interference if the government interfered with the management of the board of commissioners.

Increase Accounted For

If Monsieur Parent, the engineer appointed by Monsieur Parent to replace me in the Western district, had allowed the introduction of classification similar to that in Quebec, this will account for an increase in the estimated cost of the line. If this increase amounts to three or four million dollars (\$3-5 per cent) it is time the public demanded some explanation from the government.

The quickest way for the government to find out if the classification allowed is extravagant or not will be for the minister of railways to ask for the monthly reports of the Grand Trunk Pacific railway engineers, who are stationed on the Winnipeg district and the Quebec district. Messrs. Mann, Heaman and Armstrong, these reports are, I think, sent to the assistant chief engineer of the G. T. P. in Montreal. These engineers are well known in the West, and their reports contain much more information on the subject than I have. I have not seen any of their reports, but it is easy for one to guess what is in them. These engineers are placed on the work under contract to report to their company, not to act in joint supervision with the commissioners' engineers, but they are not allowed to sign contractors' estimates or certify to their correctness. Their signatures ought to be on the monthly estimates in order that there will be no dispute over the amount of interest due in the agreement that disputes are to be settled by arbitration, but if arbitrators are put off until interest is due seven years after the road is finished

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the money will have been paid to the contractors.

No Chance of Investigation.

Before I left Kenora I said to an engineer who knew a good deal about Quebec classification, that there would surely be a scandal over it, he replied that any investigation would be blocked. I thought this a wild statement at the time, but it confirmed my opinion that I was right in objecting to allow it on my district. Since my removal I am forced to believe that there was something in what this engineer said, because I have been refused an investigation, and classification would have been the only point of importance I would have raised on my defence.

Western men are counting on cheap rates over the "Transcontinental." It is going to cost many millions more than is necessary, they should not be content until a thorough and impartial investigation is made into classification, and that will be disputed when the road is finished. As I have already mentioned, let the government ask for the reports and opinions of engineers who are safeguarding the Grand Trunk Pacific interests, and judge for themselves if Monsieur Parent is correct in his standard of classification or extravagant.

Career of Hodgins.

The career of the gentleman who would not prove compliant has been a distinguished one. Graduating from the Royal Military College, Kingston, Ont., in 1882, he was from that time until the completion of the C. P. R. in 1888 engineer on construction in the prairie and mountain sections.

From 1888 to 1889 he was engineer on construction of the C. P. R. short line through the State of Maine, and in 1889, engineer on construction of the P. R. extension from Toronto to Detroit.

In 1889 he went to Mexico as engineer on construction on the Mexican Inter-Oceanic from Vera Cruz, but left on account of ill-health.

From 1890 to 1899 he was in the Kootenay country, British Columbia, residing principally in Nelson, practicing his profession, and in 1899 he went to South Africa as lieutenant with the first Canadian contingent.

During the South African war he was promoted to the rank of major, and went on the staff of Sir Percy Girard as officer in charge of construction on Imperial railways in the Transvaal and Orange River colonies. He remained in South Africa, and when peace was declared was appointed as the government superintendent engineer of railways in the Transvaal and Orange River colonies.

Major Hodgins returned to Canada about three years ago, and was appointed district engineer in charge of the 400-mile section east of Winnipeg on the National Transcontinental railway. His resignation last October created a great deal of unfavorable comment, and it was freely asserted that more lurked behind it than then was announced.

A Son of Judge Hodgins of Toronto.

A Liberal of the old stamp, it was believed that his uncompromising rectitude had proved an obstacle to his preferment by the present administration.

DREAMERS DECREE DEATH TO HERETICS

Burning And Shooting For Those Who Refuse to Join Their Sect

Medicine Hat, April 16.—The attendance at the preliminary hearing given the nine Dreamers here yesterday was so large that an adjournment took place from the mounted police barracks to the court house.

The charge against the Dreamers is conspiracy to burn the premises of John Lehr, of Josephburg district. The most sensational evidence was given by Michael Brost. He said he had been a Dreamer, but severed his connection with the organization when the members began to talk of burning and killing. He stated that Jacob Merkel and David Hauffman, of South Dakota, were the heads of the order. Merkel was the sun and Hauffman the moon at the Saturday's meeting. Dreams were told by the members and interpreted by young Merkel. The Dreamers had to carry out the purpose of the drama as instructed. John Lehr's name had come up at the meetings, and it was agreed to burn him out. Corporal Barsbol of the R.N.W.M.P. was also to be killed at the first opportunity. It had been arranged that Michael Gill was to be shot through the window, and Wm. Dais was to be killed with an axe while working in his fields. He said the Dreamers believed in killing everyone who did not believe with them.

Today the trial of the sect known as the "Dreamers," charged with arson, was continued. This morning Michael Brost was recalled to the witness stand, where a translation was put in of another letter received by him from Jacob Merkel, Sr., prophesying his destruction and applying epithets too vile a nature for publication. A letter from David Hauffman was also put in, of the same character.

Jacob Dais, Jr., of Springfield, Minn., stated that he was continually harassed with the Dreamers. A letter received from J. Merkel, Sr., by the witness was put in, threatening his destruction. Merkel claimed to be God, and was looked upon as God by the Dreamers.

Jacob Dais, Sr. identified the prisoner as a Dreamer. He had experienced other unhappiness. The prisoner identified a letter which he had received from Jacob Merkel, Sr., the God of the Dreamers. Threats were conveyed in it to destroy him with all his wife and children. The prisoner had threatened to destroy him by shooting or burning for not availing himself of the opportunity of joining the Dreamers.

Bridge Washed Away.

Peterboro, Ont., April 16.—The bridge at Cannon's narrows, Chemung lake, has been washed away by high water.

RAILWAY WORK IN MOUNTAINS

New G.T.P. Contracts to Carry Road Through Yellow Head Pass

BRIDGING LARGE RIVERS

Officials Look Over Pembina River Site—Other Bridges Building

Edmonton, April 16.—A contract for grading the G. T. P. railway from the Macleod river for a distance of 100 miles west will be let on May 15, and for the grading of the next 80 miles to the west, on May 22. The 180 miles, added to the 120-mile division to the Macleod river, now being graded, will take the line through the Yellow Head pass in the Rocky mountains.

J. J. Legrande, Montreal, chief bridge designer of the Grand Trunk Pacific, and A. M. Bouillon, superintendent of bridges, have returned from the Pembina river district, where they have been during the past week, looking over the site for the proposed Pembina river bridge. The trip west was a very disagreeable one, as the roads were in bad condition. The trail out was by way of Lac Ste. Anne, but the return was made by the regular summer trail, as the ice had become unsafe in the mountains.

Mr. Legrande is looking over the various bridges of the line now under construction, or on which work will be started shortly. Before coming to Edmonton he visited the Bell river bridge and that at Clover Bar. The steel will be put in position at the Clover Bar bridge within the next month, and the superstructure will be the same time. The shell for the Battle river structure will be brought in by Saskatchewan, and that for Clover Bar by way of the C. N. R. down the spur now being constructed from the main line to the west end of the bridge.

The Pembina river bridge will be the highest along the G. T. P. Mr. Legrande to a representative of the Bulletin this afternoon. It will be about 220 feet high, and about 300 feet from end to end. The superstructure will rest on two steel towers located on pedestals, which will be a few feet above the water. The towers will be a little over 200 feet in height. The material for this bridge and other being made at Walkerville, Ont. The contract for the Pembina river bridge has not yet been announced, but it is expected daily.

ELEPHANT INVADERS RIVERSIDE HOTEL

Kills Woman and Injures Several People—Circus Herd in Panic

Riverside, Cal., April 16.—A fire which started this evening in the Standard Oil Company's storage tanks caused a herd of elephants to stampede, with the result that Miss Ella Gibbs is dead and L. Worsley is fatally injured. A sudden explosion caused the explosion of a large oil tank. Worsley was driver of the delivery wagon from which the fire was communicated to the tanks. He was buried many yards from the spot. He was picked up with his clothing ablaze.

A circus three blocks distant was about to open for the afternoon performance. The explosion and the yard caused the showmen to lower the tents after dispersing the crowd which became uncontrollable and they fled to the east side of the town, knocking down fences and outhouses and Respoiling orchards that lay in the way. Many persons narrowly escaped the infuriated animals.

In a short time, however, all but the largest of the elephants was rounded up. The leader of the herd then changed his course and entered the centre of the city, one mile distant. He entered the court of the Glenwood hotel, one of the famous hostels of the coast. The elephants were driven in front of the house. The elephant planned her against the house with his tusks, threw her to the ground, and trampled her to death.

The animal then proceeded to the doorway, all the guests running panic-stricken indoors. D. C. Chapman, a guest of the house, attempted to swerve the animal from the door. He was knocked down and had several ribs broken and was otherwise injured. The beast crashed through the door, walked through the workshop and out on the street and crashed on the heavy plate glass window at a store. Before being rounded up at a downtown public stable, the animal had trampled and injured several persons and seriously gored him with his tusks. One of the keepers attempted to subdue the animal, but was hurled over a high fence, sustaining painful injuries. Not until four elephants were brought to the stable was the huge beast got under control and taken to the circus ground.

By this time the whole town was in uproar. The uproar of the east side were afraid to go into the town, fearing the herd had not been captured. The fire at the tanks caused a loss of \$11,000.

Miss Ella Gibbs, who died at 9.30 tonight, was a descendant of the First Congregational church of this city. Before coming here about three years ago she had been a prominent worker in the Alameda in Chicago. Since her arrival in Riverside she has been doing missionary work among the Chinese and Japanese people, and also assisting consumptives who arrived here penniless.

South Oxford Candidate.

Ingersoll, Ont., April 16.—South Oxford Conservatives nominated Donald Sutherland, M. P. E., for the legislature at next elections.

Works for Manufacturers.

Toronto, April 16.—R. W. Brender, who has been connected with the Dominion appraiser's office at Ottawa for the past twenty years, has been appointed manager of the new department of the Canadian manufacturers' association.

and get settled down, they are all right of it, says the city gets better work out of Italians.

Ottawa Nominations.

Ottawa, April 16.—A. F. Fripp, K. C., and Napoleon Champagne were tonight nominated as the Conservative candidates respectively in West and East Ottawa for the provincial house. D. J. McDougall, M. L. A., at the annual meeting of the Liberal association tonight announced that he had decided not to seek re-election for Ottawa. A resolution was afterwards passed asking him to reconsider.

Quebec Elections.

Quebec, April 16.—In the legislature last night Premier Gouin said the provincial elections might take place in June or October of this year.

Welland Canal.

Port Colborne, Ont., April 16.—Navigation through the Welland canal was practically opened for traffic this morning.

Ice at the Sault.

Sault Ste. Marie, Ont., April 17.—Ice conditions at the Sault at this date are still very unfavorable for the opening of navigation. In the river the averages about 15 inches, and it will take two weeks or more for it to loosen up.

Killed at Fernie.

Fernie, April 16.—Fred Rogers, 25 years of age, was struck by an engine just west of here yesterday and fatally injured. Rogers was sitting on the rail, apparently asleep, and did not hear the approaching train.

Quarrelled and Took Poison.

Winnipeg, April 16.—Mrs. Evelyn Gordon, a young married woman, residing at 221 Dufferin avenue, committed suicide at an early hour this morning by taking poison. It is said that she took the poison following a quarrel with her husband.

Pictou Conservatives.

Amherst, N. S., April 16.—Pictou Conservatives in convention yesterday passed a resolution expressing sincere satisfaction at the continued good health of Sir Charles Tupper, and another of appreciation of Sir Charles Herbert Tupper in accepting the nomination for the county for the Commons.

Cumberland Conservatives.

Amherst, N. S., April 16.—E. H. Rhodes has been nominated by the Conservatives of Cumberland county for the House of Commons.

Had Concealed Weapons.

Montreal, April 16.—Antonio Craigo and Andre Nisticcio, Italians, were today fined \$20, and costs, or one month in jail, for carrying concealed weapons.

Pulpwood Question.

Montreal, April 16.—The council of the board of trade has appointed a committee to study the question of exportation of pulpwood to the United States.

Sir Thomas Goes to England.

Montreal, April 16.—Sir Thomas Shaughnessy, president of the C.P.R., leaves this evening for St. John. Urged to tell who the Emperor of Britain on his annual trip to England to look after the company's interests there.

Crushed by Cars.

Winnipeg, April 16.—Harris Shumway, assistant yardmaster for the C. N. R., was painfully injured this morning by being caught between cars on a late local yard. The ribs were crushed, his collarbone broken and he was otherwise injured internally.

HOLDS ON TO TITLE OF PRINCE RUPERT

George T. Kane Sells His Townsite With That Name to Capitalists

Vancouver, April 16.—"No order of the acting lieutenant-governor in council can cancel the registration of my townsite, and I'll risk the legislature attempting to pass an act to set it aside," said George Thomas Kane today. The owner of the only Prince Rupert, surveyed, mapped and filed, talked freely of his princely possession, of his open and above board method of procedure in securing the registration, and of his inalienable rights. Then he sprang his surprise:

"I have sold the townsite to Matthew MacPhatter and Dr. J. R. Paton. I have sold it at Prince Rupert, and Prince Rupert it will remain."

The amount of the consideration for the 320 acres was not mentioned. But from other sources it was learned that this Prince Rupert on the Skeena and the sea wall, with the aid of New York capitalists, who are behind Dr. Paton and Mr. MacPhatter, transform Prince Rupert, a la Kane, in the future into a modern Pacific townsite, with broad streets and roads and wharves, and will at an early date place the lots on the market for all and sundry, the intending purchaser and already a number of New York capitalists are interested in their project.

Dr. Paton and Mr. MacPhatter hold the same view as Kane—that it is officially the only Prince Rupert in British Columbia today.

"That article that said I was galling about Europe was all newspaper talk, for I have been in British Columbia all the time," said Mr. Kane, when seen today. "The rest of the story was right. I was the first, and am still the first to register the Prince Rupert plans. I have the signatures of the surveyor-general, the registrar and the commissioner of crown lands. They have my fees and I have their receipts."

"What does the G. T. P. say about it?" "Nothing. They have never written to me. Nor have I written to them. Nor have I seen any notice in the press from the provincial government of this alleged intention to cancel my registration. Let them try it. They can call them Princes Rupert if they will show my townsite on their map."

Sour milk should be added to the water with which linoleum and old cloths are washed, and this will make them look new.

PANIC WAS DUE TO CONSPIRACY

Banker Makes Serious Charge Before Committee at Washington

PREDICTION OF FINANCIER

Assertion Made That Aldrich Bill is Promoted by Gamblers

Washington, April 16.—In picturesque language, at times violently denunciatory, Alfred O. Crozier of Wilmington today told the house committee on banking and currency that he had unearthed a secret scheme for a compromise on the Aldrich currency bill. He intimated plainly that the members of the currency commission and the American Bankers' association did not act fairly with the banking and currency committee in unanimously opposing the direct bill.

"While opposing the bill on principle," he said, "the members of that commission objected to it because the emergency currency interest was to be 6 per cent, and are ready to support it now if the interest is reduced to 3 per cent. Last evening our distinguished banking friends had a conference," he said, "today they are following another with the wicked promise of Aldrich. What for? They are agreeing on a compromise. On what basis? Just a simple little amendment reducing the tax to 3 per cent and some minor changes."

He declared this conference was held after it was announced that the hearings before the banking and currency committee had been closed.

"The Aldrich bill," Mr. Crozier declared, "is a gambling game from start to finish, brought here by gamblers and promoted by gamblers for gambling purposes."

He asserted stoutly that he knew the late financial stringency was brought on deliberately by Wall street men. "I was told in Wall street that such a measure as the Aldrich bill would be brought before this congress and that a panic would precede it."

Mr. Crozier suggested that this charge was a very serious one, and ought not to be made on opinion, but on actual facts. Mr. Crozier replied that if a commission was appointed he would furnish a list of witnesses to the counsel by whom this charge could be proved.

As evidence of the conspiracy to bring on a panic, Mr. Crozier said a prominent financier told the president of the New York, New Haven & Hartford Railway company that it was to be brought on before the meeting of congress, and on that information, he said, the railroad borrowed \$2,000,000. Urged to tell who the financier was, Mr. Crozier said he did not like to give his name at this time, but would give it to the counsel of the commission as soon as it might appear to investigate the causes of the recent financial crisis. He predicted that when the panic was finally investigated it would be seen that there had been a concentration of banking capital in New York.

Nova Scotia Legislature.

Halifax, April 16.—The Nova Scotia legislature was prorogued this afternoon by Lieutenant-Governor Fraser. Ninety bills were handled in various stages yesterday, the 24th and last bill to be introduced being one by the premier, authorizing the appointment of a commission to investigate the eight-hour day question.

Contempt of Court.

Quebec, April 16.—An order for contempt of court has been issued by Judge Lemieux against Le Soleil for an item which appeared in that paper on Tuesday last, complaining that Judge Lemieux gave orders to the court officers not to allow reporters to occur at the seats reserved for lawyers during the Barthe-Huard trial. Ald Huard has taken action against Le Soleil and the Daily Telegraph for publishing reports of the evidence given this week in the action for damages in Huard vs. Barthe.

Veteran Lake Navigator Dead.

Simcoe, April 16.—Capt. Willet Green Miller, for many years engaged in the lake trade, is dead here at the age of 90 years. He was born at Plattsburg, N. Y.

Given Severe Lesson.

North Bay, Ont., April 16.—A telegraph operator named Russell, from the United States, who entered the employ of the C.P.R. two weeks ago, and was stationed at Macey's, east of North Bay, has been sentenced to three months in jail for being intoxicated on duty.

Suing for Separation.

Toronto, April 16.—Grace F. Fletcher of Front street, Toronto, is suing her husband, James D. Fletcher of Winnipeg, for a separation, and in the meantime asks for \$35 a month alimony. The writ was issued today.

Defective Headlight.

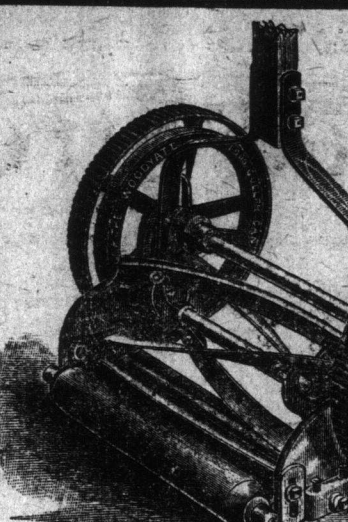
Ottawa, April 16.—The railway commission has issued a circular to all railway companies calling attention to the complaint that many locomotive headlight are in poor condition, and stating that the commission is considering the adoption of regulations which would require the use of electric or some other form of headlight which would do away with these complaints.

Fire Panic in Basilica.

Quebec, April 16.—Fire in the Basilica this morning caused a small panic among the women and girls in attendance at the Easter services. A defective electric wire ignited one of the curtains near the altar, and flames soon enveloped the entire altar, but prompt work on the part of the sacristans smothered the blaze, and calm was restored. The damage amounts to about \$50.

Gift to Old Men's Home.

Through a visit which Dr. Young recently made to the Old Men's home, a handsome and much needed range, valued at \$125, the gift of the provincial government. The committee in charge of the home management is delighted at the gift.



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NOTICE

Notice is hereby given that one month from date I intend to apply to the Superintendent of Provincial Police for an Hotel License. Hotel to be situated at Gaucha Harbor, Salt Spring Island. Dated March 20, 1908.

W. GATT.

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