

Vertical text on the left margin, including 'Ld.', 'es, tc.', 'Ld.', 'atambu', 'eylon T', 'W', 'If not a', 'Penny', 'Tea, Pure', 'are these', 'the Place.', 'Ld.', 'ON STREET.', 'ps', 'Co.', 'a, B. C.', 'ains', 'ess's', 'ut', '25c', 'Co.', 'ST.', 'hazel', 'tes and Stings of', 'rs, etc., 25c per', 'Bowes', 'Near Yates Street.', 'Co.', 'KS', 'H.', 'st. Con-', 'GER.', 'EY IN IT', 'UR', 'RS', 'ERSKINS', 'and SEWICK', 'WOOL CO.', 'MINN.', 'apt Returns', 'CIRCULARS', 'SALE-The Cot', 'Daily Times was', 'ars. The bed is', 'every respect the', 'condition. Very', 'or weekly offers', 'and for \$200 each', 'Office.

VOL. 33.

VICTORIA, B. C., TUESDAY, JULY 29 1902.

NO. 9.

BOUGHT OVER TEN THOUSAND HORSES

WORK OF BRITISH REMOUNT COMMISSION

C. P. R. Has Sent Tender for Proposed Fast Atlantic Steamer Service—Canadian Notes.

Montreal, July 24.—Col. Dent to-day stated that the British remount commission in Canada is now being wound up. From April 1st, 1901, to July, 1902, the British government spent \$1,181,000 in Canada for the purchase, keep and railway freight of horses. Horses were purchased as follows: Ontario, 7,715; Quebec, 2,225; Maritime provinces, 115; Northwest Territories, 886. A total of 10,941. Homeward Bound. Manitoba and British Columbia members of the second C. M. R., who arrived from Halifax last night, left by special train for home this morning. Fast Steamer Proposal. Sir Thomas Shaughnessy, president of the C. P. R., stated to-day that the Canadian Pacific railway had sent in a tender for a fast Atlantic steamship line, and that the tender was now receiving the consideration of the British and Canadian authorities in London. Beyond this announcement, President Shaughnessy would not go. It is, however, stated that if the Canadian Pacific's tender is accepted, the best of steamers which would not be second, as regards speed and equipment, to any afloat. Immigration From States. The fact that Canada is offering special inducements to immigrants by offering land on the market at low prices has not been unnoticed by Americans. During the past few weeks some immense sales have been made to American capitalists. It is stated on very good authority that the officials of the Canadian Pacific Railway Company are planning to take 25,000 American farmers into the Canadian Northwest, where the company has several million acres of land. Arrangements are being made by the Manitoba Provincial land department of the Dominion for the sale of 50,000 acres of provincial lands to Nebraska capitalists. The lands are near Lake Manitoba, and are being sold for the purpose of settling a large number of American farmers in the farming in Nebraska for many years, and now wish to sell out and move to Manitoba. "American Day." Winnipeg, July 24.—About 20,000 people attended the Winnipeg Industrial exhibition to-day. The fair was well swelled by the arrival of 4,000 excursionists from Minnesota and Dakota for "American Day." For Defence Fund. Toronto, July 24.—The Iron Moulders' association has decided to contribute 25 cents per quarter on the membership for the defence fund. This will bring the fund up to \$150,000 a year. At the same time the association will also guard the power of ordering a strike. A proposal to permit local unions to strike without consulting the national executive was, after a warm debate, defeated. The delegates to the next convention, three years hence, will be one to every hundred members. Loyal Suits. Suits for libel were entered against 15 newspapers to-day by the attorneys for Miss Bennett, of East Blenheim township. They published a story that she had eloped with a married man, talking some of her father's money. Failure. Geo. T. Pendrith & Co., dealers in machinery, have assigned. Liabilities nearly \$25,000, assets not known. Disappeared. Hamilton, July 24.—Amy Wilson, the 15-year-old daughter of H. Wilson, of George street, who has a farm at Capetown, disappeared from the farm last Tuesday. No trace has since been found of her by the police. A note in the girl's handwriting was found in her room, in which she said she had been compelled to go away on a long trip by two men armed with revolvers, and the girl has always been well behaved. Monastery Burned. Oka, Que., July 24.—The famous Oka monastery, where for many years monks of the Trappist order have spent their lives in silence, prayer and labor, was destroyed by fire at 5 o'clock last night. The monks made every effort to save the building, but their efforts were of no avail, and this morning nothing but the four walls of the building remained standing. The loss will be heavy. No lives are reported lost. Run Over. St. John, N. B., July 24.—Mrs. Ketchum, wife of Ezekiel B. Ketchum, a prominent citizen of St. John, was killed while walking on the railway to-day. She had an umbrella up and apparently failed to notice an approaching train. Crops in Nova Scotia. Halifax, July 24.—The crops of grain, hay and roots in Nova Scotia, though a little later than usual, will be up to the average. It is expected that there will be over a quarter of a million bushels of apples to export from this province this year. Ottawa's Population. Ottawa, July 24.—According to the directory issued to-day, Ottawa's population is 73,198. The Dominion census placed it at 59,400. Killed by Falling Timber. Kingston, July 24.—Geo. Richards, 60 years old, was killed this morning by a piece of timber which fell from a derrick at Physics's building, Queen's college. Struck by Lightning. London, July 24.—The tower of the First Methodist church was struck by lightning this morning, and the edifice damaged to the extent of \$22,500, fully covered by insurance. Mill Destroyed. Matawa, July 24.—A Blanc Bros.' sawmill, etc., were struck by lightning this morning and burned to the ground. The loss was heavy. STRONG'S STATEMENT. Says He Pawned Some of May Yoh's Jewels at Her Request. London, July 24.—Capt. Strong, accused of stealing May Yoh's jewels, has arrived in London. In conversation with a representative of the Associated Press this evening, Capt. Strong said that he had pawned about \$3,400 worth of May Yoh's jewelry at her request this morning and burned to the ground. The loss was heavy. STRONG'S STATEMENT. Says He Pawned Some of May Yoh's Jewels at Her Request. Indianapolis, July 25.—A special to the Sentinel from Trebin, Ohio, says: "One of the most appalling wrecks in the history of the Pennsylvania railroad occurred here last night at 10:30, when the limited from St. Louis to New York, with a heavy train consisting of an engine, two mail cars, four coach and four Pullman sleepers, while running at 70 miles an hour, dashed into a wild flat car loaded with coal coming down grade toward it at a rate of 25 miles an hour. "Three dead bodies have been taken from the wreck. Two others are missing. The train was totally consumed by fire, with the exception of the two rear Pullmans. Sixteen persons were injured. Two postal clerks are dead. Two others are badly scalded and a dozen or more people are more or less hurt. "The crash came in the darkness, the clouds hid the moon, and to add to the horror a gas tank under a coach exploded, and the entire wreckage was a mass of flames in three minutes after the collision with the runaway coal car. This little town is three miles west of Xenia. There is a heavy down grade from that city here. While switching cars there last night at 10:20 o'clock a loaded flat car got loose and ran in the heavy grade towards this place. The limited express on the Pennsylvania road was speeding on the same track in the opposite direction at the rate of 70 miles an hour. It was late, and Engineer Clark was trying to make up time. The darkness he did not see the coal car coming, or at least saw it too late. His train crashed into the car and an instant later the entire mass was a burning pile of wreckage. In it were nearly 50 human beings. Ten minutes later all had been taken out of the burning mass but seven. "The passengers escaped without clothing, except the seven in the day coaches. The survivors stood helplessly and heard the screams of the two women and one man pinned down in the wreckage, for whom aid was impossible. For three hours the wreck burned. The Xenia and Dayton fire departments went to the scene. They could save no lives. The body of the engineer was burned so completely that no vestige remained. A few charred bones tell of the other loss of life. Wm. Sawyer, the fireman, was taken out alive, but lived only 30 minutes. Four postal clerks were in the mail cars. The bodies of two of them were recovered badly scalded and mangled. "For an hour the terror-stricken passengers stood about the burning wreck, horrified, before help arrived from Xenia. The survivors were taken there and the injured cared for. Later special took the uninjured to Columbus. "There is nothing left of the train but two Pullman coaches. Everything else was reduced to charred iron and steel, hissing with the heat under the streams of the fire apparatus." Railway Surgeon's Report. Dayton, Ohio, July 25.—The railroad surgeon at Xenia reports only four people killed in the wreck at Trebin: the engineer, fireman, and two mail clerks, and ten injured. List of Dead. Xenia, Ohio, July 25.—The following is a corrected list of the dead at 11 a.m.: William Clark, engineer, of Columbus; Patrick Dwyer, fireman, Cincinnati; M. Peters, mail clerk, Cincinnati; F. M. McKee, mail clerk, Greenfield, Ind., body not recovered. The coal car had become unloosed from its couplings somehow and started down a three-mile grade. At the bottom of the grade it crashed into the engine of the passenger train. The coal car was smashed to pieces and the passenger engine demolished, while the postal and express cars were piled on top of it. Almost instantly the gas tanks under the cars exploded, and set fire to the ruins. LORD DUNDONALD. Commander of Canadian Forces Will Reach Ottawa To-night—Preparations for His Reception. Ottawa, July 25.—Lord Dundonald, the new major-general for Canada, will arrive in Ottawa to-night from Montreal and will be met at the depot by the entire headquarters staff and a guard of honor from the 43rd Regiment. The officers of the local militia will also turn out in force to meet the new commander-in-chief. He is looked upon here as the best likely prospect for being sent to England to command a colonial force. The arrangements for the annual artillery competitions will not be made until the new G. O. C. takes hold of office. SLOOP CAPSIZED. Two Drowned and Two Others Died of Injuries. Savannah, Ga., July 23.—The sloop Lovell Daville, owned and sailed by Capt. Allen N. Calder, of Thunderbolt, and having on board a pleasure party, was capsized in the Ogeechee River here, Heligade during a squall and Capt. Calder's aged mother and infant daughter were drowned. Stephen A. Calder and Mrs. Allen N. Calder, father and wife of Capt. Calder, died to-night from their injuries.

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SULTAN AS HOSTAGE

HELD BY AMERICANS UNTIL MURDEROUS MORMONS ARE GIVEN UP

Manila, July 24.—Capt. John J. Pershing, of the Fifteenth Cavalry, who is in command of the United States expedition, has arrested the Sultan of Binadayan as a hostage for the delivery to him of the Moros who on June 22nd attacked two Americans. The Sultan offered to produce the dead body of one of the Americans, a relative of the leader of the party who attacked them and to surrender ten slaves, but Capt. Pershing refused to entertain the suggestion. The Sultan then ordered his followers to produce the guilty Moros. On Tuesday one of the offenders was brought into the camp of the Americans. He was horribly mutilated. Before dying he begged having participated in the ambush of the Americans. Longul, the leader of the attack, has fortified himself and defies the Sultan of Binadayan's followers to capture him. COREA'S INDEPENDENCE Is Guaranteed by Great Britain and Japan, Who Also Promise Assistance and Support. St. Petersburg, July 25.—A special dispatch received here from Seoul, Corea, announces that a weekly fast service agreement between the British and Japanese ministers to Corea on one hand, and the Japanese minister to London, on the other, by which Great Britain and Japan mutually guarantee Corea's independence and pledge her their moral and assistance in all important questions affecting her internal and foreign policy. Corea in return agrees to raise her arms and military establishments to a footing sufficient for her own defence, and also in case of raising foreign loans, she agrees to restrict herself to the markets of Great Britain, Japan and the United States, and to prohibit foreign loans, and to appoint to positions in the Corea state service, that measures shall be immediately taken for the protection of foreign territories and that protest shall immediately be made against any state or persons attempting to erect works or buildings situated so as to prejudice Corea's scheme for national defence. RAILWAY SERVICE DISCUSSED AT NANAIMO Conference Between Board of Trade and G. L. Courtney—Portland Mining Men Visit Island. Nanaimo, July 24.—At a conference between the board of trade and Geo. L. Courtney, traffic manager of the E. & N. railway, held this evening, a free discussion of the proposed line in the carrying trade. They did not expect competition from Canada as well as from England. It was clear that the British are going to have it the prospect cannot be reassuring to the Morgans and their fortune-hunting allies in England and Germany. Lord Strathcona and Mount Royal, the Canadian high commissioner, said in an interview to-day that he was unable to add to the information already published, the terms mentioned seem reasonable. The members of the Dominion government some years ago were authorized by the Canadian parliament to subsidize it with £100,000 for this purpose. So far as I know, this offer has not been increased. The reported subsidy of £100,000 shows that the original offer, but it is always been understood that Great Britain would supplement Canada's offer, though I am not saying to what extent. Lord Strathcona was unable to say what British port would be the terminus of the proposed line, but he said Liverpool, Swansea, Bristol, Southampton, Newport and Cardiff were all competing for selection. One of the Canadian Pacific railway directors informed to a representative of the Associated Press every particular of the Canadian Pacific's offer to build and operate a subsidized line, and said that he and others interested were confident that the project would be accomplished. They have no doubt the British government will provide a subsidy equal to the Canadian government subsidy. Mr. Chamberlain, the colonial secretary, is known to favor this plan, and a decision will be made by the government's recommendations along such lines. The chief requirement of the Imperial government will be that the steamers which become auxiliary cruisers just as the C. P. R. Empress (Pacific) liners are. The principal points on which the Canadian government will insist relate to refrigerating plants, speed and cargo capacity. It is admitted on all sides that the present movement was hastened by, if it was not the immediate outcome of, the formation of the American shipping combine. MURDERER CONFESSES. Says He Killed His Wife, Her Mother and John Knuckles. Atoka, I. T., July 24.—Jas. Reeves has surrendered to the police here, explaining that it was his wife who had treated him several days ago, also her mother, Mrs. Grant, and John Knuckles. Reeves lived happily until the appearance of Knuckles on the scene two months ago. Since that time his wife had treated him with indifference, which maddened him, and particularly since her parents encouraged her attentions to Knuckles. CHEMAMAIN NOTES. (Special Correspondence of the Times.) Chemainus, July 24.—The American Steamer, a 1200-ton Capt. Nelson, arrived from Victoria this afternoon in tow of the tug Lorne. She is to load for Adelaide. On the steamer, vice-president of Welch & Co., San Francisco, accompanied by his son, paid Chemainus a visit yesterday, being the guest of B. J. Palmer. They left by the Strathcona this evening. THE PHILIPPINE CAMPAIGN. There Were Over Two Thousand Engagements More or Less Serious—Two Casualties. Washington, July 24.—Major James Parker, of the Adjutant-General's department, has compiled statistics regarding the insurrection in the Philippines. There were 2,156 engagements with the enemy, more or less serious, between February 4th, 1899, the date of the battle of Manila, and April 1st, 1902, fixed as the virtual downfall of the insurrection. The larger portion of these fights were attacks from ambush on the American troops or skirmishes in which only small detachments took part. "In almost no case in these engagements," says Major Parker, "did American troops surrender, or have to retreat, or have to leave their dead and wounded in the possession of the enemy, notwithstanding that in many cases the percentage of loss was high. The number of troops that have been transported to the Philippines and have arrived there up to July 16th last was 4,135 officers and 122,863 men. The fighting strength taken from monthly returns for the period of the insurrection was approximately 40,000. Major Parker summarizes the casualties of the American army as follows: Killed or died of wounds, 6,000 officers and 936 enlisted men; deaths from disease, 47 officers and 2,535 enlisted men; deaths from accidents, 6 officers and 125 enlisted men; drowned, 6 officers and 257 enlisted men; suicide, 10 officers and 72 enlisted men; murdered, 1 officer and 91 enlisted men; total deaths, 13,911 officers and 4,016 enlisted men; wounded, 19 officers and 2,707 enlisted men, a total of 2,726 killed and wounded, less deaths other than by disease, 252 officers and 4,188 enlisted men; total, 4,470. A large portion of the deaths by drowning occurred in action or in active operations against the enemy. Major Parker estimates the percentage of killed and wounded to the strength of the army, 9.7. SAILED FOR HOME. New York, July 24.—Sixty-four of the ninety released Boer prisoners who arrived from Bermuda yesterday, 14th, were sailed for Capetown and Mossel Bay, South Africa. A WALL C AND KILLED FIREMAN Fire at Albany, N. Y., Destroyed Property Valued at Three Quarters of a Million Dollars. Albany, N. Y., July 25.—One fireman dead, one in the hospital believed to be dying, a number seriously injured, in addition to a monetary loss variously estimated at from \$200,000 to \$750,000, is the result of a fire which broke out in the heart of the business district shortly before 3 o'clock this morning. The entire fire department of the city was called into service, and for hours it looked as though their efforts to check the spread of the flames would prove unavailing. The fire started on the top floor of what is known as the public market building, and despite all the efforts of the firemen to check it, it spread to the Columbia hotel and the Elks club house, which adjoin it on the west and east respectively. While firemen were hard at work the front wall of the market building buckled, and almost immediately fell carrying with it the majority of the Columbia hotel. It was in the latter building that the firemen met their fate. "SOCIOALLY UNDESIRABLE." Extraordinary Case of Persecution of Officer of Second Life Guards. London, July 24.—Details of a remarkable case of persecution by brother officers of a young lieutenant of the Second Life Guards, Windward Regiment, of which King Edward is colonel-in-chief, shows that in this crack cavalry organization, as in many others, the officers are intolerant of the presence of any one who takes his profession seriously. Second Lieut. C. D. Gregson, who secured a commission on February 15th, 1902, was known to be a hard worker, efficient and popular with his men. On Monday night a number of officers of the regiment chased Lieut. Gregson out of his quarters, hunted him through the barracks with whips, at the same time using foul language, dived him in a horse trough, until he was half dead, and destroyed his entire kit. The victim was forced to spend the remainder of the night on the bare floor of his room wrapped in an overcoat. The only explanation for this treatment is that Lieut. Gregson is socially undesirable. There is no question in view of the lieutenant's record and the King's connection with the regiment, but that His Majesty will order a strict investigation into the affair. BOY DROWNED AT SEATTLE. Seattle, July 24.—Shortly before 2 o'clock this afternoon Claude Wakefield, a twelve-year-old boy, was drowned in Lake Washington. The lad was unable to swim, and going into the water slightly behind his companions, he was before they could reach him. It is thought that a sudden and severe cramp seized him. He went to the lake with a number of other boys shortly after 1 o'clock this afternoon, and they proceeded to undress near the toboggan slide at Leschi Park. Young Wakefield was ready before the others and walked out on a rope while waiting. He fell from this before the others came down to the water and did not again come to the surface. PRISONER ACQUITTED. Ellsworth, Me., July 25.—After one of the most notable murder trials ever held in Maine, the jury in the case of Wm. Treweary, charged with having killed Sarah Ware at Bucksport, four years ago, brought in a verdict of acquittal to-day. The jury had been out all night.

FAST ATLANTIC STEAMER SERVICE

THE OFFER BY C.P.R. HAILED WITH DELIGHT

London Paper Says It Will Help to Perfect All British Line to Far East.

London, July 25.—The announcement from Montreal that at the request of the Canadian ministers now in London the Canadian Pacific railway has offered to establish a weekly fast service between Quebec and Liverpool in the summer and between Halifax and Liverpool in the winter, with a good freight service, is causing considerable stir in England, where it is hailed with delight as being an offset to J. Pierpont Morgan's shipping combine. The evening papers have placidly read: "English Germany." The Canadian Pacific railway is finally approaching realization. The chief indication of this is the fact that the offer was made by the Canadian Pacific railroad at the instance of the Canadian ministers now here, and that they were fully aware of the conditions the Imperial government is prepared to concede to. The Globe, commenting on the offer, says: "And now a subsidy will be offered for the new service, but since the Dominion government is most-willing to share this obligation, there should not be the least objection to the various little apart from the stimulus it cannot fail to give to Anglo-Canadian business, it will be most helpful in perfecting the all-British line of communication with the Far East. Though enlightened self-interest has no doubt some part in the Canadian proposal, the various little Englander will shut his dull eyes to the spirit of Imperial patriotism behind it." The Pall Mall Gazette sees in the Canadian offer a guarantee against the Atlantic being "strictly a preserve of the American" shipping lines, and adds: "It will only be because the Atlantic trade had command of the railways of the United States that they could have so effectively resisted the carrying trade. They did not expect competition from Canada as well as from England. It is clear that the British are going to have it the prospect cannot be reassuring to the Morgans and their fortune-hunting allies in England and Germany. Lord Strathcona and Mount Royal, the Canadian high commissioner, said in an interview to-day that he was unable to add to the information already published, the terms mentioned seem reasonable. The members of the Dominion government some years ago were authorized by the Canadian parliament to subsidize it with £100,000 for this purpose. So far as I know, this offer has not been increased. The reported subsidy of £100,000 shows that the original offer, but it is always been understood that Great Britain would supplement Canada's offer, though I am not saying to what extent. Lord Strathcona was unable to say what British port would be the terminus of the proposed line, but he said Liverpool, Swansea, Bristol, Southampton, Newport and Cardiff were all competing for selection. One of the Canadian Pacific railway directors informed to a representative of the Associated Press every particular of the Canadian Pacific's offer to build and operate a subsidized line, and said that he and others interested were confident that the project would be accomplished. They have no doubt the British government will provide a subsidy equal to the Canadian government subsidy. Mr. Chamberlain, the colonial secretary, is known to favor this plan, and a decision will be made by the government's recommendations along such lines. The chief requirement of the Imperial government will be that the steamers which become auxiliary cruisers just as the C. P. R. Empress (Pacific) liners are. The principal points on which the Canadian government will insist relate to refrigerating plants, speed and cargo capacity. It is admitted on all sides that the present movement was hastened by, if it was not the immediate outcome of, the formation of the American shipping combine. MURDERER CONFESSES. Says He Killed His Wife, Her Mother and John Knuckles. Atoka, I. T., July 24.—Jas. Reeves has surrendered to the police here, explaining that it was his wife who had treated him several days ago, also her mother, Mrs. Grant, and John Knuckles. Reeves lived happily until the appearance of Knuckles on the scene two months ago. Since that time his wife had treated him with indifference, which maddened him, and particularly since her parents encouraged her attentions to Knuckles. CHEMAMAIN NOTES. (Special Correspondence of the Times.) Chemainus, July 24.—The American Steamer, a 1200-ton Capt. Nelson, arrived from Victoria this afternoon in tow of the tug Lorne. She is to load for Adelaide. On the steamer, vice-president of Welch & Co., San Francisco, accompanied by his son, paid Chemainus a visit yesterday, being the guest of B. J. Palmer. They left by the Strathcona this evening.

THE KING TAKES SHORT SEA TRIP

ROYAL YACHT LEFT COWES THIS MORNING

Another Rehearsal of the Procession to Westminster Abbey—The Precautions Against Fire.

London, July 25.—This was the first brilliant day since King Edward's arrival at Cowes, Isle of Wight, and His Majesty enjoyed the sunshine on deck. At 12.50 p.m. the royal yacht left her moorings and cruised westward. All reports from the yacht agree that the King is improving. There was another rehearsal this morning of the royal procession to Westminster Abbey and the vicinity precautions at the Abbey and its vicinity have been re-estimated since the recent fatal blundering at the Queen Victoria street conflagration. A special detail of firemen has been added to the regular Westminster force, and a private telephone solely for emergency use connects Westminster Abbey with the Francis street fire brigade station. Precautions are taken at the stands surrounding the Abbey. Hose has been laid along, attached to all the neighboring hydrants, and is ready for immediate use. RUSSIA'S FISCAL POLICY. Commission Appointed to Inquire Into the Depression of the Agricultural Population. London, July 24.—The St. Petersburg correspondent of the Times, dealing with the commission appointed to inquire into the depression of the agricultural population, says: "The government regards the question with the keenest anxiety, and there are indications that the leading ministers are prepared to consent to sweeping changes in the fiscal policy, and even to the internal organization of the country, if it be proven that such changes are necessary to avert the danger of starvation among the discontented peasantry. Russian opinion is divided as to the causes of the depression. Many fixed a large share of the responsibility upon M. Witte, minister of finance, who, they claim, artificially stimulates and encourages the industries and starves the agricultural interests, while the others maintain the mainstay of the country. The critics point to the paltriness of the sums devoted from the enormous budget to agriculture and commerce. All the witnesses examined agreed that the industrial must come from above, and be accompanied by the extension of peasant education." NEGROES LYNCHED. One Shot and the Other Hanged—Both Bodies Mutilated. Philipp, W. Va., July 24.—Two negroes, whose names are unknown, were lynched at Womelsdorf, near here, last night, by an angry mob numbering several hundred. The first victim was shot and killed in the station house; the second was taken to the park, where he was hanged and his body riddled with bullets and cut to pieces. Both whites and negroes are enraged and in arms. The trouble grew out of yesterday's murder of Chief of Police Wilmington, of Elkton. Several other arrests have been made and lynching seemed imminent. "The dead blacks were caught near Belington and were locked up there, awaiting their trial, when they were taken to Elkton. Negroes are leaving on every train. The hanged men were horribly mutilated and their bodies left on the commons. WILL TRY AGAIN. Argonauts Lost Race Because They Had Poor Side of River. New York, July 25.—Joseph Wright, captain of the crew of the Argonaut Club, of Toronto, which has just returned from England, where it met defeat in the eight-oar championship race at Henley, says his team lost because of having to row on the poorer side of the river. "We can beat them," he said, "if I know we can, and we are going to try again."

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FOUR MEN BELIEVED TO HAVE PERISHED

During a Gale Off the Fraser River Yesterday—Two Others Had a Narrow Escape.

Vancouver, July 25.—Besides the drowning of Fritz Fabian and Schmalz off the Fraser river during yesterday's gale, two other fishermen at least, though their names are not known, whose boat was seen to tip over, and when others arrived at the spot the men were nowhere to be seen. The bodies in the water two and a half hours off Sandheads light before being rescued. Point Roberts traps did a big haul last night. Detective Wylie was suspended this morning for using alleged impudent language to a police officer in the corridor of the city hall yesterday. Detective Wylie told Ald. Wylie that it was such men as he who were the cause of Tracy crimes. Genelle's lawyers have notified the C. P. N. Co. that the company will be held responsible if he is kept aboard the steamer against his will on the way to Dawson. It is thought Genelle may sue the officials at Skagway or Ketchikan.

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RAILWAY SERVICE DISCUSSED AT NANAIMO

Conference Between Board of Trade and G. L. Courtney—Portland Mining Men Visit Island.

Nanaimo, July 24.—At a conference between the board of trade and Geo. L. Courtney, traffic manager of the E. & N. railway, held this evening, a free discussion of the proposed line in the carrying trade. They did not expect competition from Canada as well as from England. It was clear that the British are going to have it the prospect cannot be reassuring to the Morgans and their fortune-hunting allies in England and Germany. Lord Strathcona and Mount Royal, the Canadian high commissioner, said in an interview to-day that he was unable to add to the information already published, the terms mentioned seem reasonable. The members of the Dominion government some years ago were authorized by the Canadian parliament to subsidize it with £100,000 for this purpose. So far as I know, this offer has not been increased. The reported subsidy of £100,000 shows that the original offer, but it is always been understood that Great Britain would supplement Canada's offer, though I am not saying to what extent. Lord Strathcona was unable to say what British port would be the terminus of the proposed line, but he said Liverpool, Swansea, Bristol, Southampton, Newport and Cardiff were all competing for selection. One of the Canadian Pacific railway directors informed to a representative of the Associated Press every particular of the Canadian Pacific

LABOR MEN ARE NOW IN SESSION PROCEEDINGS AT MEETING IN SAN FRANCISCO

Federation Will Support Any Legislation Abolishing Child Labor—Strike Averted.

San Francisco, July 26.—The executive council of the American Federation of Labor, in session here, has adopted a resolution supporting any legislation having for its purpose the abolition of child labor.

Chicago, July 26.—The demands of the employees of the Chicago City Railways Company, which were submitted to arbitrators, secure an increase of wages to 24 cents an hour.

New York, July 26.—Predictions that anthracite coal will sell for ten dollars a ton within 48 hours are made by one of the largest wholesale dealers in the city.

New York, July 26.—A shipment of Welsh anthracite was reported to be on its way here from Cardiff for use on the engines of the Manhattan Railway Company.

Two Railway Wrecks. Five Persons Killed and a Number Injured Through Derailing of a Passenger Train.

Los Angeles, Cal., July 25.—A special from Tucson, Ariz., says: Five persons were killed and a number injured in a disastrous wreck yesterday morning.

Fireman Crushed to Death. Omaha, Neb., July 24.—Passenger train No. 15, westbound, on the Chicago, Rock Island & Pacific, was wrecked Saturday night.

BULLET WOUND IN HEAD. Baltimore, July 25.—An investigation by the coroner into the death of Mrs. Cecilia M. Sullivan from bullet wounds, self-inflicted, shows that she lived 28 hours, part of which time she was conscious.

DELUGED IN TEXAS. Fifteen Inches of Rain in Four Hours—Several Persons Drowned—Big Property Loss.

Dallas, Texas, July 26.—A deluge of rain, which has been pouring over Texas since Thursday and the one which has been covering the western portion of the state since Sunday, has not abated.

SIXTY ENTRIES HAVE BEEN RECEIVED BY CAPT. J. DUFF STUART.

Vancouver, July 29.—Up to 16 noon today Capt. J. Duff Stuart had received 60 entries for the annual competition of the British Columbia Rifle Association.

COLOMBIAN REVOLT. Revolutionary General is Ready to Accept Some Peace Proposals.

Panama, Colombia, July 25.—The government fleet has returned here from Agua Dulce, where it delivered a quantity of ammunition and provisions, and instructions to General Morales Berti.

Washington, D. C., July 25.—The following telegram was received at the navy department from Commander McLean, of the Cincinnati, dated La Guayra, July 24th.

RETURNING TO STATES. Mr. and Mrs. Whitelaw Reid Sailed From Southampton To-Day on the Steamer Campanian.

London, July 26.—Mr. and Mrs. Whitelaw Reid sailed to-day for New York from Southampton on board the American liner Campanian.

Liberal Peer Asks Questions in the House of Lords. London, July 25.—In the House of Lords to-day Lord Balfour of Burghley asked Lord Onslow, under secretary for the colonial office, if he could inform the House regarding the wheat shipments that Canada was being bought by Americans.

BLAZE AT SEATTLE. Seattle, July 25.—The Fremont mill of the Bryant Lumber & Shingle Co. caught fire at 10:45 o'clock this morning.

Why can't we come over to your house and play any more? Because papa gets so mad when we make a little bit of noise.

What makes him that way? Mamma says it's dyspepsia makes him act so crazy.

That's about the way it strikes the small boy. The dyspeptic has no idea of his own unreasonableness or harshness.

There's a quick for the dyspeptic. It is a medicine for the family by the use of Doctor Pierce's Golden Medical Discovery.

It has taken one bottle of Dr. Pierce's Golden Medical Discovery for indigestion, and the doctor says it is a medicine for the family by the use of Doctor Pierce's Golden Medical Discovery.

Dr. Pierce's Pleasant Pellets cleanse and regulate the bowels.

OUR VICTORIOUS FOUR

Fine Struggle for the Junior Championship at the Regatta Held at Nelson.

(Special to the Times.) Nelson, July 26.—Nelson experienced its first approach to enthusiasm in a boat race yesterday afternoon, as thousands of expectant citizens strained their every nerve to see the struggle of their junior four with that of the James Bay Athletic Association, of Victoria, for the supremacy in their class in the N. P. A. A. O. Nelson has had other races on the lake, but nothing which deserves to rank with the game fight which the wearers of the green and white put up yesterday with the best talent in the North Pacific Association of amateur oarsmen.

There were four entries in the race, but the pace set by the husky lads from the Capital was so fast that none but the Nelson crew could keep them company, and when, after half the course had been covered, the blue and white began to creep away from the green, the local men threw themselves into their work and started a pace which would have killed most new crews inside of two minutes.

But the Victoria men had a reserve of speed as well as strength. They had been swinging along with a strong regular 32 stroke, but when the Nelson men began to crowd them, they opened out and met their stroke of 28 without seeming to be distressed in the least.

They soon had open water between them, and contented themselves with meeting the efforts of the boys in green. It was a magnificent race from this on, and as the contestants swept into the view of the immense crowds which lined the city wharf and barges, they were given a great ovation.

As they passed the hospital, the Victoria men were maintaining a lead of a good length, but Nelson kept crowding them, and they could not increase the open water. From this point to the city wharf there was no change, and hope still ran high that the green and

strokes into their 32 a wing, and jumped their boat along. This told at once that the Nelson men had been going to the full limit of their strength. Victoria gradually regained the lead, and the green men were unable to make any headway.

As the Victoria crew put distance between themselves and Nelson they eased off in their stroke, and dropped back into their 32 again, and kept it up till close to the finish. Nelson all the while were pulling a game race, but their admitted skill was not equal to the strength of the boys in blue.

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It was after five last night when the Times received a dispatch stating that Victoria had won the junior race. There was immediate jubilation, among not only the J. B. A. boys, but through out the city.

But the sport which everyone was looking for did not come. The long stern chase which they had made after the men in blue had been too much for Nelson. They had exerted every pound of strength they could command, and the Victoria's swept over the line with a length and a half to the good.

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It was a desperate struggle from the point to the finishing line, and as the two leaders came abreast of the city wharf the cheers and shouting from the steamers and from the shore were deafening. Victoria was being pressed hard to hold its lead, and they commenced to splash again.

It was a brave finish. The Portland crew pushed the pace to their limit to retain their honors, but they could not succeed in cutting out any of the water which reached the Victoria.

Following from D. Leeming, who accompanied the crew to the regatta. "Race was easy. Boys won in 7:50 with two lengths of daylight between them and Nelson, who rowed a splendid race. Vancouver followed, with Portland bringing up the rear. The water was perfect—could not be better. Boys are as fine as stars and have no fears for them in the seniors to-morrow. With best wishes. Ora Pro Nobis."

Nelson, July 27.—Victoria has reason to feel proud of the crew it sent to the eleventh annual regatta of the N.P.A.A. O., and it is the opinion of most judges of oarsmen, who followed them during the two events in which they were entered, that in them Victoria has the material from which can be shaped up the best crew that ever carried the

Opponents Unable to Meet the Steady Pace Set by the J. B. A. Crew.

colors of the James Bay Athletic Association.

It is not often that it falls to the lot of a green crew to carry off honors in both the junior and senior class in their first year, but this is what the Victoria boys did, and fast as their time was yesterday, it does not mark the limit of their speed by any means.

They were the favorites for the senior four yesterday, chiefly owing to the fact that they made in their race with the Nelson Juniors.

Not only were the boys in the dark blue the favorites of the men who pride themselves on their ability to size up oarsmen, but they were also the popular favorites. On the day previous they had led the way for the green and white, and Nelson people had reasoned it out that they would take the edge of their disappointment if the crew which won from the local boat should demonstrate its superiority over the senior crews as well.

This feeling found its expression in the ovation tendered the Victoria boys as they commenced to paddle down to the stake boats. The Victoria crew drew the position that they had in the junior event, and were at their best several minutes before the Vancouver and Portland crews arrived, the former having the north course and the latter the south.

The boats got away together, all three catching the water at the same time. The Victoria started out with the same stroke that had carried them to victory on the previous day, a good strong 30. Portland was pulling the same, but Vancouver started in to set the pace with a killer 40. As they swept on down the lake, the Victoria crew were striving to make his strength tell, they presented a thrilling sight. Coming abreast of the shipyard, which brought the crews close upon the end of their first half mile, the Victoria boat began to force its way through the water.

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the junior. The distance that separated the triumphant boys from the Portland boat at the finish was greater than that between them and the Nelson crew on the first day.

FURTHER SERIOUS RIOTING IN PARIS.

MANY PERSONS WERE TAKEN INTO CUSTODY Large Number Injured During Fighting Caused by Demonstrations Against Closing Schools.

Paris, July 28.—Many persons injured, ten of them seriously, and hundreds under arrest, are the net result of the both clerical and anti-clerical demonstrations, brought about by the closing of the religious schools, are made.

Paris, July 26.—A serious situation prevailing in the Catholic country around Brest, has taken up arms, and is determined to resist any attempt at the forcible execution of the law of the Premier, and the incident at Sainte-Meen, eighteen miles from Brest, shows the spirit of the lawless element of the Breton coast.

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THE CHAMPION IN RING FITZSIMMONS HAS BEST

Went Down and Was Spound at Call of Last Bout.

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AN IMPORTANT UNDERTAKING.

After all the pother and negotiating between Great Britain and the United States about the rights conferred by the Clayton-Bulwer treaty, and agreements with the republics having control over the Nicaragua route, the steps are now being taken by the American negotiators to bring the water route between the Atlantic and the Pacific, through the isthmus of Panama. Engineers have always held this latter to be the more feasible route. But a French company, organized by the late M. de Lesseps, as is well known, held a concession there and demanded what was considered an unreasonable figure for its surrender. Whether the project advanced by the Americans for the piercing of the Nicaraguan isthmus was a more feasible one or merely a bluff to bring the French concern to terms it is manifestly impossible to say. J. Pierpont Morgan indignantly denies that poker is the great national pastime. We know nothing about the game, but we have heard that it is of the character of a "considerably" fond of bluffing, as we Canadians know, and they take prodigious enjoyment out of the game when it proves successful. They may not have been bluffing the Panama company, but it is not likely that they have been bluffing down the coast as though they had been playing the game, and the opinion is now unanimous that the better route has been secured, that the canal will be built on a rush order, that it will be one of the greatest aids to navigation that have ever been constructed, and one of the most prodigious monuments to the ingenuity of man in the universe. The work should be a great promoter of trade between this portion of the British Empire and its dependencies. It is not likely that the time will be lost over the work as upon some of the marvellous bridges that have sprung up at the order of American engineers in the course of a single night, almost. But here there is room for doubt. De Lesseps was too sanguine in his estimates of time and cost of this great work. The renowned Ferdinand was an engineer, too. However, great strides have been made in mechanical engineering since his time, on this continent especially. The principal difficulty to be encountered will be the climate. The labor unions will hardly step in and demand that the funds of the state shall be distributed amongst some but Americans. No white man can enter the heat and the pestilential atmosphere. Therefore the will of the boss will be obeyed by none of the upholders of the rights of toilers. Making due allowance, however, for all contingencies, it is safe to predict that the work will occupy a great deal more time and about a considerable number of millions of dollars more than the original estimate. It will be necessary for our ships to plod the path patiently around the Horn for many years to come.

The price the United States government is to pay for the Panama Canal Company for its rights and privileges is \$40,000,000. The cost of the completed canal is estimated at \$184,233,358. All the advantage the Americans will have. The preliminary work has all been done. The contractors can go down to Panama and commence work for good. The accommodation is there for an army of from 15,000 to 20,000 laborers. There is a railroad along the whole length of the canal, terminating on each end in a good harbor, with ample wharf and dockage facilities. The Panama Canal, it is said, presents only one really serious engineering difficulty, and that is the control of the waters of the Chagres river. The river has a maximum flow of 75,000 cubic feet a second. By the erection of dams it is proposed to control the waters of the river in a summit lake. The plans for accomplishing that have been pronounced feasible by many eminent engineers. The length of route of the Panama Canal is 46 miles, and the estimated time of transit for an ordinary ship is 14 hours.

WASTE AND ECONOMY IN WATER WORKS.

A contributor to Municipal Engineer, "A magazine devoted to improvements in cities," is an enthusiastic advocate of meters as economizers of water. We understand that the Water Commissioner of this city draws a good deal of his inspiration from this source. Again, the editor of this paper draws attention to the fact that circumstances alter cases; that everything depends upon the point of view. There is simply no comparison between the case of Victoria and the positions of the vast majority of Eastern cities. It is confessed that in the East the chief waste arises from taps being left open to prevent freezing and bursting of pipes in the cold, frosty weather which prevails for three or four months in the year. Water users in this city are not subject to the temptations in this respect which assail their Eastern brethren. Our cold snaps seldom last longer than a day or two. In less favored districts they would not be called cold snaps at all. Then they come at a time when there is water to waste, because as a general rule, we believe, our lake reservoir overflows during the winter season. There may be inconvenience through a temporary lessening of the pressure in the mains, but we understand that is the one undesirable element in the case. It can hardly be called such an evil as to call for the drastic and expensive remedy of installing we don't know how many thousand dollars' worth of meters, not to mention the cost of maintenance and periodical examination.

OUR REPRESENTATIVE AND PREMIER.

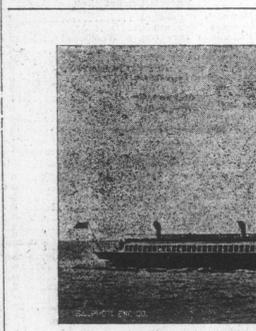
The London Times says Sir Wilfrid Laurier was the chief speaker at the dinner given by the Constitutional Club in honor of the Colonial visitors. The presence of Canada was loudly cheered when he rose to address the assembly of distinguished men and sat down amid a scene of great enthusiasm. He said: "The guests who are assembled at this board have come here from all over the globe and in coming here their object was first and last to testify to the loyalty of His Majesty's possessions, young the son to the person, the Majesty the King and to British institutions. Five years ago it was the privilege of many of those assembled at this board to be present at the celebration of the Jubilee year of a sovereign whose reign was the pride of his subjects and the honor of mankind. (Cheers.) On both occasions the opportunity was afforded to discuss problems and questions which affect the welfare not only of the colonies but of the Mother Land as well. (Cheers.) Scotland there may be not, I hope, within the bounds of the British Empire; sceptics there may be, perhaps within the bounds of this Empire; but the matter is confirmed to me that the spirit of the representatives of so many nations and races coming at short intervals to testify to the unity of the British Empire, the loyalty of all to its dynasty, and to treat grave and important questions as a spectacle of the human eye can envisage into them and you shall not find a parallel to the spectacle of which we are to-day the witnesses. The empire of Rome in her splendid power never reached that level of moral altitude. And the reason is obvious. The empire of Rome was composed of slave states; the British Empire is a galaxy of free nations. (Loud cheers.) In order to find a parallel, if indeed you can find one, you must go to the Hellenic age, to find anything approaching it, or even here what a difference. The civilization of the world at that time was centered and had its highest expression and expression in the Hellenic civilization. The civilization of the British Empire encircles the whole surface of the globe. Again, among the Greeks none were admitted except those who were of pure Hellenic stock, for those proud and exclusive people indiscriminately conferred the term of barbarians on all those who were not of their kind and kin. The bond of the British Empire, let me tell you this, my fellow-countrymen (loud cheers), and accept it from a man not of your own race, the bond of union of the British Empire is not the race, it is allegiance to the King without distinction of race or color. (Cheers.) Again, among the Greeks the motive, the inspiration, was purely aesthetic. The object was to produce a beautiful thing, a thing in accordance with the genius of a race which, though to some extent commercial and in a high degree politic, was the most aesthetic of all the races the world has ever seen. But in the British Empire, whose characteristics are strong common sense, the first object is to assert the authority of all, to provide that there shall be no revolution in the British Empire. The second is to gravely sit down and discuss and debate the problems which affect us all. And, if I gather well the expression in the minds of all those whom I see here, the third is to do it. Shall the British Empire be maintained on the lines on which it was created, or

with mills and factories, and railways and steamboat companies. They should pay for what they consume. The case of Victoria is analogous to that of a few cities on this continent. The chief attractions here are the gardens. The time and the labor spent in creating such beauty spots are particularly part of the assets of the city. Clap meters on all the pipes and you put a premium upon barter and ugliness; you place an additional tax upon improvements, which are levied upon under the ordinary forms of taxation. Our contention is that people should be encouraged to improve their property by giving them all the water necessary for the making of gardens and lawns. It is true there are those who use poor judgment in the distribution of the water and are wasteful to a culpable degree of this indispensable necessity of plant life. But the sinners are not more than one in ten, and we cannot approve of the suggestion to punish all and mar the chief beauty of Victoria in order that they may receive their share.

Another great objection to the general introduction of meters is the cost of installation and the increased cost of operation of the works which must follow. We do not know what it costs to place meters in position in Victoria. We suppose it depends upon the capacity of the indicators. We observe the figures vary greatly in the cities of the United States. It runs from \$50 in Chicago down to a comparatively small amount in other places. It is perfectly reasonable to assume, however, that the value of any four thousand meters would go a very long way in the direction of removing whatever defects there may be in our water works system at present and giving owners of gardens all the water they are likely to require for many years to come.

THE TURBINE AGAIN.

The era of the steam turbine engine for maritime use may now be said to be fairly inaugurated. The Scientific American, the most reliable journal of its kind, has devoted a great deal of attention to this branch of the many subjects embraced within its field. The engraving we present to-day is from that paper, in connection with a contributor prophesies that as a result of the experience gained with the turbo-motored steamers King Edward, Queen Alexandra, and various other craft equipped with steam turbines, there is little reason to doubt that from now on this class of engine will be extensively used in the marine service.



THE LATEST TURBINE STEAMER.

The largest turbo-motored steamer afloat, the Queen Alexandra, has recently been launched at the Leven shipyard, at Dumbarton, Scotland. It is a replica of the King Edward, although larger, and was built by the same firm, Messrs. William Denny & Brothers, for passenger service on the Clyde. The Queen Alexandra is constructed very similarly to the older vessel, but has much larger dimensions, being 270 feet long, 32 feet in breadth and with a depth to turbine deck 18 feet 9 inches. This turbine steamer strongly resembles a small cross-channel steamer. There is no question but that the appearance of the new vessel will be watched with great interest, as no less an authority than Capt. Williamson has declared himself in favor of the steam turbine for vessel propulsion, and the success of the Queen Alexandra will undoubtedly result in a large introduction of turbine machinery. Much important and valuable experience has been gained by the running of the first vessel constructed, the King Edward, which was equipped with Parsons turbine engines of the latest improved type. In case reciprocating engines had been used, the best speed which could have been obtained would have been 19.7 knots, while 20.5 knots was actually done by the King Edward. Of the increase of speed of 0.8 knot per hour, 0.2 was due to the lesser displacement of the vessel as a turbo-motored steamer, and 0.6 was due to the superior efficiency of the turbine engines and accessories. A gain in indicated horsepower of 20 per cent. is shown in the turbine steamer from the difference between 19.7 and 20.5 knots; but in reality it would be practically impossible to drive the King Edward at 20.5 knots per hour with ordinary reciprocating engines, as the additional weight which would be required would increase the displacement.

PUT TO CONFUSION.

Comments of protectionists on the immense decline of American exports during the present year remind us once again that so very much depends upon the point of view. The lady who was not up-to-date in her ideas of good cricket was charmed with the work of the bowler who hit the bat with the ball every time. Now we are informed by those who assume to speak with authority that declining exports are not necessarily a sign of waning national prosperity. We had our suspicions, roused by repeated illustrations, that there was a weak spot in that doctrine. Now we are told that about the value of the goods they can induce foreigners to buy from them, the more prosperous they will be. Logically when the stream is completely dry in one direction and its banks overflowing in the other, the water is not to be considered as having reached and everyone will be happy ever

YAQUIUS SHOT.

Tucson, Ariz., July 22.—N. S. Jacks, a merchant of Fort Worth, to-day returning from the Yaqui river reports having seen thirty Yaqui Indians lined up and shot Saturday at a small town called Tortin, in Sonora. The Indians had been captured in the mountains the day before. A number of them were mere boys.

After the embarrassing feature that all attempts at doing about ideas ideal conditions are the failed. There are currents of trade that no tariff can regulate. Commerce runs to balances and insists upon their adjustment. Hence the fluctuations, and the confusion of the ultra-protectionist element. Returns just issued in a blue book by the Department of Trade and Commerce at Ottawa afford much food for consolation to those who have been worried by the boastings of the manner in which American merchants were cutting trade away from the British merchants. We have been accustomed to hear that Uncle Sam's trade was growing by "leap and bounds," particularly his export trade, which is always extolled as the most valuable, and that he is forcing his way into the markets of Egypt, South Africa, India, of South America and even of Great Britain itself. These returns, which are based on United States official figures, show a state of affairs hardly consonant with the stories of gigantic growth and of the interference with British trade.

The returns quoted are for the ten months ending April 30th, 1901 and 1902, and show that while the imports of the Republic increased \$78,000,000 during the last period, the exports for the same time decreased over \$70,000,000. Of this decrease no less than \$50,000,000 was in exports to ports in the British Empire, while for Great Britain herself the decrease was over \$60,000,000.

WAY OF THE TRANSGRESSOR.

A reporter of one of the Toronto daily papers was assigned the task of describing the last moments in life of Rice, who was hanged a week ago for the murder of a police constable. The condemned man had boasted that he would never die upon the scaffold. In justice to Canada, however, keeps a very firm grip and a keen eye upon those who offend her. Rice could not dodge his fate and he was compelled to walk through the valley in the dread company of the common hangman. In the days of his freedom, and for a long time during his captivity, the culprit was a jaunty young fellow, boasting that he possessed a spirit which could not be broken. The reporter above mentioned would never die upon the scaffold. In justice to Canada, however, keeps a very firm grip and a keen eye upon those who offend her. Rice could not dodge his fate and he was compelled to walk through the valley in the dread company of the common hangman. 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