

## LOSS OF THE SERPENT.

A British Cruiser Runs on the Rocks and is Wrecked.

### 250 LIVES LOST.

A London cable says: The British torpedo cruiser *Serpent* has foundered off the coast of Spain. The fate of the crew is unknown. The *Serpent* was a twin screw vessel of 1,170 tons and 4,500 horse power. She carried six guns. The *Serpent* went on the rocks at a point twenty miles north of Cape Finisterre during a storm on Monday night. A heavy mist prevailed at the time. Owing to the violence of the storm it was impossible to send assistance from shore. Tremendous seas swept the decks of the doomed vessel, carrying away group after group of the unfortunate men on board. The news of the wreck was conveyed to Corunna, a distance of 60 miles, over mountain roads. The *Serpent's* complement was 170 officers and men. The others on board were going out to relieve men now on ships at the African station.

The *Serpent* was a swift light cruiser, one of eight commissioned during the administration of Lord Northbrook. She was launched in 1887.

A Madrid despatch says: The three persons saved from the *Serpent* are sailors who swam ashore at Camorinas. They express the belief that all the others on board were drowned, but only four bodies have been washed ashore as yet. There is no telegraph station at Camorinas.

Lord George Hamilton, First Lord of the Admiralty, made a speech to-night at a Conservative banquet at Aston. He began as follows: I am sorry to say that just before I came here I received a telegram saying that the torpedo cruiser *Serpent* had been lost on the Spanish coast. I fear there has been a great loss of life. The *Serpent* was one of our best cruisers and was a valuable vessel. She had excellent officers and a fine crew. I cannot tell the cause of the disaster. This announcement caused a momentary sensation among the guests, but apparently the startling news was quickly forgotten. Lord Hamilton made an unusually rollicking speech, provoking frequent outbursts of laughter. The incident was a topic of conversation in the clubs late to-night, and was generally denounced as scandalous. An old charge made against Mr. Gladstone is that he attended the theatre on the evening of the day on which the news was received here of the death of Gen. Gordon at Khartoum. It is believed to-night's incidents will be used as a set-off to this accusation against the ex-premier.

A Madrid cable says: An official telegram from Corunna says that the *Serpent* was wrecked off Cape Buzy, near the village of Camorinas. There were 276 persons aboard of her, of whom only three were saved. The bodies of three ladies have been washed ashore. The Governor has ordered the authorities at Camorinas to render every assistance in their power.

A Halifax despatch says: The war-ship *Serpent*, reported lost near Cape Finisterre with 250 lives, was a twin-screw cruiser of the third class, of 1,170 tons burden, 4,500 horse-power and carrying six guns. She was bound for the cape of Good Hope and the west coast of Africa. Her officers were: Commander H. L. Ross, Lieutenant Guy, H. L. Granville and Torquell McLeod, Surgeon James W. Dixon, Engineers John J. Robins, William P. Edwards and T. W. Head. The *Serpent* was commissioned at Davenport six months ago.

The Duke of Edinburgh was attending a Patti concert at Plymouth when the news of the disaster reached him. He at once left the hall and hastened to the various newspaper offices in search of fuller details. He then went directly home. He expressed the utmost sorrow at the fate that had overtaken so many brave men.

The newspaper offices at Plymouth were besieged by crowds anxious to hear further news of the disaster. Among these were sobbing wives and daughters of many of the lost seamen. It is stated that many of the crew of the *Serpent* before the vessel started on her last voyage expressed the fear that some misfortune would befall the ship.

An official state agent has just been made by the British Admiralty office in connection with the loss of the *Serpent*. The statement sets forth that there were 176 persons on board the cruiser at the time of her loss and that but three seamen were saved. It also says that the Spanish Government has been requested to render all possible assistance in the work of recovering the bodies of the drowned, for each of which the British Government will offer a reward. The British Vice-Consul at Corunna has gone to Camorinas to interview the survivors of the wreck.

H. M. S. Lapwing has left Vigo for the scene of the wreck of the *Serpent*. An Admiralty officer who has knowledge of the locality of the wreck thinks it probable that the *Serpent's* compartments were deflected by the contiguity of the vast masses of iron along the coast. The enormous masses of ore in the Galician mountains have been ascribed as the cause of several wrecks in the same locality.

The Spanish Admiralty officers think the *Serpent* became disabled in the gale on Monday and tried to make the harbor of Camorinas, when she struck a reef locally known as dangerous to navigation, extending a quarter of a mile south of the harbor and covered by only four feet of water at low tide.

Russell Sage on Jay Gould's Wealth.

There is not a man in America or the world at large who absolutely owns and controls and has registered in his own name as many stocks as Mr. Jay Gould. It is no exaggeration to say that he draws more revenue from his invested capital than does any other living soul. In order that some idea may be had of his wealth it is simply necessary to take three of his stocks: Manhattan, of which he owns and has registered, \$10,000,000; Missouri Pacific, \$12,500,000, and Western Union \$25,000,000. Of these three he draws for dividends over \$2,000,000 a year. His income from other sources, of course, amounts to four or five times as much.

"I think I'll vote for Harley. He has the itch for office." "Precisely. That is why I intend to scratch him."

## BARRACKS ON FIRE.

Wild Scene at the Headquarters of the Scots Guards.

### PLUCKY RESCUE OF TWO CHILDREN.

A London cable says: The Wellington barracks of the Guards were destroyed by fire yesterday. The fire originated in a staircase in the quarters of the married soldiers. The inmates were rescued by means of ladders. There were in the barracks a number of children suffering from measles, who were wrapped in blankets, carried out, and put to bed in another building. On the breaking out of the fire the troops responded promptly to the bugle call for fire parade and worked the hand apparatus with a will, the officers cheering them on. The fire was attended by many exciting incidents. Several heroic rescues were made and some painful scenes were witnessed. The women and children in the burning building implored wildly for help. When it was found that two children were missing a soldier bravely re-entered the burning pile to search for them. Hearing screams issuing from the rafters on the top floor he dismounted an iron bedstead and with a piece of iron broke away the ceiling until he found the children, when he rescued them unhurt. In trying to escape by a trap door and roof they had lost themselves between the rafters and the tiles. Many persons were more or less injured by jumping from windows and six persons received serious injuries and were sent to the hospital.

The Wellington Barracks are the barracks of the 1st Battalion of the Scots Guards, of which H. R. H. the Duke of Connaught, is colonel.

### THE IRISH EVICTIONS.

Scenes at Ardsberg—Fighting at Galway—Venus Changed.

A Dublin cable says: The evictions on the Oliphert estate were begun at Ardsberg yesterday. A fierce storm had raged all night, and gloomy weather added to the wretchedness of the scene. It was thought some tenants might resist the evictions, and a force of heavily armed policemen were on the ground. Sixteen families, comprising one hundred persons, were ejected from their homes.

During a squabble Mr. O'Neal, M. P., put a chalk mark on a policeman's arm as a means of identification. He warned the others that he would similarly mark those who should be guilty of misbehavior, this being the only way to identify them as long as the authorities declined to make them wear badges. A number of English visitors, including ladies, witnessed the evictions, and afterwards held an indignation meeting, at which the action of the owner of the estate was soundly denounced. The Bishop of Raphoe arrived at Ardsberg in the afternoon for the purpose of assisting the evicted families.

Several fights took place at Galway to-day between the police and military. A police sergeant was severely injured. The military finally routed the police and chased them to their barracks. The Connaught Rangers, who took a prominent part in the disturbance, have been ordered away from Galway.

The Magistrates' court at Tipperary to-day changed the venue of the conspiracy case from Tipperary to Clonmel. Counsel for the defendants made vigorous protests against it, but were overruled.

### PROF. KOCH'S DISCOVERY.

The Medical World Much Interested—A Royal Invitation.

A Berlin cable says: The following particulars are published of a case of lupus of the face in Frankfurt by Dr. Libbertz, has been treating by Prof. Koch's method. Six hours after the injection of the lymph the temperature of the patient rose to over 104 and the pulse to 120. At midnight the fever abated, the sores swelled, the head of the lupus ulcers became light yellow, and from them exuded a serous liquid. After thirteen hours scabs began to form. To-day the patient was free from fever and the ulcers were covered with scabs similar to those on a person recovering from an eruptive fever or from eczema. The doctor intends to inject more lymph when the scabs fall.

A medical correspondent of the *Tageblatt* reports that in a case of lung disease the patient complained of pains in the knee, which were regarded as proof of the tuberculous nature of the disease, and that an injection of lymph was made in the back, which was followed by considerable swelling of the knee joints.

Minister Von Goeler has given 200,000 marks for the erection of a special hospital for the treatment of consumptives by the Koch method. A patient who has been treated by Prof. Koch will be shown to the Surgical Society on Monday.

Emperor William has summoned Prof. Koch to an interview in order to personally learn the results which have been obtained from the new consumption cure.

### London and Paris.

Paris is straight, London is crooked. The Parisian cabman sits in front, the London cabman sits behind. The Parisian cabman takes the right, the London cabman the left. Paris is compact, London is scattered. In Paris the windows open like doors, in London they fall like guillotines. In Paris the venetian blinds are outside, in London they are inside. In Paris the soldier has a blue jacket and red trousers, in London he has a red coat and blue trousers. Paris is gay, London is grave. Paris walks, London runs. Paris calls, London devours.—*Paris Figaro*.

### The Truant Officers' Harvest.

St. Croix (N. B.) *Courier*: In view of the prominence lately given in this province to the question of compulsory attendance at school, a statement recently made concerning its working in Illinois, where a compulsory law now exists, is of some interest. At a meeting held there lately it was announced that the attendance of 1890, under compulsion, was better than that of 1889 by 16,000 pupils, that the attendance at private schools had increased by 6,000, and that the increase in the aggregate number of days of attendance for the year was 4,600,000.

—The saying that "figures cannot lie" doesn't apply to feminine figures.

## OUT IN THE STORM.

Vessels Which Weathered the Atlantic Storm Arriving.

### F ALES FOR THESE OVERDUE.

A Montreal despatch says: The overdue steamers are reaching port, all more or less bearing testimony to the terrible weather they experienced on the Atlantic. The steamship *Gerona*, of the Thompson Line, arrived to-day, and her log is simply a description of heavy storms and tossing seas, the monotony only broken by an accident that nearly cost Captain Anderson his life. The *Gerona* left Newcastle on October 28th, and while heavy gales were experienced all the way down, it was at Dunnet Head that the worst was gone through. There the wind increased to a terrific hurricane. Captain Anderson was at his post on the upper bridge, refusing to go below, and with him was his chief officer, Mr. J. Gibson. At once, without any previous warning, an enormous sea rolled over the steamship, flooding the decks and sweeping everything before it. The ship's deck was completely filled with water, and everything forward was carried away. The force of the water also swept away the main upper bridge, and both Captain Anderson and Mr. Gibson had a very narrow escape from being carried away with the bridge. As it was, Captain Anderson was jammed up against the bulwarks and so severely knocked about and bruised that he had to keep in bed during the entire voyage. The mate, Gibson, was also knocked down by the waves, but not seriously hurt. During the voyage across the Atlantic gales came from all points of the compass, and tremendous cross-seas washed the ship. Belle Isle was reached on the eve of the 7th, and nine weather was experienced through the straits. At Greenley island another severe gale from the southwest sprang up with a heavy sea, the wind finally shifting to the northwest, when high cross seas knocked the ship about considerably. The gale moderated next day, but off Anticosti there were strong northwest winds, while up the gulf and river snow squalls retarded the progress of the vessel, fogs also detaining her.

The Dominion Line steamer *Texas*, from Bristol, arrived in port at 11 o'clock this morning after a long and stormy passage. She left Liverpool on Oct. 25th, and all the way across experienced nothing but gales and hurricanes with mountainous head seas. It has taken her just nineteen days to cross the ocean. The only fine day during the voyage was the seventh day, on which the disaster to the *Vancouver* occurred. Cape Race was then in sight. Last Sunday a terrific hurricane sprang up, but the vessel passed through it with but slight damage.

There is a great deal of anxiety felt here concerning the *Allen Line* vessels *Sarmatian*, *Brazilian*, *Hibernian*, and the *Dominion Line* steamer *Lake Huron*, all of which are several days overdue. This anxiety has been heightened by the terrible disaster to the *Vancouver*, and the rough passages experienced by the other ocean vessels which have arrived here. The *Lake Huron* left Liverpool two weeks ago with a hundred passengers and a valuable cargo of horses. It is believed that the captain may have taken a southerly course, which is the safest.

### Railway Notes.

The new station of the Pennsylvania railroad at Jersey City will be the widest in the world.

A French railway charges for the privilege of coming to the platform with friends to see them off.

The Bask-Vianche tunnel through the Sanguene range will be 9,350 feet long, and will cost about \$1,000,000.

Mail car No. 14, belonging to the Illinois Central Railroad, has the reputation among the employes of being haunted.

The ratio of passengers killed to passengers carried is in England and on the continent, less than one-half the proportion of America.

It is planned to connect Washington and Paris by a railroad running through Alaska, across Behring strait by bridge and thence through Asia and Europe.

The earnings of the Pennsylvania Railway system are one-half greater than those of the Prussian Railways, while the number of passengers is only one-half as great.

The only engine on the Maryland Southern Railway ran off the track into a ditch last year and there wasn't sufficient money in the treasury to restore it to its former position. The motive power is now supplied by two horses.

### Two Famous Women Doctors.

Two well-known women physicians were observable at a Sunday evening salon—Dr. Mary Stafford Blake of Boston, and Dr. Helen Denmore, of New York. The former is a delicate little woman with a refined face, and was dressed severely and plainly in black. She is a charming conversationalist and exceedingly accomplished, speaking German, French and Italian with equal fluency. Dr. Denmore, who is the mistress of a handsome house on Fifty-fifth street, is a superbly developed woman of the blonde type, with fair, fluffy hair. She is a dress reformer, and her gown was modelled after Henrietta Russell's fashion—loose, aesthetic, of gold plush and black lace. Dr. Denmore possesses a dietary pad and urges people to live upon nuts, fruits, sweets and omelette to reject cereals and meats.—*New York Letter*.

### They Got the Particulars.

*Rocheater Herald*: The first hanging under the new Colorado law, which provides secrecy and forbids publication of the details, took place in the penitentiary at Canon City last Saturday night at 6 o'clock. No one outside the prison knew about it until after midnight. But then the newspapers got hold of such details as they could and published them despite the law and they seem to have found out nearly as much as if a reporter had been present.

—"If you want to go to sleep quickly," says a Chicago physician, "drink half a pint of hot water." Hi, hello, see, here, doctor! What are the other ingredients?

—The masculine neckwear is resplendent.

## THE VANCOUVER'S AWFUL TRIP.

Captain and Quartermaster Washed Overboard and Drowned.

### STRUCK BY A DREADFUL HURRICANE.

The Decks Swept of Everything and the Main Saloon Flooded.

### PASSENGERS SHUT UP FOR TWO DAYS.

A Father Point, Que., despatch says: Captain Lindall, commander, and the quartermaster of R. M. S. *Vancouver*, just inward from Liverpool, were washed overboard and drowned on Friday at 6.15 a. m. The vessel's bridge, chartroom and decks were completely swept by the waves. Tremendous weather was experienced. Further special and private advices to the agents, Torrance & Co., confirm the report and indicate that the hurricane was such as has not been witnessed for many years in the North Atlantic. The *Vancouver* was five days overdue and fears were entertained for her safety. On leaving Liverpool she experienced heavy weather, which increased in violence till a perfect hurricane prevailed, with the wind from the northwest, intensely cold, and with heavy squalls of snow and sleet. On Thursday the storm was at its height. The hatches were battened down, and for two days not a passenger was allowed on deck. The sea poured over the ship in torrents, and the officers could stand to their posts. Early on the morning of Friday she was entering the straits, the most dangerous part of the voyage. All night the storm had raged, and Captain Lindall never went below for a moment. He stood on the bridge till 6 o'clock, when, drenched and half frozen, he descended the ladder and went into the chart-room for a cup of coffee, which his steward was to bring. Fifteen minutes later the ship was thrown on her beam ends by a tremendous sea. The water fell upon the decks and rushing across carried away the bridge, the chartroom and the after-deck cabins and flooded the main saloon. Then it was seen that the captain and the quartermaster, who was at the wheel, were swept into the sea. The first officer took charge of the ship, and after a continuous battle brought her safe to port. The first officer, Mr. Walsh, had rushed down a few minutes before into the cabin to call up the captain, thinking he was below, leaving the third officer on the bridge and the quartermaster at the wheel. Learning that the captain was in the chartroom, he was returning there when the sea struck the ship. The only part of the bridge left was a corner on the port side, and to this fragment the third officer clung until the sea washed over and he was found carried down below, terribly bruised. Captain Lindall was born in 1822, and was a Swede by birth. Previous to entering the service of the Dominion Line he had been connected with the Leyland Line, which ran steamers from Liverpool to the Mediterranean. He had been with the company for about sixteen years, fifteen as commander. He entered the service as chief officer of the *Mississippi*. He was then promoted to the command of the same steamer, and was in turn made captain of the old steamship *Brooklyn*, the *Barnia* and finally the *Vancouver*. He has been commander of the latter steamer, the finest of the line, since she was built, six years ago. Four years ago he became the commodore of the fleet. Capt. Lindall leaves a wife and three daughters, who reside near Liverpool. His social qualities, his religious character, his stern and unflinching ideas of discipline and duty are known to all who have crossed the Atlantic in the *Vancouver*, one of the finest boats leaving this port.

First Officer Walsh, who brought the ship into the St. Lawrence, found himself without his most important compass, and this aggravated to a great extent the difficulties of the situation. However, the *Vancouver* reached Quebec this evening without further mishap.

Mr. Walmesley, the British mail officer, who first brought the news of Captain Lindall's death, arrived this evening with the *Vancouver's* mails, and was immediately seen by the *Empire*. Mr. Walmesley said that when going out in the tender from Father Point this morning to meet the ship, those on board the first mentioned craft believed that something must be wrong. Upon ordinary occasions the mail boats lay off about four miles, but to-day the *Vancouver* was about fifteen miles from shore. Coming up with her, the first officer was the first man seen, and upon being asked what was the matter burst into tears, and pointing to the clear deck, swept as it was of the bridge and the chart house, replied: "Captain Lindall and the quartermaster have been washed overboard and drowned." In fact, Mr. Walmesley states that he has never seen such a depressed and sad looking lot of people in his life as were the passengers and crew of the *Vancouver* as they lay off Rimouski this morning and mourned the tragic end of their loved commander.

### OVERDUE STEAMERS.

Now that the *Vancouver* has been heard from there is some anxiety as to the safety of a number of steamers for Montreal which are overdue. The *Lake Huron* is generally up on Monday evening or Tuesday, but she has not been reported in the gulf yet. Besides her passengers, she has 60 horses on board, but it is feared some of them will have perished from the effects of the severe weather. The *Sarmatian*, from Glasgow; the *Brazilian*, from London, and the *Corean*, from Liverpool, are all late, and none of them have yet been reported in the gulf. The *Amarantha* is about due, but she also has not been reported. From all appearances they must be experiencing a hard time at the Atlantic. As the season is now ended, and as the movements of the St. Lawrence are somewhat erratic after the 20th of the present month, there is sure to be a grand rush to get away before navigation closes or the ice begins to form.

—A small boy is not necessarily impeccable because he is strapped.

—The man who joins an assessment insurance company can take a melancholy pleasure in thinking of the many that will mourn his death.

## STUDENTS AND MILITARY.

Ann Arbor Students Create a Riot With Disastrous Consequences.

An Ann Arbor, Mich., despatch says: The most disgraceful and exciting college fight in the history of Western institutions took place last night between about 1,000 students and a squad of State militia, which resulted in the killing of one student and the injuring of a dozen more. The bitter feeling against the authorities resulting from the riot of the night before was largely the cause of this affair. A rumor spread about the campus that the rush at the post-office was to be repeated last evening, and consequently hundreds of fellows were upon the scene when the evening mail arrived. There was, however, no trouble until about 9.30, when the central portion of the city was surprised to hear reports of a number of guns. Immediately every student in the vicinity came to the conclusion that a more serious trouble with the authorities had arisen. A steady stream of students poured upon the streets, who, giving their college yell while running, materially increased the excitement. Within five minutes after the first report there were at least 1,000 students collected at the scene of the supposed trouble. The occasion was an informal chivalry by members of the local military company to one of their number whose wedding night it was. The captain of the company was one of the guests inside the house, and coming out he saw that a serious disturbance might be the result if the firing continued. He ordered the men back to the armory, and they started to obey his command. The students immediately fell in behind an irregular but compact mass. Some of them cried out "rush," but no movement was made in that direction. Quartermaster Granger, who had charge of the militia, ordered a charge and the students fled for a short distance, but quickly returned when they saw the company moving down toward the armory. Coming to the corner of Liberty and Division streets the students had closed up behind again and once more the order "charge" was made. Then followed one of the worst hand-to-hand fights ever witnessed in this city. The first man hurt was Quartermaster Granger, who was struck in the forehead by a thrown brick. He fell and was carried away. The company was without bayonets, but used its rifles to good advantage as clubs, while the students were armed with fence pickets and stones. The fight must have lasted ten minutes, and everybody who took a prominent part was more or less hurt. One of the most outrageous acts was that committed upon J. J. Denison, a freshman literary student from Toledo, O. He was knocked down near the fence, but this did not seem to satisfy his assailant, who struck him again and again. In an unconscious state he was removed to the hospital, where he died this morning from skull fracture. Granger was reported dead this morning, but that is untrue. He is very badly hurt in the forehead, but will undoubtedly pull through. It now looks as if a serious charge will be brought against members of the militia company who participated in the occurrence. However, the fact as to who struck the first blow or who made the first assault is still in dispute.

### Talleyrand's Table Talk.

Beauty devoid of grace is a mere hook without the bait.

A court is an assemblage of noble and distinguished beggars.

Prudence in a woman should be an instinct, not a virtue.

The imagination of men is often the refuge of their prejudices.

Love is a reality which is born in the fairy region of romance.

What I have been taught I have forgotten, what I know I have guessed.

Certain acts may be rendered legal, but can never be made legitimate.

The love of glory can only create a hero the contempt of it creates a great man.

Theologians resemble dogs that gnaw large bones for the sake of very little meat.

Too much sensibility creates unhappiness; too much insensibility creates crime.

We must learn to submit with grace to commit the follies which depend upon character.

The mind of the Duc de Laval is like a dark lantern, only capable of lighting his own path.—*From the Papers of M. Comte de Laval*.

### Working a Fake.

It was reported some time ago that Harry M. Johnson, the professional sprinter and jumper, holder of the world's 100-yard record, had died in San Francisco. No particulars have been received and an intimate friend of the runner discredits the report of his death. "Johnson has died," he said to a reporter, "to my knowledge, at least three times, in order to work 'jobs,' and I really believe he has died this last time for the same reason. So don't be surprised if he comes to life again. I'd come very near knowing of his real death and the usual resurrection may occur in Australia, where a fortune awaits a runner of Johnson's ability, if he can slip into a big handicap and receive a liberal start."

### But Perhaps He Did.

*Indianapolis Journal*: "There's nothing like having a fair understanding when a fellow and his sweetheart conclude to double up for better or worse, as the case may be," said the man on the rail-road. "Now, the first thing I told Sarah was that when I married her I didn't want to marry the whole family. That's what I told her."

There was a pause. Then the man on the cracker-barrel, by way of breaking the silence, ventured a dubious "Well?" "Yes, that's what I told her. But I kinder think I lied, I do."

### A Subject That Took.

*Chicago News*: Dr. McIntyre announced as his subject for last evening "How to be Miserable, Though Married," and the attendance was so great that the church doors had to be locked.

"How was your speech received?" "The audience was fairly carried away by my eloquence." "Yes, I heard there wasn't a man left in the hall when you finished."

It is said that the Queen will spend the winter in Florence.

## WILLY W.

What Inspires

Subterfuge  
Pedlers  
Their  
Process

There are honest milk men. The color of their milk is not preserved in the bottle. There are those who put a stop to the milk with a purr, and then they are over 600 at the city of directions, long before the state.

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