

MAY YET BE RESCUED

Late News Regarding Legations at Peking More Hopeful.

ARE SAID TO BE STILL HOLDING OUT.

Dispatch from Shanghai Says They Were Safe July 4.—The Guards Said to Have Killed 2,000 Troops and Many Boxers.

London, July 9.—The foreign consuls at Shanghai met on July 7 and officially announced that the legations at Peking were safe on July 4. The foregoing statement, read with Consul Warren's dispatch to the foreign office on Saturday, makes it possible to believe that the legations will hold out for a number of days yet. Having fought to a standstill the first outburst of fanatical fury, it is believed that something may intervene to save them. The news, after the sinister rumors of the last ten days, is enough upon which to build up hopes.

Situation at Tientsin.

Tientsin is still hard pressed. A Chinese force numbering from 80,000 to 100,000 men, as estimated by inconclusive reconnaissance, floods the country roundabout Tientsin, communication between which place and Taku is apparently possible by river only.

Refugees from Tientsin arriving at Shanghai say that only five civilian foreigners were killed during the long Chinese bombardment. The foreign women became so indifferent that they walked through the streets, not heeding the shells. Most of the civilians were deported to Taku, thence to be conveyed to Shanghai.

Reports a Great Battle.

The correspondents at Shanghai, who are still the clearing house of all Chinese news, say that a combined force of Russians and Japanese have left Tientsin, following the railway as far as Lang Fang, and have thence swept swiftly to the west, attacking the Chinese 18 miles north of Tientsin and killing 1,000 of them.

The Shanghai correspondent of the Standard says reports from Tientsin from Chinese sources say a great battle has taken place, in which the Chinese lost heavily. The allies at Tientsin are short of provisions.

The Daily Mail's Tientsin correspondent, in a dispatch dated July 2, via Chefoo, July 4, says: "No forward movement is possible with less than 20,000 men."

President to Li Hung Chang.

The Daily Telegraph's Canton correspondent, wiring Friday, via Hong-Kong, Saturday, says:

"Li Hung Chang was formally notified today that President McKinley cordially appreciates his assurances of friendship for the allied powers. Now that anarchy controls the capital, President McKinley trusts to the responsible provincial authorities to carry out the international obligations of the Chinese government."

Seeks Our Help.

"We learn from a private message from Canton that Li Hung Chang has telegraphed direct to the Chinese minister in London, urging him to request the British government to approach the United States government with a view to a joint invitation to Japan to cooperate in the maintenance of the Chinese empire and the establishment of a strong government on a solid basis, the three then uniting in an appeal for the support of all the other powers."

Legation Guards Kill 2,000.

London, July 9.—The foreign office has issued the text of a telegram from Acting Consul Warren, at Shanghai, confirming from thoroughly trustworthy sources the news received by courier from Peking July 3, by way of Shanghai, to the London office of the inspectorate of Chinese maritime customs, saying that two legations were, the day the courier left, holding out against the troops and Boxers, and that the troops had lost 2,000 men and the Boxers many leaders. Mr. Warren adds that the messenger says the troops were much disheartened by their losses, and that the Boxers claim their mystic powers have been broken by the foreigners, and that they dare not approach the legations. It is further asserted that the foreigners at Peking ought to be able to hold out for a long time, as they have sufficient food and ammunition.

More Hopeful Feeling.

Washington, July 9.—A slightly more hopeful feeling for the safety of the legations in Peking is apparent in official circles. The hope is not founded on any official dispatches which have reached the state department, as nothing was received during Sunday from the consular representatives of the United States in China. The cumulative statements, however, which are daily printed from various portions of the empire reporting the diplomatic corps with the exception of the German minister as safe up to within certain specified time, together with the absence of any corroborative proof of their murder, is partially responsible for the slight hope which prevails that they (the ministers) are yet alive. The statements purporting to come from Sir Robert Hart, the English Chinese inspector of customs, are regarded as the best information which has been received. While showing that conditions were desperate, the dispatches have not been entirely without hope.

Bombarded Tientsin.

Berlin, July 9.—A dispatch from Tientsin says the Russians unsuccessfully bombarded the native town on July 2. The strength of the allied troops is about 10,000. There is no fresh news regarding the situation in Peking.

Intended for China.

Washington, July 9.—The issue Saturday of the formal orders for the dispatch to the east of more than 6,000 troops from army posts in the United States was a manifestation of the en-

ergy with which the government is now about to act in the Chinese matter. True, these troops are nominally destined for the Philippines to replace the volunteers now out there, but it is admitted that they are being sent out by a route that will easily admit of defection to Taku or some other convenient Chinese port. Possibly Consul General Goodnow's cablegram representing the legations as being alive as late as the 3d inst. may have had something to do with this radical action. Whatever the cause, if these troops are landed in China, together with the Ninth Infantry, supposed to be now at Taku, and the marine and naval contingent, the United States will have a force in action commensurate with our interests, and in proportion to the European forces. Japan is to begin the movement on Peking, according to advices, with the full consent of the powers, and it is calculated that the foreign reinforcements, including our own, will arrive in China, if they are landed at all, in season to finish the work that may be left by the Japanese.

AMERICAN ATHLETES WIN.

Carry Off Most of the Events in the Amateur Athletic Association Meet at London.

London, July 9.—American athletes on Saturday won eight out of the 13 of the amateur events for the championship of Great Britain. The Amateur Athletic association championship games were held at Stamford bridge, and as the Americans competed in only 12 of the events, they won all but four of the contests in which they took part. Such a clean sweep is without parallel. More especially is it noticeable when it is remembered that they opposed the best amateurs, not only of England, Ireland and Scotland, but the colonies as well.

The New York Athletic club got the lion's share, the weight putting, hammer throw, pole vault and four-mile run. Pennsylvania was second, winning the high jump, the hurdles and the long jump. Georgetown university won the 100-yard dash. Princeton university secured second place in the 100-yard dash and the high jump, while Chicago university secured the same place in the quarter-mile run and Pennsylvania university added to her other laurels by getting second place in the pole vault.

THE BOER WAR.

British Troops Are Reported Successful in Several Recent Slight Engagements.

London, July 9.—Late news from South Africa reports that the Boers ineffectually attacked Gen. Buller's escort between Standerton and Heidelberg on Saturday as he was returning from a visit to Lord Roberts. The Boers attacked Pekaarsburg garrison at midnight on Tuesday, but were driven off after 45 minutes' fighting. Gen. Brabant on July 5 occupied Dornberg, between Senakal and Winburg, which served as a base for bands assailing convoys. Col. Mahon, of Gen. Hutton's mounted troops, on July 6 and 7 engaged 3,000 Boers east of Broukers spruit and drove them off. The casualties numbered 53. Commandant Limer tried to recapture Rustenburg on July 5, but was driven back. Thirty-four of Strathmorean horse under Lieut. Anderson were attacked by 200 Boers, east of Standerton, on July 6. The British soon took possession of a kopje, upon which which they successfully withstood the attacks of the enemy.

BAPTIST YOUNG PEOPLE.

Tenth International Convention of the Union to be Held in Cincinnati This Week.

Cincinnati, July 9.—The tenth international convention of the Baptist Young People's union convenes here next Thursday for a session of four days. The sessions will be held in Music hall, with a seating capacity of 5,000. There will be general sessions during forenoons and evenings and meetings of sections during the afternoons. President Melish, of the Cincinnati Convention league, and Rev. Dr. Warren Partridge, representing the Baptists of Cincinnati, will deliver welcoming addresses, with responses from the officers of the union. A large chorus has been rehearsing to furnish the music. Dr. E. G. Grange, of London, England, delivers the annual sermon, and Dr. Lorrimer, of Boston, the annual address. Distinguished ministers and lecturers from all countries are on the programme for addresses during the sessions.

Thrown Out of Work.

Lebanon, Pa., July 9.—Sixteen hundred men have been out of employment by the banking of five furnaces, two of them owned and three operated on a five-years' lease by the Lackawanna Iron & Steel company of Scranton. Two of the furnaces are at West Lebanon, two at Cornwall and one at North Cornwall. The cause stated for the stoppage of operations is the removal of the large steel works of the Lackawanna company from Scranton to Buffalo and the existing war over railroad rates for lake ore.

Short of Cars.

Fort Worth, Tex., July 9.—The general freight traffic situation in the state is becoming serious. There is not enough available equipment to handle the business on account of the immense wheat shipments. Indications are that 2,000 cars will be centralized at Galveston awaiting shipment for export.

Talmage Preaches in Stockholm.

Stockholm, July 9.—Rev. T. De Witt Talmage preached in the Immanuel Church here Sunday to an immense congregation. Dr. Talmage's sermon was rendered into Swedish by an interpreter.

LOST ON LAKE ERIE.

Once Famous Yacht Idler Unable to Weather a Storm.

SHE IS CAPSIZED OFF CLEVELAND.

Six Members of the Family of James Corrigan, Owner of the Vessel, Drowned—Story of One of the Survivors.

Cleveland, O., July 9.—The famous schooner-yacht Idler is drifting half submerged on Lake Erie 16 miles off this port, and in her cabin are the bodies of six persons, members of the family of James Corrigan, owner of the boat and a wealthy vessel man of this city. The dead are:

Mrs. James Corrigan, wife of the owner of the boat.
Miss Jane Corrigan, aged 20, daughter of James Corrigan.
Ida May Corrigan, aged 15, daughter of James Corrigan.
Ella Corrigan, aged 13, daughter of John Corrigan.
Mrs. Charles Reilly, aged 22, daughter of James Corrigan.
Baby Reilly, daughter of above.

Mrs. John Corrigan was the only passenger aboard who was saved. C. H. Holmes, the captain; Samuel Biggam, the mate, four sailors, two cooks and the ship carpenter were also saved. The yacht left Port Huron Friday with the family of Mr. Corrigan aboard and started for Cleveland. Mr. Corrigan was ill and left by train. The yacht was in tow until she reached Bar Point, when the captain left her tow and turned the yacht for Cleveland. At two o'clock the storm came up, and inside of five minutes the yacht sank. All the women except Mrs. John Corrigan and Miss Ella Corrigan were in the cabin when the gale came up. They became panic-stricken and refused to leave the place. The mate implored them to come to the deck, but they refused. Mrs. John Corrigan clung to a cork sofa when the gale came and was saved.

Samuel Biggam, mate of the ill-fated



THE WALL AND MOAT OF THE CITY OF TIENTSIN.

yacht, who is one of the survivors said:

"It was about 2:15 o'clock that the squall hit us. The yacht laid down on her beam ends, and the water rushed through the dead lights and companionways. In three minutes she sank. Mrs. James Corrigan, Miss Ida Corrigan, Miss Jane Corrigan, Miss Ella Corrigan and the infant daughter of Mrs. Reilly were all in the saloon below when the storm came on us. Capt. Holmes gave no orders to take in sail, and I transmitted the order to the men. They obeyed quickly."

"The captain, myself and the crew made efforts to save the women, but without success. We told them the yacht was sinking, but they could not or would not come on deck. I waded into the saloon where the water was up to my neck, but Mrs. James Corrigan would not come out. She may have been deterred by incapacity of action by fear and knowledge of impending doom. An effort was made to take the infant daughter of Mrs. Reilly out, but Mrs. Reilly would not let the child go."

"The mate said it was realized that nothing could be done to save those in the cabin and that attention was turned to saving those on deck. The latter, outside of her captain, mate and crew, were Mrs. James Corrigan and her daughter, Miss Ella Corrigan."

"The captain, myself and some of the crew tried to get Mrs. Corrigan and her daughter up on the cross trees in the rigging, but the heavy seas washed us all overboard."

"For God's sake, Mrs. Corrigan, you and your daughter keep a tight hold on the rigging!" we called to them. Even as we yelled the sea swept them and us overboard. Fortunately, Mrs. Corrigan had succeeded in taking hold of a cork lounge. She clung to it and was saved."

Conflicting Stories.

According to the testimony of several sailors, the topsail, mainsail and jib were all set when the storm came up. This is denied by Biggam, the mate, who declares that they were in good condition to face the storm.

Capt. James Corrigan declared Saturday night that good seamanship could have averted the tragedy. He is almost frenzied with grief.

Boat Was Widely Known.

The Idler was launched in 1905 at New Haven, Conn., being built originally for S. J. Colgate, who intended to use the yacht for racing as well as cruising purposes, and for several years spent the yachting season in southern waters. It was 106 feet over all, being 36 feet on the water line and 22 feet beam. Its tonnage was 191.26. June 14, 1907, the Idler became the most famous yacht in American waters and was known all over the yachting world for winning and defending the American cup. Eleven schooners took part in the race and the Idler ran away from the fleet and won easily. After that the Idler rested on its laurels and for a few seasons was used mainly for cruising purposes on the coast. In 1907 Colgate again raced the yacht in several regattas, the most famous of which was the races for the Breton reef cup, which the yacht won, and the following year in September the Idler won the Cape May race cup, defeating a large number of yachts. In 1902 A. J. Fisher, of the Chicago Yacht club, purchased the schooner and brought it to Chicago, where it became the best known of all yachts on the lake, and for a time was the only large private yacht in use.

FIREMEN KILLED.

Five Perish While on Duty at a Fire in Pittsburgh—Collapse of a Floor the Cause.

Pittsburgh, Pa., July 9.—Pittsburgh's downtown business section was visited by another disastrous fire Saturday, the second within a week. As a result four men are dead and six others are in hospitals suffering from injuries which may prove fatal. The dead are John Griffin, St. Clair Crawford, Max Batterbaugh, Stewart Burns and John Lewis. The fire was one of the most stubborn and hard to fight that the firemen have had to contend with for years. Its origin was in the basement of T. G. Evans & Co.'s china and glassware establishment on Fifth avenue, between Wood and Market streets. About 5:30 p. m., when all danger seemed to have passed, ten members of engine companies 4 and 11 were working on the second floor knee deep in water. It appears that the weight of the water, with the already heavy burden the floor was carrying in the shape of big jewelers' safes of Goddard, Hill & Co., was too much, and it gave way. In its plunge down it dragged the third floor along with it clear to the cellar. The firemen were buried under the debris.

WIND AND RAIN.

They Cause Much Damage in Michigan—Loss in Vicinity of Kalamazoo About \$300,000.

Kalamazoo, Mich., July 9.—The worst wind and rainstorm for 50 years swept over southern Michigan late Saturday afternoon, doing damage over an area extending from Hastings, 30 miles north to ten miles south of here. The wind twisted and whirled through the center of this city, wrecking a score of mammoth oak and maple trees in Bronson and West street parks. Half the streets in the city were made impassable by the fallen trees. The Michigan Traction company's lines were put out of service by trolley wires being broken. The Michigan telephone lines in the city were wrecked and all state lines

THE NEWS IN BRIEF.

For the Week Ending July 9.

The Middlebury (Vt.) college held its centennial celebration.
Randolph Evans (colored) was hanged at Quitman, Miss., for murder.
The czar of Russia has issued an order abolishing banishment to Siberia.

Twenty St. Louis street railway strikers have been indicted for murder.
Schmidt Miller, aged 75, committed suicide by his wife's grave in Quincy, Ill.

President McKinley delivered a Fourth of July address to the people of Canton.
Senator Spooner of Wisconsin announced he will not be a candidate for reelection.

Seventy-six Chicago couples crossed the lake to St. Joseph, Mich., and got married.

Three boys were drowned while playing on a raft in a clay pit at Somerville, Mass.

Arkansas republicans have nominated H. I. Rammel, of Little Rock, for governor.

During 1890 Manila imports were \$17,450,000, of which \$1,350,394 were from America.

Paris gave the Boer envoys a warm greeting on their return from their American visit.

Fire in the Standard Oil company's plant at Constable Hook, N. J., caused a loss of \$150,000.

Nathan L. Baker killed his daughter and himself at Richmond, Ind. No cause known for the crime.

Mrs. Maggie T. Lehnis, a widow of 25, killed her baby boy and herself in Cincinnati while despondent.

Fires of tea and candy have gone up because of fighting in China and the action of the sugar trust.

The St. Louis grand jury accuses the police of that city with complicity in the lawlessness of the strike.

In a wreck on the Montana Central railway 12 miles from Butte, two persons were killed and 33 injured.

Trial of A. J. Jester on the charge of the murder of Gilbert Gates 20 years ago began in New London, Mo.

The sultan has promised to pay \$100,000 indemnity in settlement of American missionary claims in 90 days.

Four men accused of complicity in the assassination of Goebel, of Kentucky, were put on trial in Frankfort.

Antonio Sosa and Jose Vasquez, two prominent Mexican cattlemen, killed each other in a quarrel near Tucson, Ariz.

The tug Marion Toller foundered in Lake Erie, near Port Huron, Mich., and three of the crew were drowned.

Six men were killed and scores of persons injured by the explosion of an immense oil tank at Parkersburg, W. Va.

Noble Prentice, editor of the Kansas City (Mo.) Star, died at La Harpe, Ill., from a stroke of paralysis, aged 61 years.

In a fit of jealousy C. A. Martin, of Pendleton, Ore., shot and killed Miss Leah Coleman and then fatally shot himself.

A ranch of 250 acres, with 200,000 chickens and an output of 30,000,000 eggs a year, will be established at Menasquan, N. J.

Fire started by a drunken man destroyed all the business houses on the north side of Main street in Windom, Mich.

John Roe, an 18-year-old negro, was lynched near Columbia, Ala., for an attempted assault. His body was shot to pieces.

Relief departments, it is believed, soon will be established by all the leading railroads for the benefit of their employees.

The Lafayette statue, a gift of American children, was presented to France by Mr. Peck and accepted by President Loubet.

The Kaiser is keeping close watch on affairs in China and German cabinet ministers have abandoned their summer vacations.

Rufus T. Wright poisoned his wife of three days at Columbia, S. C., and then poisoned himself. No cause is known for the deed.

Emil Markenberg, an experienced aeronaut, fell 500 feet in full view of a Santa Ana, Cal., and was crushed to death.

The deep waterways commission's report favors a 20-foot channel from the lakes to the ocean, which would cost \$150,182,386.

The United States has ordered to the Philippines more than 5,000 troops, who will be diverted to China if developments warrant the step.

The branch factory of the Standard Wheel company was burned at Sandusky, O., the loss being \$100,000, and two men perished in the flames.

It is reported that the Chicago & Alton, the Kansas City Southern and the Union Pacific railroads are to be consolidated under one management.

Exports of provisions for the fiscal year about to end will exceed those of any previous year. The total, it is anticipated, will be \$18,000,000.

The annual report of the interstate commerce commission shows railroad mileage of 52,964, an increase of 2,508; number of persons employed, 925,324, an increase of 54,496.

The committee on invitations to the great grand army encampment in Chicago has received a letter of acceptance from Duke d'Arco, Spanish minister to the United States.

THE MARKETS.

New York, July 9.	
LIVE STOCK—Steers	44.80 @ 5.50
Sheep	1.75 @ 5.50
Flour—Winter Straights	2.30 @ 4.10
Minnesota Patents	4.60 @ 5.10
WHEAT—No. 2 Red	87 1/2 @ 88
September	87 1/2 @ 88 1/2
CORN—No. 2	50 @ 50 1/2
September	49 1/2 @ 50
OATS—No. 2	22 1/2 @ 23
BUTTER—Creamery	17 @ 17 1/2
Factory	16 1/2 @ 17
EGGS—Fresh	9 @ 9 1/2
CHEESE	10 @ 10 1/2
CHICAGO.	
CATTLE—Steers	44.30 @ 5.75
Hogs	13.50 @ 15.15
Stocks	2.50 @ 3.85
Feeders	4.00 @ 4.85
Hulls	4.00 @ 4.25
HOGS—Live	12.10 @ 14.40
Rough Packing	5.10 @ 5.30
SHEEP	2.00 @ 4.85
BUTTER—Creameries	17 1/2 @ 19
Dairies	14 1/2 @ 17
EGGS	8 @ 11 1/4
NEW POTATOES (per bu.)	25 @ 44
PORK—September	12 1/2 @ 12 3/4
LARD—September	6.85 @ 9.25
RIBS—September	6.00 @ 7.00
GRAIN—Wheat, August	70 1/2 @ 80 1/2
Corn, August	42 1/2 @ 44 1/2
Oats, August	23 1/2 @ 24 1/2
Rye, No. 2	62 @ 64
Barley, Feed	38 @ 41
MILWAUKEE.	
GRAIN—Wheat, No. 1 Nor'n	\$1 @ 8 1/4
Oats, No. 2 White	27 1/2 @ 27 3/4
Rye, No. 1	62 @ 64
Barley, No. 2	48 @ 49 1/2
KANSAS CITY.	
GRAIN—Wheat, September	71 1/4 @ 71 3/4
Corn, September	42 @ 42 1/2
Oats, No. 2 White	25 @ 25 1/2
Rye, No. 2	58 @ 58 1/2
ST. LOUIS.	
CATTLE—Native Steers	\$4.25 @ 5.55
Texas Steers	3.50 @ 4.80
HOGS—Butchers	5.25 @ 6.30
Butchers	5.30 @ 5.40
SHEEP—Native Muttons	4.00 @ 4.25
OMAHA.	
CATTLE—Native Steers	\$4.00 @ 5.50
Corn and Feeders	3.25 @ 4.30
Stocks and Feeders	5.25 @ 6.30
HOGS—Mixed	5.10 @ 5.12 1/2
SHEEP—Wethers	3.00 @ 4.00

HEART-SICK.

There are a great many people who have heart sickness, who have chronic derangement of the heart. When the stomach is diseased it may affect many other organs, and produce all the evidences of diseased heart, diseased liver or kidneys, or disease in some other organ.

The inexperienced practitioner treats the wrong disease, and hence the constant statement of Dr. Pierce's correspondents: "Doctors could not help me."

Doctor Pierce's Golden Medical Discovery cures diseases of the stomach and organs of digestion and nutrition. It increases the assimilative powers, and purifies and enriches the blood. When diseases of organs remote from the stomach are caused by the stomach, the cure of the stomach results in the cure of the other diseases, in heart, lungs, liver, kidneys, etc.

"Six years ago my stomach and heart troubled me so much I had to do something, as the doctors could not help me," writes Mrs. S. A. Knapp, of San Jose, California, Box 392. "I went to San Francisco and had treatment for catarrh of the stomach, and was better for some time, then it came back. I then used Dr. Pierce's Golden Medical Discovery and 'Pleasant Pellets.' These medicines cured my stomach. I do not have the pain and indigestion as I did. It is very hard for me to tell you what I suffered before I commenced taking your valuable medicine. I recommend it to all the sufferers whom I meet."

To cure constipation use Dr. Pierce's Pleasant Pellets.

MICHIGAN CENTRAL

"The Niagara Falls Route."

CENTRAL STANDARD TIME.

TIME TABLE IN EFFECT APRIL 20th, 1900.

TRAINS GOING EAST FROM LAWTON.

No. 8—on signal	1:35 a. m.
No. 52—freight	7:25 a. m.
No. 6—freight	11:20 a. m.
No. 14—on signal	6:36 p. m.
No. 32—	8:15 p. m.

TRAINS GOING WEST FROM LAWTON.

No. 7—on signal	2:15 a. m.
No. 13—	6:25 a. m.
No. 53—freight	9:00 p. m.
No. 23—on signal	3:54 p. m.
O. W. FUGGLES, G. P. & T. Agent.	
F. J. PHILLIPS, Ticket Agent, Lawton.	

South Haven & Eastern R. R.

Time Table in effect June 19, 1900.

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100</
---------	-------	-------	-------	-------	-------	-------	-------	-------	-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	-----------