

RECEIVER IN OREGON

A. F. Burleigh to Have Charge of N. P. Property.

NAMED BY U. S. JUDGE GILBERT

Application Quickly Granted, Oath Is Taken and Bond Filed—The Old Receiver's Resignation.

Portland, Or., Oct. 5.—Mr. Andrew F. Burleigh, of Seattle, was yesterday appointed receiver of the Northern Pacific Railroad Company's property in this state, by United States District Judge William B. Gilbert. Wednesday United States District Judge Hanford, of Washington, removed the old receivers of the Northern Pacific, Messrs. Oakes, Rouse and Payne, and appointed Mr. Burleigh receiver in their places for the Northern Pacific properties in the state of Washington. Mr. Burleigh was required to give a bond in the sum of \$300,000, which he filed Wednesday afternoon, with satisfactory sureties. His order of appointment was made absolute, and orders were also made removing the old receivers and admitting the second and third mortgage bondholders to become parties to the suit.

Cited to Appear.

Seattle, Oct. 5.—As C. W. Bunn, attorney for Oakes, Payne and Rouse, the deposed Northern Pacific receivers, was about to step on his train, eastward bound, he was confronted by a deputy United States marshal, who surprised him with a citation directed to the receivers. It cites them to appear in court here at 10 A. M., October 31, to show cause why they should not be punished for contempt in having disobeyed the order to appear before Judge Hanford yesterday and give an account of their stewardship. The impression prevalent is that the Jenkins receivers have allowed themselves to be placed in a serious predicament. Judge Hanford is known to be a respecter of persons, and there would be little surprise if he should severely lecture the receivers and then imprison them.

The effect of the appointment of Andrew Burleigh to be receiver of the Northern Pacific will probably have a direct bearing on the railroad situation in this city. As general counsel for the Oregon Improvement Company, Burleigh has become thoroughly familiar with the old Ram's horn entanglement on Railroad avenue, and his guiding hand will doubtless contribute greatly to a settlement of the difficulty. The four roads centering here are now conferring and an agreement is momentarily expected whereby the avenue will be widened to 202 feet and the tracks shifted under new franchises granted by the city council. Burleigh's successor as general counsel for the Oregon Improvement Company will not be named until word has been received from President Elijah Smith, now in New York.

Receiver Andrew F. Burleigh, of the Northern Pacific, returned to this city at 4:30 this afternoon by special train from Portland. He was fatigued and spoke but briefly. It is understood that the offices of the company will remain at Tacoma, but that Mr. Burleigh will continue to live in this city. He received a dispatch saying that his application to be made to Judge Beatty, of the Idaho district, would not be opposed, and it is probable that his receivership will be extended by Monday to the Montana line. Mr. Burleigh found an enormous stack of telegrams awaiting him. He said: "I have not yet made any further appointments, and will defer any step in that direction for the time being."

No Search Without Warrants.

Topeka, Kan., Oct. 8.—An important decision was handed down by the supreme court yesterday, involving the validity of a section of the prohibitory law. The law of 1889 conferred upon police officers authority to enter any place where it was thought liquor was being sold and make arrests without warrant. Under this section police men have been in the habit of entering places which had fallen under suspicion and arresting whoever they caught in apparent possession of the place. The court holds that this section, insofar as it regards arrest for misdemeanors not committed in view of the officers, is unconstitutional and void.

An Island in the Missouri.

St. Joseph, Mo., Oct. 8.—A movement is on foot among the sporting men of this city, looking to bringing off the Corbett-Fitzsimmons fight at this place, in the middle of the Missouri river. Opposite the city is an island, which covers three acres and which has been formed by the river in the past two years. On this several fights have been brought off, the authorities of Missouri and Kansas being unsuccessful in trying to prevent the meetings. An association of wealthy sports is now arranging an offer to the managers of the pugilists to bring the fight off on the island, and claim there will be no interference.

The Murder of Lenz, the Bicyclist.

London, Oct. 7.—The Armenian correspondent of the Daily News says that the pasha appointed by the sultan to carry out the projected reforms in Armenia has granted permission to William A. Sachtelben, the St. Louis bicyclist, to accompany him to Bayazid, and has promised to aid him in clearing up the matter of the murder of Frank Lenz, the American bicyclist, for which purpose Mr. Sachtelben went to Turkey.

UNDER THE EXCLUSION LAW.

A Coolie Claiming to Be Naturalized Is Refused Admission.

San Francisco, Oct. 5.—Among the passengers on the last trip of the Rio Janeiro was a couple named Gee Hop, who were returning from a long visit to China. Gee Hop claims to be a citizen of the United States, and produces documents to prove it, among other things a passport issued by the department of state bearing the signature of James G. Blaine. Collector Wise, however, says he is the sole judge as to the landing of Chinese, and he refuses to recognize Gee Hop's credentials. The matter will be taken into the United States courts and a decision will be watched for with interest.

The coolie is a bright, intelligent fellow, and his answer regarding his voting shows he is familiar with the affairs of this country. He furnished to the collector his original naturalization certificate. It was issued by the court of common pleas at Camden, N. J., on May 8, 1890. The testimony upon which the certificate was granted was furnished by a Mrs. F. E. Nash, who testified that Gee Hop had arrived in this country before his 18th year, was of full age and had resided in this country altogether for five years. Gee Hop took the usual oath to support the constitution and renounced all allegiance to the emperor of China.

Gee Hop also presented to the collector his passport issued by the department of state. It bears the date of May 12, 1899, and is signed by the late James G. Blaine. It is in regular form, requesting on behalf of the government "to permit Gee Hop, a citizen of the United States, safely and freely to pass, and in case of need, to give him all the lawful aid and protection."

A description of Gee Hop forms a part of the passport, together with his own signature. Collector Wise, in ruling on Gee Hop's case, decided that a certificate of naturalization or a passport from the secretary of state does not make a coolie a citizen of this country or entitle him to residence here under the present exclusion act. Under authority conferred by the last congress the collectors of ports of entry are made the sole judges of the rights of coolies to land who claim to be merchants or set up claims of residence other than that of being native born. In this case it will be alleged by the attorney for Gee that the certificate of naturalization is evidence of a judgment of a court of record, and the only way to prevent the applicant from landing is to set aside that judgment. Whether this can be done remains to be determined.

IN FAVOR OF SQUIRE.

The Washington Senator Won His Long-Drawn-Out Suit.

Watertown, N. Y., Oct. 5.—Judge Williams, of the supreme court, today gave an opinion in the celebrated suit brought by Philo Osgood and others against United States Senator Watson C. Squire and others, involving the title to between \$1,000,000 and \$2,000,000 worth of property in the city of Seattle. The judge decides in favor of Senator Squire. The case has been on trial more than a year, and has excited wide interest. Originally Philo Remington, the great typewriter man, of Iliou, together with Philo Osgood, Floyd Shepard, W. S. King and J. N. Goodwin, bought the property in partnership, Remington and Osgood advancing much of the money for the purchase of the land. The title remained theirs until 1868. Goodwin and Osgood released to Remington, subsequently, all their interests in the property. July 12, 1876, Remington deeded the property to his son-in-law, Watson C. Squire, for the sum of \$55,000. In 1893, King, Osgood and Shepard, three of the original owners, made a claim to an interest in the property under the original agreement.

The attorneys were Ira Van Voorhis, John Van Voorhis and William A. Sutherland, of Rochester, for the plaintiffs; and Hon. A. Mills, of Little Falls, William Kernan, of Utica, and W. G. Tracy, of Syracuse, for the defendants. Judge Williams holds that the partnership originally entered into by the parties was a partnership in name, but not in effect. He finds that the sale to Squires was fair and valid, and orders a final decision to be prepared in accordance with the opinion, dismissing the complaint with costs.

Abolition of Sugar Premiums.

Berlin, Oct. 7.—The National Zeitung says that international negotiations, with a view of bringing about a reduction in and the ultimate abolition of the premiums on sugar paid by some countries, still continue, and it is hoped they will lead to some positive results, since the countries concerned, principally France, are interested, in view of the financial situation, in obtaining the abolition of these payments.

Li Hung Chang Summoned to Peking.

London, Oct. 5.—A dispatch to the Standard from Shanghai says that Viceroy Li Hung Chang has gone to Peking at the special request of the dowager empress of China, with whom he has always had the most cordial relations. A grand scheme of administrative reorganization has been prepared between them, a prominent feature being the removal of the capital from Peking to some more secure place in Central China.

Affairs in Western Asia Grave.

New York, Oct. 5.—A special to the Herald from Berlin says: The German emperor's autograph letter to the czar, delivered by Colonel von Moltke, refers to pending events in Western Asia as of the gravest character. The reception recorded Colonel von Moltke by the czar was most friendly.

NONE SPOKE FOR HIM.

Durrant's Classmates Placed on the Witness Stand.

San Francisco, Oct. 4.—The defense in the Durrant case did today that which it has often urged the prosecution to do. Attorney Deuprey called to the stand fifty-nine members of the class to whom Dr. Cheney lectured the afternoon of April 3, and asked each one if he answered to Durrant's name at the roll-call. Every answer was in the negative. Attorney Deuprey went further and asked each student if he knew of any other member of the class who had answered to Durrant's name. Not one of the witnesses had any information on the subject. Of the students summoned to the stand, not one knew whether Durrant was at the lecture-room in Cooper college the day that Blanche Lamont was murdered, or not. Neither could they call to mind any other student who was there. It is expected that the remaining fourteen members of the class will be called to the stand tomorrow.

While the step taken by the defense today in calling Durrant's classmates to the stand is generally regarded as a bold move, it cannot be said that it resulted to the material advantage of either side. The testimony of the fifty-nine witnesses who were placed on the stand was important in so far as it went to refute the contention of the prosecution that somebody else answered to Durrant's name on the day of the murder. On the other hand, the prosecution contends that the testimony is unimportant, inasmuch as seventy-three students might give satisfactory evidence for the defense, while the seventy-fourth member of the class, if he could be found, will give evidence that the prosecution so much desires.

Great stress was laid by both sides today on the memory of the witnesses as to the individual students who attended the lecture. While the prosecution showed that not one of the students who were placed on the stand remembered seeing Durrant at the lecture, the defense brought out the fact that the witnesses did not remember any other student who was present. The day's testimony, therefore, resulted in no material advantage to either side.

Seattle May Build Them.

Seattle, Oct. 4.—Among the bids for the construction of six new gunboats opened at the navy department yesterday, the lowest bid for two single-screw vessels was by the Detroit Drydock Company, and it was said there would be a question as to awarding the contract to that firm, because of the treaty between the United States and Great Britain, which provides that ships of war cannot be built on the Great Lakes, although intended for service on the sea. This question is already answered. If the Detroit Drydock Company secures the contract, as it undoubtedly will, because its bid is the lowest, the two single-screw gunboats will be built at Seattle. There has been a representative of the company in this city for nearly a year, and today he said that it was the intention of the company to build shipbuilding yards here if this contract were secured, and this would be but the start of a big plant. For the first two boats the machinery will be made at the Detroit yard and shipped to this point, the rest of the work being done here. The Detroit Drydock Company is a wealthy Michigan corporation. Its capital is \$1,000,000, and it has no debts. Its president is Hugh McMillan, brother of Senator McMillan, and these two gentlemen, together with Alexander A. McVittie and Frank E. Kirby, are the principal shareholders.

A TOWN WITHOUT REVENUE.

The Closing of Saloons Results in Financial Embarrassment.

Kansas City, Oct. 4.—Mayor Willard, of Argentine, a suburb of Kansas City, Kas., today issued orders to discharge every policeman and police officer, excepting the city marshal, to close down the fire department and arrange to sell the horses and equipments and to close down the water supply. The electric light service will be stopped within the next ten days. The city is now practically at the mercy of fire and outbreaks. Several insurance agents have been there all day busily engaged in cancelling insurance policies. All this is the result of closing down thirty liquor joints, according to the recent orders of Governor Morrill. They were closed this morning, and when their aggregate revenue of \$750 a month was stopped, it left no way of maintaining the various departments.

A Season of Disaster.

San Francisco, Oct. 4.—The steamer Lakme has arrived from the Arctic ocean, bringing news of death and disaster among the whaling fleet. The catch for the season was almost an absolute failure, only twenty-three whales having been taken. The bark Triton was caught in the ice, and although she escaped being crushed, she sprang a leak and was rendered unseaworthy. There were fourteen deaths in the little fleet which was frozen in near the mouth of the Mackenzie river, and when the Lakme left Herscov island, nine runaway sailors were missing.

To Shut Out California Corn.

Seattle, Oct. 4.—It is reported that the Burlington is about to enter into a traffic agreement with the Northern Pacific whereby it can lay down Nebraska corn in the Washington market for from \$18 to \$20 a ton. At present the Burlington is handling a part of the wheat crop of this state and its cars often come back empty. By making a cheap rate on the return, the Burlington expects to shut out California corn.

RESULT OF HARD TIMES

Receipts of Railways Greatly Reduced in Two Years.

THE REPORT OF WADE HAMPTON

Suggestions Made by the Commissioner of Railroads in Regard to the Pacific Roads' Debts.

Washington, Oct. 4.—Wade Hampton, commissioner of railroads, has made his annual report to the secretary of the interior. He says in the hard times, it appears that gross receipts of the Union Pacific system were reduced \$1,000,000 per month below the normal. The commissioner says a cast iron rule as to payments cannot be observed, and he thinks there should be a flexible adjustment of annual payments to correspond with diminished earnings. He thinks the Thurman act will be found to justify the expectation of its framers if the following amendments are made:

"First—To embrace within its provisions all Pacific roads which have received from the United States the loan of bonds in aid of construction.

"Second—To provide that 50 per cent, instead of 25 per cent, of the net earnings, be retained.

"Third—To extend the debt until it shall have been discharged as provided.

"Fourth—To further provide that if any of the companies abandon any part of the subsidized lines, or divert their business from a subsidized to an unsubsidized road, the company shall in such case be required to transfer the lien and condition which attached to the old subsidized line, in order that the rights and interests of the United States may be protected."

The commissioner believes such legislation will hasten the payment of the companies' indebtedness, as they are anxious to be freed from governmental supervision.

The commissioner refers to the fact that there has been great improvement in conditions since last annual report, and that there is an increase in earnings of roads under his supervision. He reviews the financial conditions of the Union Pacific and the Central Pacific, and says that the debt of the Union Pacific to the government is \$63,005,063, with a total liability of \$187,673,500; the debt of the Central Pacific to the United States is \$57,734,183, with a total liability of \$185,033,882. The bonds of the Central Pacific, which fell due January 16, 1895, were to have been paid by the company, but, as a matter of fact, were paid out of the general funds of the United States treasury. He said this payment may be reimbursed from the sale of bonds in the sinking fund, but there is not sufficient market for the sale of such bonds to cancel a tenth of the debt. The properties of the two roads are reported in good condition. He reviews the attempt at Pacific railroad legislation in the last congress, and says:

"The results of the past two years have shown that during a period of financial and industrial depression it would be impossible for the Union Pacific company to meet the annual fixed charges, in addition to other necessary and inevitable expenses, or to earn such an amount as would be required to discharge the debt to the United States, in fifty years at 3 per cent, as proposed in the Reilly bill, or even 2 per cent, which the representatives of the company were understood to be willing to accept. Some regard should be had for such conditions as have existed, and which are likely to arise again."

One Town Where the New Garment Will Not Be Worn.

Birmingham, Ala., Oct. 4.—The women of this city may ride bicycles, but they have put away all idea of adopting bloomers, and all on account of a clever trick resorted to by those who oppose the fashion.

DISGUSTED WITH BLOOMERS.

When the craze first struck the city none but extremely young girls appeared on the streets in bifurcated garments. It was whispered, however, that young women, and some not so young, were hastily preparing their new suits. Then the anti-bloomers played it low down. They employed a coal-black negro of ponderous weight and fatty form to ride a bicycle through the streets day after day. They attired her in a gorgeous costume, consisting of a flaming-red waist, blue trousers with a wide white stripe down the sides, and bright yellow hose.

Owing to her great avoirdupois this grotesque figure perspires at every pore as she wheels along the streets, but she was well paid for her labor, and the bloomer craze has been killed forever in Birmingham.

Another Failure.

Chicago, Oct. 5.—Utter failure attended the efforts of the executive officers of the Western roads today to secure an agreement for the restoration and maintenance of freight rates. The meeting was unable to agree on anything. There was only a partial representation of the roads, and it was deemed inexpedient by those present to attempt to do anything till a full attendance could be secured. One of the absentees was the Missouri, Kansas & Texas. The Missouri Pacific stated explicitly it would not be a party to any agreement to which that road was not also a party. Under these circumstances, nothing remained to be done but adjourn. It did so, with the understanding that the chairman should use his utmost endeavors to bring about a general understanding among the roads and learn when it will be convenient for them all to attend.

STATE SCHOOL LAND.

Washington Commissioners to Hold for Higher Prices.

Olympia, Wash., Oct. 7.—The state land commission today passed the following important resolution:

"In view of the protests against the appraisals of state lands as being too high, and that it is the experience of the board that little or no competition exists when land is offered for sale at public auction; and, further, in view of the depressed values of real estate, and that the state is not obliged to sell at the minimum price, but should endeavor to secure a maximum price, in order that the school and other funds may profit to the best advantage: It is ordered by the state board that no further sales of state school land or granted lands be made until such advance in real estate values occurs as to justify the board in offering lands for sale. This order shall not apply to cases where appraisals have already been ordered, or in which exceptional reasons exist, and in the latter case such reason shall be stated in writing by the applicant and spread upon the minutes of the board, if approved."

GOVERNOR WEST'S LAST REPORT

Before Another Can Be Made Utah Will Become a State.

Washington, Oct. 5.—Governor Caleb W. West, of Utah, has submitted his annual report to the secretary of the interior. Before another report can be made the territory will become a state. The report is devoted almost wholly to statistics showing the resources and condition of the territory. The population is, according to the census of 1895, 247,942,151. Referring to the prospective admission and inclosing a copy of the constitution that has been framed, the governor says that it is a source of satisfaction that after much strife, beginning in 1886, Utah is about to enter the Union as a great and prosperous state, with a homogeneous, thriving, contented, peaceful and happy people. The governor says that he expects that the constitution will be adopted, and that favorable action will be taken by the president. As the people will choose their representatives and officers of the state, he refrains from making any recommendation as to legislation, saying that such officials will be in a position to do what is best for the state.

The Chilkat Ashore.

Seattle, Oct. 4.—The City of Topeka arrived from Alaska at midnight with the news that the salmon-laden steamer Chilkat had gone ashore at full speed in Tongas narrows, eighty miles south of Fort Wrangel, and twenty-one miles from Ketchikan. It happened in thick, misty weather, at 2 o'clock Sunday morning. The shore is rocky, and the bottom of the steamer soon let in the water till she sank with her stern under water. Captain J. W. McAllep informed Captain Wallace, of the Topeka, that he thought by discharging all the salmon, the vessel could be raised. The cargo is going ashore in lighters. Her forefoot and part of the keel are gone, and after a few days on the beach she may come south with part of her cargo. The Topeka had passengers from the Yukon and other mines, and fully \$100,000 in gold by private individuals was brought down.

A Japanese Line to Mexico.

Baltimore, Oct. 4.—Colonel John A. Cooker, writing from Yokohama to the Manufacturers' Record, says: "The Cotton-Spinners' Association, of Osaka, is now trying to induce the Japanese government to subsidize a line of steamers to ply between Osaka and Yokohama and a point on the west coast of Mexico. The idea is to secure a steamship line wholly controlled by the Japanese government, and which will connect with the Tehuantepec road. By this route it is thought the cotton states can be reached much cheaper than by way of Tacoma. It is likely the enterprise will be carried out, for the Japanese are giving much attention to colonizing Mexico."

The Note of the Powers.

Vienna, Oct. 3.—The Politische Correspondenz published the note which the representatives of the powers at Constantinople have addressed to the porte, drawing attention to the state of affairs at Stamboul, and advising the porte to adopt measures for the restoration of order. The note states that the subscribers have their information partly from eye-witnesses and that it shows that private persons, arrested, were beaten and even killed without the peace officers attempting to prevent it; that orderly persons were attacked, and that those who were wounded were taken to the courts, the police stations and to prisons, and were killed in cold blood.

In Memory of an Editor.

Seattle, Oct. 4.—As a tribute to the memory of the late Frederick James Grant, formerly United States minister to Bolivia, who was lost with the ship Ivanhoe off Cape Flattery September 30th last, there was formed tonight the Frederick James Grant Memorial Society. The object of the organization is to endow a chair of American history in the University of Washington. Governor John H. McGraw was chosen president. Mr. Grant at the time of his death was editor-in-chief of the Post-Intelligencer.

Los Angeles Street Road Deal.

Los Angeles, Oct. 8.—For some time there has been rumors that the Consolidated Electric Railway or the new traction company has purchased the old Main-street horse car line and would convert it into an electric road. It was learned today that the road has positively been sold to L. W. Hellman, Thomas Brown and other San Francisco business men.

PORTLAND MARKETS.

The fruit business is not quite so active, still a fair quantity changes hands, and prices are maintained. Poultry was in good supply the past week and was inclined to be weak. Eggs are cleaning up and the price is not likely to go any lower. Butter is firmer than it has been. Other markets are unchanged.

Wheat Market.

There is not the strength in the local wheat market that there was the week before, and dealers have lowered bids. Export quotations were given as follows: Walla Walla, 46c; Valley, 49c; 49c per bushel.

Produce Market.

Flour—Portland, Salem, Cascadia and Dayton, are quoted at \$2.75 per barrel; Goldrop, \$2.85; snowflake, \$2.75; Benton county, \$2.75; granular, \$2.35; superfine, \$2.25.

Oats—Good white are quoted weak, at 22c; milling, 28c@30c; gray, 18c@19c. Rolled oats are quoted as follows: Bags \$4.25@5.25; barrels, \$4.50@7.00; cases, \$3.25.

Hay—Timothy, \$7.50@8 per ton; clean, \$5.50.

Barley—Feed barley, \$11@11.25 per ton; brewing, nominal.

Millsstuffs—Bran, \$10.50; shorts, \$13.50; middlings, \$15@16; rye, 75c@80c per cental.

Butter—Fancy creamery is quoted at 22c; fancy dairy, 20c; fair to good, 15c@17c; common, 12c per pound.

Potatoes—New Oregon, 30c@40c per sack.

Onions—Oregon, 75c@1 per cental.

Poultry—Chickens, old, \$3@3.50 per dozen; young, \$1.50@3.00 per dozen; ducks, \$2.50@3.00; geese, \$5.00@6.00; turkeys, live, 11c per pound; dressed, 13c.

Eggs—Oregon, are quoted 18c per dozen.

Cheese—Oregon full cream, 8c@9c per pound; half cream, 5c@7c; skim, 4c@5c; Young America, 10c@12c higher.

Oregon Vegetables—Cabbage, 1 1/2c per lb; radishes, 10c per dozen bunches; green onions, 10c per dozen; cucumbers, 75c@1 per sack; cauliflower, \$1 per dozen; tomatoes, 25c@40c per box; corn, 6c@8c per doz.

Berries—Blackberries, 4c per pound. Tropical Fruit—California lemons, \$4.00@4.50; bananas, \$2.25@3.00 per bunch; Valencia orange, \$3.00 per box; Mediterranean sweets, \$2.50@3.00; pineapples, 4c@5c per dozen.

California Vegetables—Garlic, new, 6c@8c per pound; sweet potatoes, 2c@2 1/2c per pound; Merced, 1 1/2c.

Fresh Fruit—Apples, good, 1 1/2c per box; prunes, 25c@30c; peaches, 25c@70c per box; Bartlett pears, \$1.25; watermelons, 75c@1.00 per dozen; cantaloupes, \$1.00@1.25 per dozen; grapes, 60c per box; New York Concord, 50c per basket; Liwaco cranberries, \$10.50 per barrel.

Wool—Valley, 10c@11c, according to quality; Eastern Oregon, 7c@9c.

Hops—Choice, Oregon 6c@1/2c per pound.

Nuts—Almonds, soft shell, 9c@10c per pound; paper shell, 12c@14c; new crop California walnuts, soft shell, 11c@12c; standard walnuts, 10c@11c; Italian chestnuts, 12c@14c; pecans, 15c@16c; Brazil, 12c@13c; niberts, 14c@15c; peanuts, raw, fancy, 5c@7c; roasted, 10c; hickory nuts, 8c@10c; coconuts, 9c per dozen.

Provisions—Eastern hams, medium, 11c@12c per pound; hams, picnic, 8c@9c; breakfast bacon 1 1/2c@12c; short clear sides, 8c@9c; dry salt sides, 7c@8c; dried beef hams, 12c@13c; lard, compound, in tins, 7c; lard, pure, in tins, 9c@10c; pigs' feet, 8c@10c; 3c@5c; 4c@5c; 5c@6c; 6c@7c; 7c@8c; 8c@9c; 9c@10c; 10c@11c; 11c@12c; 12c@13c; 13c@14c; 14c@15c; 15c@16c; 16c@17c; 17c@18c; 18c@19c; 19c@20c; 20c@21c; 21c@22c; 22c@23c; 23c@24c; 24c@25c; 25c@26c; 26c@27c; 27c@28c; 28c@29c; 29c@30c; 30c@31c; 31c@32c; 32c@33c; 33c@34c; 34c@35c; 35c@36c; 36c@37c; 37c@38c; 38c@39c; 39c@40c; 40c@41c; 41c@42c; 42c@43c; 43c@44c; 44c@45c; 45c@46c; 46c@47c; 47c@48c; 48c@49c; 49c@50c; 50c@51c; 51c@52c; 52c@53c; 53c@54c; 54c@55c; 55c@56c; 56c@57c; 57c@58c; 58c@59c; 59c@60c; 60c@61c; 61c@62c; 62c@63c; 63c@64c; 64c@65c; 65c@66c; 66c@67c; 67c@68c; 68c@69c; 69c@70c; 70c@71c; 71c@72c; 72c@73c; 73c@74c; 74c@75c; 75c@76c; 76c@77c; 77c@78c; 78c@79c; 79c@80c; 80c@81c; 81c@82c; 82c@83c; 83c@84c; 84c@85c; 85c@86c; 86c@87c; 87c@88c; 88c@89c; 89c@90c; 90c@91c; 91c@92c; 92c@93c; 93c@94c; 94c@95c; 95c@96c; 96c@97c; 97c@98c; 98c@99c; 99c@100c; 100c@101c; 101c@102c; 102c@103c; 103c@104c; 104c@105c; 105c@106c; 106c@107c; 107c@108c; 108c@109c; 109c@110c; 110c@111c; 111c@112c; 112c@113c; 113c@114c; 114c@115c; 115c@116c; 116c@117c; 117c@118c; 118c@119c; 119c@120c; 120c@121c; 121c@122c; 122c@123c; 123c@124c; 124c@125c; 125c@126c; 126c@127c; 127c@128c; 128c@129c; 129c@130c; 130c@131c; 131c@132c; 132c@133c; 133c@134c; 134c@135c; 135c@136c; 136c@137c; 137c@138c; 138c@139c; 139c@140c; 140c@141c; 141c@142c; 142c@143c; 143c@144c; 144c@145c; 145c@146c; 146c@147c; 147c@148c; 148c@149c; 149c@150c; 150c@151c; 151c@152c; 152c@153c; 153c@154c; 154c@155c; 155c@156c; 156c@157c; 157c@158c; 158c@159c; 159c@160c; 160c@161c; 161c@162c; 162c@163c; 163c@164c; 164c@165c; 165c@166c; 166c@167c; 167c@168c; 168c@169c; 169c@170c; 170c@171c; 171c@172c; 172c@173c; 173c@174c; 174c@175c; 175c@176c; 176c@177c; 177c@178c; 178c@179c; 179c@180c; 180c@181c; 181c@182c; 182c@183c; 183c@184c; 184c@185c; 185c@186c; 186c@187c; 187c@188c; 188c@189c; 189c@190c; 190c@191c; 191c@192c; 192c@193c; 193c@194c; 194c@195c; 195c@196c; 196c@197c; 197c@198c; 198c@199c; 199c@200c; 200c@201c; 201c@202c; 202c@203c; 203c@204c; 204c@205c; 205c@206c; 206c@207c; 207c@208c; 208c@209c; 209c@210c; 210c@211c; 211c@212c; 212c@213c;