

IS COUNTY TABLE?

Death of Gustave Leben May Be Due to Negligence.

ROCKY POINT BRIDGE UNSAFE

Coroner's Jury Finds Fatal Accident Was Caused by Carelessness of Supervisor in Allowing Team and Loaded Wagon to Cross.

Left penniless and without means of support, the widow and eight children of the late Gustave Leben, who met his death at Rocky Point Thursday by the falling of the Rocky Point bridge, have now the assurance that they have a clear case against Multnomah County, and that there is but little doubt but that they will be able to secure heavy damages on account of the accident. At the coroner's inquest last night the verdict turned in that the deceased met his death from the fall of the bridge, and that the accident was due to the carelessness of the county officials in allowing travel over the bridge, when it was known to be in a dangerous condition. All of the evidence that was given showed that it was the known fact that the bridge was unsafe, but it was attempted to show that all who passed over this bridge were warned as to its condition and crossed at their own risk. An effort was also made to show that the man who was killed was an unduly careless while crossing and that there would have been no danger had he used more care. The accident as described by the witnesses was a sad affair and must have been an appalling sight.

For some time men have been at work building new bridges, but there is no way to cross the Rocky Point Slough except on this bridge, they have been building a trestle at a time, in order not to stop the travel. At the time of the accident, the bridge was in a dangerous condition. The bridge was built from north to south. Leben, who was supervising the work, Alfred W. Schunke, Anton Faulkenberg and Robert Servis. Staley had been told by the Road Supervisor to warn any people that were passing that the bridge was in a dangerous condition and that they were crossing at their own risk, and that they should be careful. However, for there was no other way to get across the slough. During the afternoon loads that seemed to be heavier than the one that broke the bridge had passed over in safety. Just before the accident a man had crossed with a four-mule team, with a well-loaded wagon. The bridge was building from north to south. Leben, with a load of poles, was coming from the north and came over the new part first. As he neared the old part he was halted by Staley and told that the bridge was unsafe. The driver, Gustave Leben, did not heed, however, but insisted upon crossing.

"Well, if you must cross," said Staley, "drive very carefully."

There is an incline from the new bridge down onto the old one, and as he was about to go over this incline Staley took one of the horses by the bit and Anton Faulkenberg took the other, and attempted to let the wagon down easily. Either through carelessness or because he thought that the driver was negligent, the driver did not put on his brake and the wagon came down with a crash. At the same time the whole tier, upon which they were, gave away, and the driver and team went to their death.

Staley was already near the next tier, and with great presence of mind gave a hand and secured footing on the next tier. Faulkenberg was also a fortunate man, and as the bridge gave away went down. The distance that the two men fell is estimated at 100 feet. It was a sight not to be soon forgotten. The heavily-loaded wagon was crashing through the timbers down to the ground and to see the large timbers fall one after the other upon the ground was a terrible sight. As soon as possible the men rushed down to the place where they had fallen. When they got there, much to their astonishment the driver, Gustave Leben, was still alive and had crawled out from under the debris to the bank. How he escaped instant death is a mystery to all who saw him fall, and an examination of his injuries showed that he was not hurt, but slight. He was at once assisted to a comfortable place, and the men returned to find how the other unfortunate victim had fared. A large number of the heavy timbers had to be removed before they could find him, and when they did he was underneath the entire load of poles, his chest across a pile that had fallen beneath him and one of his arms looked around the hind leg of one of the horses. His body was lifeless. The men are of the opinion that Leben was killed instantly. The horses were not dead, but they both had their backs broken and could not move their hind legs. They were mercifully killed as soon as their owner, Mr. Wortman, for whom the deceased was working, arrived on the scene.

The body was brought to Portland and the inquest held last night. In the absence of Coroner E. Finley, William Reed, Justice of the Peace, acted in his place. Those who served on the jury were M. M. Block, F. G. Woodcock, J. T. Johnson, Pat McGee and John G. Gault.

Dr. Fred Gault, who had examined the case, testified that the death had been caused by a crushing blow on the chest and that there was a fracture of the ribs had perforated the heart. In the verdict the jury stated that the death had been caused as stated by the physician, and that the deceased had met his death at Rocky Point, in Multnomah County. It also stated that the accident was due to negligence on the part of the Road Supervisor in allowing teams to pass over the bridge when it was in a dangerous condition. And especially in allowing the deceased to pass over with a team and loaded wagon.

The inquest was held at 7 o'clock last night. The first witness was E. F. Staley. He told the story of the accident and said that he was a builder by trade, and that he had thoroughly inspected the bridge and had known it to be in a very dangerous condition. He said that he had warned the deceased, however, and that the latter had driven on without heeding the warning. He also stated that the man had not put on his brake nor taken any precaution at all to prevent the wagon from making the sudden jump over the edge. He testified that Fred Gault, then gave the cause of death, and the Road Supervisor was called to the stand. "My name is James Berry," said he. "I am the Road Supervisor of the First district, Multnomah County. I was not present at the time of the accident, but it is the first day that I have not been at the bridge for some time. I have known that the bridge was unsafe, and I have told the men working there to notify the people that are crossing."

"Have you ever posted any notices or stretched any ropes to prevent people from passing over the bridge?" he was asked.

"No," said he.

"Then is there nothing to warn the people except when the men are at work?" he was asked.

"No," he answered, "but it is left as safe as we could leave it every night."

Alfred W. Schunke and Robert Servis both testified that the only warning that was given to the people of the condition of the bridge was by the foreman, and they both heard him tell the foreman in the statement that the man had been unduly careless in driving over the incline and that he had failed to put on the brake. A. S. Calder, who was called upon to identify the body, said: "Gustave Leben lived on the St. Helens road, just

J. C. DRAYTON STAYS

WELL-DRESSED YOUNG MAN STILL SOJOURNS IN PORTLAND.

Suspected of Being a Millionaire He Seeks to Sell His Brice-Brace and Curio.

TRIBUTES TO MACKAY.

Resolutions Adopted by Cable and Telegraph Companies.

NEW YORK, July 25.—At a special meeting of the board of directors of the Commercial Cable Company today, the following was unanimously adopted: "We are sad duty to record on the minutes of the board of directors the death of our beloved president, John W. Mackay, which occurred at his home in London on Sunday, July 23, 1902, after an illness of several days. In making this record, this board desires to record also its high appreciation of the surpassing merit of Mr. Mackay as a man, a citizen and a friend, as well as in his capacity of chief officer of this company. We recognize that the existence of this company is due to his foresight, his courage, his ability and his generosity. We believe that no other man could have created a cable and telegraph system of such wide extent and such merit under the great oceans and throughout our vast continent, in the midst of such difficulties and discouragements as have surrounded these enterprises almost from their inception. We feel the loss of his command, his counsel and his friendly and relying presence as a personal affliction to each of us, and we know that this feeling exists among officers and employees throughout the service.

"Resolved, That this expression of our appreciation, admiration and affection for our honored president be transmitted to his family with the assurance of our highest esteem and tenderest sympathy."

A special meeting of the directors of the Postal Telegraph & Cable Company and the Pacific Postal Telegraph Cable Company was also held this afternoon, and the following resolution was adopted:

"Whereas, The board of directors of the Postal Telegraph & Cable Company has learned with deep sorrow of the death of John W. Mackay, the founder of this company, a director since its organization and its president since January, 1901, and

"Whereas, It is fitting that his associates in business, who are proud to have been his friends, and who knew him, should place upon the records of the company expressions, however, inadequate, of their love of him as a man and their admiration of his character; therefore be it resolved, That the members of this board tender their heartfelt sympathy to the family of the deceased, which is shared by the members of this board, the officers and employees of this company and by thousands of his friends and acquaintances throughout the world."

Clarence Mackay Appraised of News. — QUEENSTOWN, July 25.—Clarence Mackay, son of the late John W. Mackay, who was a passenger on the Campana, from New York, July 19, which arrived here today, received the news of his father's death by wireless telegraph at 3 P. M., July 24, from the west-bound steamer Saxonia, of the same line. Mr. Mackay received the news with a large amount of grief, and the wireless news created the greatest sympathy for Mr. Mackay among the Campana's passengers.

BURNING WALLS FELL. One Fireman Killed and Two Injured at Albany.

ALBANY, N. Y., July 25.—One fireman died, one believed to be dying, and another seriously injured in a fire that broke out at about 3:30 P. M. today in a monetary loss of about \$250,000, the result of a fire that broke out in the heart of the business district shortly after 3 o'clock this morning. The dead fireman is D. K. Bishop, an auxiliary member of the insurance patrol, and prominent in financial circles. James J. Shelly, a fellow-member of the patrol, was dug out of a mass of wreckage, terribly burned and mangled. He probably will die. Frank H. Wetherax, superintendent of the insurance patrol, is suffering from concussion of the spine and internal injuries.

The fire started on the top floor of the public Market Building in Beaver street, and spread rapidly to the Columbia Hotel and the Elks Clubhouse, which adjoins it on the west and east respectively. The front wall of the Market Building fell, carrying with it the upper story of the Columbia Hotel. Firemen who were spreading tarpaulins in the fact they were caught under the wreckage. The fire communicated to the Unconditional Republican Clubhouse, and the building occupied by the Evening Times-Union. Neither of these establishments suffered to any great extent.

Among the heaviest losers will be the Lang Rubber Stamp Works, the Crucible Steel Company, Lester Parker Furniture Company, Albany Rubber Tire Wheel Company, Ruth & Fisher Shirt factory, United Shirt & Collar Company, Cadby Paper Box Company, Wertheim Brothers, clothing manufacturers, Columbia Hotel Company, and Albany Lodge of Elks.

Strawboard Combination. NEW YORK, July 25.—Thirty or more representatives of the various companies which are to enter the strawboard combination known as the United Box Board & Paper Company have held informal conferences in this city, at the conclusion of which it was reported that the combination had been completed. It was stated that the business transacted was the transfer of plants to the new corporation, which will have a capitalization of \$2,500,000, of which \$1,500,000 will be in 7 per cent preferred stock and \$1,000,000 in common.

James A. Roberts will be president of the consolidated company. R. F. Newcomb, president of the American Strawboard Company, first vice-president, and Charles D. Brown second vice-president. Holders of American strawboard stock will receive, it is said, \$7.50 in the preferred stock of the new company and \$5.00 in the new common for each \$100 share of the strawboard. The terms upon which the other companies exchange their stock have not been made. The quarters of the new corporation are likely to be in this city.

Seventy hours and thirty minutes (70½) is the time of the Chicago-Portland Special from Portland to Chicago. Leaves Portland every day at 9 A. M. Ticket office Third and Washington, O. R. & N.

own up to it," was suggested, and then came a spluttering reply. After several experiences of this sort, the victim grew nervous when he heard the telephone bell ring, but he took comfort in the fact that other business men were joked with at long range. Two men whom an Oregonian reporter is informed were guests at the eventual banquet gave a flat denial when asked about an affair, and then they took refuge in silence.

Two pictures were secured yesterday of J. C. Drayton, which are pronounced excellent likenesses of the young man. One picture represents him as he appeared in London about a year ago, and the other

agreed upon by any of the great powers in the Orient.

Struck a Chinaman. — As Luc Chung was passing Third and Oak streets last night, he was rudely treated by a small crowd of boys, and one of them struck him. He hurried to a police station, secured the assistance of Policeman Crute, and pointed out James Taggart, 17 years old, as the boy who struck the blow. Taggart was arrested.

These boys wish to practice exorcism, they buy Carter's Little Liver Pills, forty pills in a vial; only one pill a day.

J. C. DRAYTON STAYS

WELL-DRESSED YOUNG MAN STILL SOJOURNS IN PORTLAND.

Suspected of Being a Millionaire He Seeks to Sell His Brice-Brace and Curio.

TRIBUTES TO MACKAY.

Resolutions Adopted by Cable and Telegraph Companies.

NEW YORK, July 25.—At a special meeting of the board of directors of the Commercial Cable Company today, the following was unanimously adopted: "We are sad duty to record on the minutes of the board of directors the death of our beloved president, John W. Mackay, which occurred at his home in London on Sunday, July 23, 1902, after an illness of several days. In making this record, this board desires to record also its high appreciation of the surpassing merit of Mr. Mackay as a man, a citizen and a friend, as well as in his capacity of chief officer of this company. We recognize that the existence of this company is due to his foresight, his courage, his ability and his generosity. We believe that no other man could have created a cable and telegraph system of such wide extent and such merit under the great oceans and throughout our vast continent, in the midst of such difficulties and discouragements as have surrounded these enterprises almost from their inception. We feel the loss of his command, his counsel and his friendly and relying presence as a personal affliction to each of us, and we know that this feeling exists among officers and employees throughout the service.

"Resolved, That this expression of our appreciation, admiration and affection for our honored president be transmitted to his family with the assurance of our highest esteem and tenderest sympathy."

A special meeting of the directors of the Postal Telegraph & Cable Company and the Pacific Postal Telegraph Cable Company was also held this afternoon, and the following resolution was adopted:

"Whereas, The board of directors of the Postal Telegraph & Cable Company has learned with deep sorrow of the death of John W. Mackay, the founder of this company, a director since its organization and its president since January, 1901, and

"Whereas, It is fitting that his associates in business, who are proud to have been his friends, and who knew him, should place upon the records of the company expressions, however, inadequate, of their love of him as a man and their admiration of his character; therefore be it resolved, That the members of this board tender their heartfelt sympathy to the family of the deceased, which is shared by the members of this board, the officers and employees of this company and by thousands of his friends and acquaintances throughout the world."

Clarence Mackay Appraised of News. — QUEENSTOWN, July 25.—Clarence Mackay, son of the late John W. Mackay, who was a passenger on the Campana, from New York, July 19, which arrived here today, received the news of his father's death by wireless telegraph at 3 P. M., July 24, from the west-bound steamer Saxonia, of the same line. Mr. Mackay received the news with a large amount of grief, and the wireless news created the greatest sympathy for Mr. Mackay among the Campana's passengers.

BURNING WALLS FELL. One Fireman Killed and Two Injured at Albany.

ALBANY, N. Y., July 25.—One fireman died, one believed to be dying, and another seriously injured in a fire that broke out at about 3:30 P. M. today in a monetary loss of about \$250,000, the result of a fire that broke out in the heart of the business district shortly after 3 o'clock this morning. The dead fireman is D. K. Bishop, an auxiliary member of the insurance patrol, and prominent in financial circles. James J. Shelly, a fellow-member of the patrol, was dug out of a mass of wreckage, terribly burned and mangled. He probably will die. Frank H. Wetherax, superintendent of the insurance patrol, is suffering from concussion of the spine and internal injuries.

The fire started on the top floor of the public Market Building in Beaver street, and spread rapidly to the Columbia Hotel and the Elks Clubhouse, which adjoins it on the west and east respectively. The front wall of the Market Building fell, carrying with it the upper story of the Columbia Hotel. Firemen who were spreading tarpaulins in the fact they were caught under the wreckage. The fire communicated to the Unconditional Republican Clubhouse, and the building occupied by the Evening Times-Union. Neither of these establishments suffered to any great extent.

Among the heaviest losers will be the Lang Rubber Stamp Works, the Crucible Steel Company, Lester Parker Furniture Company, Albany Rubber Tire Wheel Company, Ruth & Fisher Shirt factory, United Shirt & Collar Company, Cadby Paper Box Company, Wertheim Brothers, clothing manufacturers, Columbia Hotel Company, and Albany Lodge of Elks.

Strawboard Combination. NEW YORK, July 25.—Thirty or more representatives of the various companies which are to enter the strawboard combination known as the United Box Board & Paper Company have held informal conferences in this city, at the conclusion of which it was reported that the combination had been completed. It was stated that the business transacted was the transfer of plants to the new corporation, which will have a capitalization of \$2,500,000, of which \$1,500,000 will be in 7 per cent preferred stock and \$1,000,000 in common.

James A. Roberts will be president of the consolidated company. R. F. Newcomb, president of the American Strawboard Company, first vice-president, and Charles D. Brown second vice-president. Holders of American strawboard stock will receive, it is said, \$7.50 in the preferred stock of the new company and \$5.00 in the new common for each \$100 share of the strawboard. The terms upon which the other companies exchange their stock have not been made. The quarters of the new corporation are likely to be in this city.

Seventy hours and thirty minutes (70½) is the time of the Chicago-Portland Special from Portland to Chicago. Leaves Portland every day at 9 A. M. Ticket office Third and Washington, O. R. & N.

own up to it," was suggested, and then came a spluttering reply. After several experiences of this sort, the victim grew nervous when he heard the telephone bell ring, but he took comfort in the fact that other business men were joked with at long range. Two men whom an Oregonian reporter is informed were guests at the eventual banquet gave a flat denial when asked about an affair, and then they took refuge in silence.

Two pictures were secured yesterday of J. C. Drayton, which are pronounced excellent likenesses of the young man. One picture represents him as he appeared in London about a year ago, and the other

agreed upon by any of the great powers in the Orient.

Struck a Chinaman. — As Luc Chung was passing Third and Oak streets last night, he was rudely treated by a small crowd of boys, and one of them struck him. He hurried to a police station, secured the assistance of Policeman Crute, and pointed out James Taggart, 17 years old, as the boy who struck the blow. Taggart was arrested.

These boys wish to practice exorcism, they buy Carter's Little Liver Pills, forty pills in a vial; only one pill a day.

COREA'S INDEPENDENCE.

Guaranteed by Great Britain and Japan.

ST. PETERSBURG, July 25.—A special dispatch received here from Seoul announces the conclusion of an important agreement between the British and Japanese Ministers to Corea, on one hand, and the Japanese Councillor, Kato, special adviser of the Corean Emperor, on the other, by which Great Britain and Japan mutually guarantee Corea's independence and pledge their support and assistance in all important questions affecting her internal and foreign policy. Corea in return agrees to raise her naval and military establishments to a footing sufficient for her own defense, and also, in case of raising a foreign loan, she agrees to restrict herself to the markets of Great Britain, Japan and the United States. She further agrees that no foreigners shall be appointed to positions in the

HARRIMAN BUREAU MEN GO OVER THE GROUND.

Well Pleased With the Showing Made in the Powder River Valley.

BAKER CITY, Or., July 25.—General Immigration Agent G. M. McKinney, of the Harriman railroad system, accompanied by his assistants, arrived in this city last night, and were met by a committee of the Chamber of Commerce with a four-horse team this morning and taken for a 30-mile ride through the Powder River Valley. There were 14 in the party, including the immigration agents, the Chamber of Commerce committee, and the press representatives. The County Assessor went along with a plat of the county showing the location of the tillable and untillable lands. The railroad representatives were exceedingly well pleased with the showing, and they all took careful notes of the value of land, its producing qualities and crop values, especially noting the quick returns from labor and the money expended. They viewed several parcels of land where the owners broke up the new land and from the first year's crop cleared the cost of the land, paid all expenses of cultivation and harvest, and had a neat balance remaining.

This evening there was a special meeting of the Chamber of Commerce, which was well attended by the leading business men. Mr. McKinney delivered an address explaining the plan of operation of this bureau in detail. Mr. O'Neil, of the O. R. & N., also addressed the meeting. After hearing what the railroad gentlemen had to say the Chamber of Commerce voted to furnish 200,000 pamphlets descriptive of Baker County, to be distributed by the agents of Mr. McKinney in the Middle West. Mr. McKinney thanked the Chamber for its prompt action, and predicted that he would double the population of the county in three years. Mr. McKinney left for Chicago tonight. The remainder of the party will go to La Grande, whence they will go to Walla Walla county tomorrow. They will return here and go to Eagle and Pine Valleys Monday.

ATTENTION FROM KENTUCKY. O. R. & N. Pamphlet Reaches Tender Spot of a Rich Young Man. That one of the attractive pamphlets compiled and distributed by the O. R. & N. Co. did not fall on barren ground is proved by a letter that was received by General Passenger Agent Craig, a day or two ago, from Springfield, Ky. It was written by a young man with a fortune of \$20,000, inherited from his father, and who has a talent for circumventing the nefarious schemes of the great railroad companies to get money from the common people for railway fares. He had, doubtless, become imbued with the philosophy of the Sage of Mukwonago, who plied to be rich in order that he might "get everything for nothing." This young man also has views on the investment of money. For one thing he says no one should invest that an unlimited railway pass will be necessary to move him and his influence out to the great states of the West. Under the country's letter he too rich a contribution to contemporary philosophy to be sacrificed in any garbling summary. It is evident that his writer is a man of good sense, a man of letters, but let it speak for itself.

A Further Safeguard. WASHINGTON, July 25.—Much interest was manifested by Mr. Minshu Cho, the Corean Minister here, and by the Japanese Legation officials who are in Washington, in the announcement of the conclusion of an important agreement between Great Britain and Japan pledging the independence of Corea, and involving reciprocal concessions on the part of the Corean Government. In connection with the report of the new agreement it is pointed out here that the United States has long been a party to the commerce and navigation treaty with Corea, signed in 1882, and providing that "if other powers deal unjustly or oppressively with either government, the others will maintain their good offices to bring about the case, to bring about an amicable agreement."

The new arrangement is regarded in some quarters as an informal agreement on the offensive and defensive alliance entered into between Great Britain and Japan for their interests in the East and as a further safeguard against territorial

land with Drayton, and who has stood his stanch friend through all his manifold troubles, is still at the Seventh-street apartment-house, although it was stated here that the place when an Oregonian reporter asked to see her yesterday.

Any young man of about 30 years old and who sported a large Panama hat in the streets yesterday, was lucky if some friend did not step up to him and say: "Hello, are you J. Coleman Drayton?" Some of the men approached in this manner took the joke good-naturedly, but others were hauled up by the collar. There was a great deal of talk of the real Drayton, but he kept out of sight all day. He spent a considerable portion of his time in a Third-story store, waiting to realize on some of his property. But the greatest excitement awaited those business and financial men who are suspected of being the lucky ones who partook of Drayton's hospitality at that little banquet recently held at the Portland Hotel. One victim was telephoned repeatedly by his friends, who approached him in this fashion: "Say, is that orange and green No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787,