# PLANS HIGH BRIDGE

Southern Pacific Asks Permit for Oswego Structure.

#### APPLIES TO U.S. ENGINEERS

Objection Filed on Behalf of Oswego Iron Works on Ground That the Bridge as Planned Would Obstruct Navigation.

In accordance with the provisions of an act passed by the Legislature, the Southern Pacific Company has appealed to the United States Engineers for permission to construct a bridge across the Williamette River at Oswego. A remonstrance has been filed by A. S. Pattullo, epresenting the Oswego iron works and the question has been taken under advise-ment, pending the introduction of all

testimony bearing on the subject, by Colonel Roessler. A decision will be rendered in a few days.

In the application filed with the engineers it is proposed to build a high bridge allowing plenty of room underneath to permit of the passage of all fiver steamers. To this the owners of the Iron works at Oswego entered a protest. The stand taken by the opposition test. The stand taken by the opposition was that it is possible that the works will be operated at some future time and a that case it would be necessary to bring in the ore in schooners and other feep-sea vessels. A bridge across the liver would be a menace to navigation

For a decade the reduction works at ion of the plant a financial success and was allowed to pass into history as one of the enterprises of other days. The trestles and bridges have fallen down, the machinery is rusty and the brick sork is crumbling. To place the plant on a running basis would require the expenditure of a considerable sum of money and the opposition to the bridge is not based on any formulated plan to start the works but only on the idea that at ome future time the owners might desire to open the plant.

WORK BEGUN ON NEW ROAD

#### Grading for Oregon Electrical Com-

menced in South Portland. Full crews of workmen have been tarted to grading through Terwilliger Park in South Portland by the Oregon lectrical Railway, Portland's latest and est interurban road. The favorable weather of the past week has been seized upon to make all the progress possible and it is the firm intention of Chief Enneer Donald to have electric trains inning between Portland and Salem the last of September.

Work is going forward at Hood and Porter and Arthur streets. Twenty-five teams and 60 or 70 men are busy building grade. The work there is heavy but good progress is being made.

good progress is being made.

A similar crew is working between Tualatin and the site of the Willamette River bridge at Wilsonville. A steam shovel is being used there and similar disging appliances will be used just south of the city when the work through the bills is started. hills is started.

last part of the line to be completed.

The construction of the line is under the direction of W. S. Barstow & Co.,

engineers. W. S. Barstow, the head of the firm, is well known in Portland, where officers of the company are mainmined. The head office is in New York and quarters have been taken in Montreal lately where another branch office has been established.

CONSTRUCTION TO BE RUSHED

#### United Railways Must Hasten Work to Save Franchise.

In addition to hurrying work on the Front street line in order to comply with the requirements of the franchise, the United Railways Company will have to rush things on Stark street to make good on the Oregon Traction Company fran-chise. This franchise will expire in May and if the road within the city limits is not completed in that time, the city will probably recall its permission to lay

The Oregon Traction Company's francovers Stark street from Front to Twelfth on Twelfth to Pettygrove that street to Twenty-sixth, thence out to the city limits at the west side of Mount Calvary Cemetery. This is the Portland end of a projected road to Hillsboro and Forest Grove. The first line laid out over the hills west of the city proved impracticable and the surveys were abandoned for a pass west of Linnton. A tunnel was planned for the summit of the hills and the surveys from that point cross Tualatin plains and run through much of the finest farming country in Washington

Some of the streets covered by the projects mapped out by the Oregon Traction Company have been occupied and tracks The original promoters of the company laid about a mile of track. A large part of this was on Twelfth street from Burnside nearly to Pettygrove and some rails were put down on Pettygrove. When the United Railways purchased the Oregon Traction in the first flush of the big plan of city and interurban railroads, a few blocks of additional track were laid to comply with the franchise.

During the past year no progress has been made on the Stark-street lines. It is expected the Council will be asked to extend the franchise. Only this, it seems, will insure the completion of the scheme originally planned. However, the new owners of the United Rallways say the projected roads will be built and they may the required track before May. Of this they will not say.

MUCH FREIGHT FOR SIBERIA

#### Eastern Consignments Brought to Portland for Trans-Shipment.

trust is making inroads into foreign manufactures of this line of machinery.

CONFIDENT OF WINNING SUIT

# Portland & Seattle Does Not Expect

to Lose North Bank Grade. Far from being alarmed by reports that the Harriman system is likely to secure the Portland & Seattle grade and tracks so far laid down the north bank of the Columbia, the Hill line is confident that the cases now being heard in the land office department will confirm the former decision of the courts. Officials of the Columbia Valey, the opposing Harriman road, do

not express much enthusiasm over the expected outcome of the cases.

More activity than ever before is being shown on the construction of the Portland & Seattle Rallway. Large crews are now being worked and splendid progress is being made. Over ten miles of the line has ben laid with steel, and track-builders are now busy below Hoover and are working toward

below Hoover and are working toward Vancouver. Some double track is included in this work already done.

The firm of Porter Bros. & Welch, which has the contract for the construction of the 70 miles on the west end, expects to complete the contract by the last of October. The firm now has over 1200 men at work and since the weather has improved, rapid progress is being made. ress is being made

#### Pullman Service Resumed.

The local office of the Great Northern has been notified that standard Pullman service has been resumed on Trains 3 and 4 and tourist sleepers have again been attached to trains 1 and 2. Six weeks ago these cars were detached from these trains on account of the heavy weather conditions and the necessity for lightening the trains. As normal operating conditions on the Great Northern have been realized, the former service

#### R. B. Miller Goes South.

R. B. Miller, general freight agent for the Harriman lines in the Northwest, left Tuesday night for San Francisco. where he will spend a week on busi-ness. He had intended to attend the Chicago session of the freight officials of the transcontinental railroads on March 4, when Coast rates will be discussed but the trip south prevented his attendance. W. E. Coman, assistant to Mr. Miller, will attend the Chicago conference and he left last night for the East.

# STANDS BY WICKERSHAM

Roosevelt Will Appoint Again and Investigate Again.

WASHINGTON, Feb. 27.—It was announced at the Department of Justice today that the President would not send the nomination of Judge James Wickersham for the judgeship in the Third Alas-ka District to the Senate this session, but will give Judge Wickersham a recess apka District to the Senate this session, but will give Judge Wickersham a recess appointment. As soon as circumstances will permit, a suitable person will be sent to Alaska for further investigation into the matters invested.

and Attorney-Generay Bonaparte. The inquiry will be finished in time to permit tendered him. When he has been of-the President to send again his name to ficially notified that the bid of the

### ADOPTS CONFERENCE REPORTS

#### Allows Brigadiers Major-General's Pay-Criminal Appeal Bill Passed.

WASHINGTON, Feb. 27.-After an hour's discursion the House today receded from its position and concurred in the Senate amendment to ti. Army appropri-It is expected to have everything pro-ceed rapidly in the construction of the Salem line from this time on. During the

> port upon the bill granting to the Govern ment the right of appeal to the Supreme Court of the United States in criminal make it a law.

> The House agreed to conference of Columbia appropriation bill, the Navy appropriation bill, the sundry civil ap-propriation bill and the bill authorizing the allotment and disposal of surplus land in the Rosebud Indian Reservation

in South Dakota.

The President returned to the House without his approval a bill for the relief of J. W. Bauer and others growing out of their failure to make returns for cial tax as retall dealers in ole garine.

# Accuses Wright of Poisoning.

DENVER, Feb. 27 .- The Coroner's jury DENVER, Feb. 2. The Colonia and today found that Cora B. Wright and Genevieve Wright came to their death as the result of being poisoned with some chemical poison, and that the jury believes said polson was administered by Ben C. Wright with felonious intent. Coroner Collins will have chemical tests made of the internal organs of the wom-an and child to ascertain what poison

# The Pneumonia Season.

The Pneumonia Season.

[From the Des Moines Register and Leader.]

"Why has this season of the year become known as the pneumonia season? Why during the closing week of the old year were there more deaths in Chicago and New York from pneumonia than tuberculosis? Why are pneumonia and related bronchial troubles beginning to take the place of tuberculosis as the dread scourge of city life? Simply and solely because we are devoling too much ingenuity and energy in dodging the fresh and invigorating Winter air that every 12 months refrigerates our latitude.

"It is believed now that pneumonia is an infectious disease, and that in the cities where the death rate is growing

It is believed now that pneumonia is an infectious disease, and that in the cities where the death rate is growing so rapidly it is communicated in the heated and crowded cars. A nickel is so small, and the cold air is so chilling, that the American people are forgetting how to walk. The old-time red that burned the cheek of childhood does not visit a mature face on an average of once in the 12 months, not even the red of a chilly and pinched nose. We are getting afraid of the climate, and as a result, the climate is taking its revenge.

venge.

"The mere habit of turning up coat collars has killed thousands of people, and the fur boa has a long list to its account, for no part of the human body becomes delicate more quickly because of superfuous covering than the throat And yet we are multiplying devices for turning up more coat collars. It is not too early to recognize that this is all wrong, that our climate is here to stay, and that if we are going to live in it with comfort we must accommodate ourselves to it. It will pay to keep on good terms with the climate."

Portland for Trans-Shipment.

Portland is becoming the gateway for the trans-shipment of considerable American freights to Viadivostok, Siberia. The latest such shipment of importance is a train of 2s cars now due here over the Northern Pacific. The shipment includes 2s cars of harvesting machinery and one car of twine. It will be shipped from here on the steamer Quito, which is now due, having left Moji February 7. The vessel has been chartered for Viadivostok by Frank Waterhouse & Co. This shipment shows how the American harvester.

Overman. The smaller amount prevaled. The Senate passed the Daniel bill establishing "the foundation for the promotion of industrial peace." It authorizes a board of trustees to receive from President Roosevel the Noble peace prize as the nucleus of a fund to bring together at Washington representatives of capital and labor to discuss labor problems.

The expatriation bill also was passed. It authorizes the issuance of passports to receive from President Roosevel the Noble peace prize as the nucleus of a fund to bring together at Washington representatives of capital and labor to discuss labor problems.

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President Reorganizing Heads of Canal Board.

OLIVER IN ANGRY

Says President Promised Him Contract and Will Make Statement and Publish Correspondence About Proposed Contract.

WASHINGTON, Feb. 27 .- The President conferred at the White House to-day with Secretaries Taft and Root regarding details of the reorganization scheme for the Panama canal work. It is understood that Colonel Haines and Benjamin Harrod, civil engineers, both members of the present Commission. will retire. Admiral Endicott, the only remaining member of the old Commis-sion, will be retained, as the law requires that one naval civil engineer shall be included in its membership. Majors Goethals, Gaillard and Sie-

bert, who yesterday were named as members of the Commission, will receive salaries considerably in excess of those they now receive, namely \$4,000 a year. It is the intention to divide among them the salaries now paid to Messrs. Shonts and Stevens, aggregating \$60,000 per annum, as long as they are engaged in canal work.

#### Change Comes in April.

It is stated that Chief Engineer Stevens resigned with the statement that he would remain in charge of the 1sthmus until his successor arrived and was thoroughly initiated into the new duties and prepared to take them over. It is probable the transfer can be effected early in April.

It will be necessary for the army en-gineers to make a personal inspection of every part of the canal construction work before any determination can be reached as to the method of conduct-ing the work in the future. The President's letter yesterday indicated that there might be a recurrence to the contract plan, but even if that should be the case, the officers will find them-selves able to manage the work in a supervisory capacity, just as they now do several of the large river and harbor projects in execution in this coun-

#### Oliver Claims Promise.

Telegrams were received at the This action was determined on at a conference today between the President and Attorney-Generay Bonaparte. The in outry will be finished in time to permit tendered him. When he has been of-Panama Canal Construction Company has been rejected, Mr. Oliver will give out a statement for publication.

"Only last Thursday," he said tonight, "the President assured my friends that would be given the contract and went so far as to say that he would be down in Panama next November and that he was confident that by then he would have the work well under way."

# Will Publish Correspondence.

will be dissolved at once. Mr. Oliver says he has spent \$40,000 preparing bids and organizing his company. John B. McDonald, of New York. Salem line from this time on. During the Winter, on account of the heavy weather, but little could be accomplished but preliminaries have been constantly going on and arrangements made for great activity during the Spring and Summer. The Wilsonville-bridge piers are now well along and the superstructure will be erected this Summer. It is expected that this bridge will be the last part of the line to be completed.

Salem line from this time on. During the Wilsonville bridge in providing that officers who sale will, providing that officers who is a to make the regular or volutive and but preliminaries have been constantly who now hold the rank of Brigadier-General upon the active list of the army, having previously held that rank for three years or more, shall, when retired from active service, have the rank and retired pay of a Major-General.

The House accepted the conference report upon the bill granting to the Government of the line to be completed. ence between Mr. Oliver and his asso-clates and the President, Secretary of War and Isthmian Canal Commission regarding canal contract work, which will be given to the press.

> PANAMA, Feb. 27 .- John F. Stevens. Panama Canal, left here today for New

#### CHANGES IN POSTAL SERVICE Shallenberger and Madden to Leave. McCleary Is Appointed.

WASHINGTON, Feb. 27,-Postmaster General Cortelyou today announced the esignation of W. S. Shallenberger, Second Assistant Postmaster-General. Representative James T. McCleary, of Min-nesota, who retires from Congress at the conclusion of the present session, will succeed him. Official announcement of the appointment of Mr. McCleary was made, the President tendering him the position on the recommendation of Mr. Cortelyou. Edwin C. Madden, Third Assistant

Postmaster-General, also will retire within a few weeks. His resignation has not yet been accepted, but will be, it is understood, within a few days.

Mr. Cortelyou has decided to appoint Alexander Grant as General Superin-tendent of the Railway Mail Service to

ucceed James E. White, who resigned that position five or six weeks ago, after 14 years' service. Mr. Grant is at pres-ent Assistant Superintendent and is thoroughly familiar with the details of the service.

The announcement of Mr. Shallenberg-er's retirement did not come as a sur-prise. An official statement announcing the resignation says he has filled the position for nearly ten years and that he "has stood for honesty and efficiency in the conduct of the duties of his office." President Roosevelt has written him a

complimentary letter.

Thus far no intimation has been given from official sources as to who will succeed Mr. Madden. It is understood yet been reached.

# LOSE AMERICAN CITIZENSHIP

#### Senate Expatriates Residents Abroad. Patterson on Ownership.

WASHINGTON, Feb. 27 .- After listening to an argument by Patterson of Colorado in favor of Government ownership of raliroads, the Senate today agreed to the conference report on the river and harbor bill. Protests were made against the rebill. Protests were made against the re-duction from \$650,000 to \$250,000 of the amount for improvements in the Mississippi River between Cairo and St. Louis by Hopkins, Culiom. Stone, Allison and Overman. The smaller amount prevalled. The Senate passed the Daniel bill es-tablishing "the foundation for the promo-

# tries other than the one of which they re natives. The bill fixes the status of American

women who marry foreigners and foreign women who marry Americans. In the latter case the citizenship of the wife is retained during coverture and as long as she continues to live in the United States. An American woman can retain her citizenship after her marriage to a foreigner terminates and she makes proper application. The bill provides that a naturalized citizen of this country who goes abroad and resides for nve years shall be presumed to have abandoned his American citizenship. retained during coverture and as long as an citizenship Predicting that Government ownership

of railroads will be an accomplished fact within the lifetime of present members of the Senate, yet not anticipating speedy action in that direction, Patterson made an exhaustive presentation of the subject in advocacy of Government ownership. Patterson's remarks were predicated on a bill recently introduced by him providing for the acquisition of the railroads of the country by the Government. The railroad rate law he regarded as presenting little promise of relief. This legislation, he contended, was forced on the railroads by the pressure of public sentiment, and when it becomes plain to the people that no relief has resulted, the same pressure will accomplish Government ownership. Patterson presented a table which he sald shows that the construction and own or governments, as three-fourths of the democracles and two-thirds of the mon-archies of the world own railroads. The railroads, he declared, were grow-

The railroads, he declared, were grow-ing more arrogant each year, and as he saw little or no relief in the new rate low, government control of the roads would supply the only remedy. To show the value of his words, Patterson pre-sented figures from 19 countries, showing the presence of government ownership in some form, and he saw a steadily increas-ing sentiment in that direction, so far as ing sentiment in that direction, the United States is concerned. The United States Government, Patter-

son said, could acquire existing rallroads by condemnation proceedings under the post-road clause. He supported this contention also by Supreme Court decisions.
As to compensation, Patterson contended: Stock and bondholders of the road ought to be paid full value for their holdings. The full value of the American roads is placed at between 11 and 12 billion dollars. His suggestion for financing the Government's purchase of the roads was by a mortgage, backed by Government's purchase of the roads was by a mortgage, backed by Government's purchase of the roads was by a mortgage, backed by Government's purchase of the roads was by a mortgage, backed by Government's purchase of the roads was by a mortgage, backed by Government's purchase of the roads was by a mortgage, backed by Government's purchase of the roads was by a mortgage. ment bonds, which would work out by having stock and bondholders exchange their holdings for Government bonds. He believed this exchange would be so attractive as to secure to the Government practically all private railroad holdings.

The idea that Government ownership would result in a political machine by the combination of employes, was scouted by Patterson. At the outset, he suggested, no radical change should be made in the method of management. Rates should be fixed by the Interstate Commerce Commission, and a division of transportation should be established to conduct the ac-tual operation of the roads. The reforms that would follow would be large economies to the freight shipper and reduction of the passenger rate one-half.

It would permit of extending the postal system and establishing a postal express. Service pensions would be paid employes and new and needed lines could be built. Railway politics would be abolished and equilibrium of power between the state, the Government and the present and the contract and the Government and the people restored. Reforms in ratemaking by adopting the zone system as to freight classification would result. Government ownership need not, he said, prevent private construction of roads.

the on finance the House bill amending the denatured alcohol act so as to afford an opportunity to combinations of farm-ers and others to erect small independent distillation for the circumstance. distilleries for the sole purpose of making alcohol to be denatured.

The House bill to prevent shanghaing was passed. The bill imposes a fine of \$1000 or imprisonment for a year or both for the violating of the law.

## Lottery Tickets Seized.

NEW YORK, Feb. 27 .- Customs inspectors at Heboken, New Jersey, seized 500,03) lottery tickets Tuesday night, when, according to the officers, the tickets were being taken ashore by two stewards of the Hamburg-American liner Kalserin Auguste Victoria. toria. The tickets were to have been red to agents of the Hamburg Lottery Company in this city

# AT THE HOTELS.

AT TRE HOTELS.

The Portland—A. Rosenberg, S. Rothschild, New York; N. O. Graham, San Francisco; G. W. Gaines, Philadelphia: F. B. Toothaker and wife, Columbus: A. T. Lipman, San Francisco; A. E. Kear and wife, E. Hough, R. H. Handy, Butte; H. H. Shuitz and wife, New York; T. T. Maloney, R. H. Keater, Hoston; C. H. Rambertson, Seattle; C. D. Hunter, J. Hunter Basold; W. G. Davis, Seattle; M. Sternberg, New York; I. Hanser, C. R. Davis, Cincinnati; J. E. Forde and wife, Oroville; J. M. Lichmond, Loomis; J. A. Williamson and wife, Fredrick; O. H. Kelly, Nelson; Miss. J. Boyrie, Seattle; Mrs. H. Cribb, Astoria; F. A. Daly and wife, Chicago; W. G. Ayres, Baker City; E. H. Shepard, Hood River; W. Dent, Seattle; W. T. Lewis, San Francisco; J. M. Haword, Cleveland; O. M. Bottleford, Wilnonz, R. R. R. Rupert, Chicago; J. H. Harrison, Chicago; G. S. Long, R. L. McCormick, Tacoma; E. T. Abbott, Thrall; J. R. Pratt, city; F. J. Hard and wife, Eugene, M. D. Cohn, city; M. A. Brunner, New York; H. B. Dalton, Tampa; W. B. Brayles and wife, F. J. Lichtenberger, C. H. Lyons, Chicago; C. W. Thompson, Cascade Locks; E. Canfield, Jr., U. S. A.; D. Jackson, Tacoma; C. E. Fowler, Mrs. E. H. B. Marsh, Seattle; T. F. Richmond and wife, Smithport; J. W. Campbell and wife, Kansas City; E. Ralne, Topeka; H. A. Munson, San Francisco; W. F. Nelson, Soattle; C. Canter, Victoria; H. Bauman, San Francisco; Dr. J. G. Cunningham and wife, F. C. Davidson, Spokane; J. H. Weight and wife, E. Buffman, St. Louis; M. B. Robertson, Seattle; C. H. Davis, Saginaw; H. Fielschbacher, San Francisco; J. E. Lower, New York; C. H. Smith, city; R. McCord, San Francisco; L. W. Hall, New York; L. Briggs, Los Angeles; J. J. Flizpatrick, Columbus; G. E. Buffman, St. Louis; M. B. Robertson, Seattle; C. H. Davis, Saginaw; H. Flelschbacher, San Francisco; J. E. Lower, St. Louis; M. Can Cleef, Chicago; C. Kohler and wife, E. J. Mayer, New York; A. H. Williams, San Francisco; J. E. Lower, S. Louis; M. Can Cleef, Chicago; C. Kohler and wife, E. J. Mayer, New York; A. H

TO AVOID MICROBES

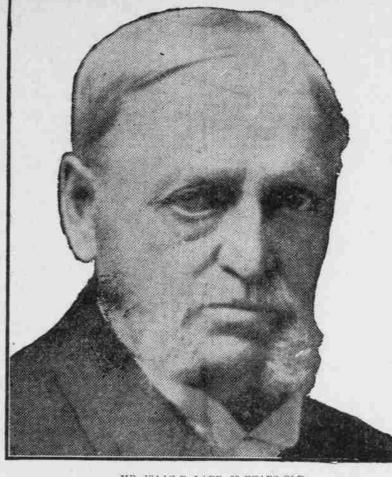
A Few Hints That, If Followed, Will Help You to Avoid Disease.

Common sense and cleanliness are two of the principal factors in the protection of people against tuberculosis, the white man's seourge, and other diseases. Just think of it, throughout the United States one death in every nine is caused by tuberculosis. This is a terrible arraignment of our civilization when it is positively known that tuberculosis is preventable and curable. The microbe of tuberculosis and other diseases is taken into the system largely through food. If you are perfectly healthy the chances are favorable to your being able to overcome the attack of these foes to mankind, but if the system is in anyway run down the danger is serious.

Scrupulous cleanliness should always be observed and plenty of fresh air and sunshine are absolutely necessary. Never sleep in a room with all of the windows closed, always leave one window open from the bottom and top.

It is well known that cattle are often infected with tuberculosis, lumpy jaw and other diseases, and the flesh from such beasts are unfit and dangerous for human consumption. The United States Government recognized the danger to which the people were subjected by reason of eating microbe-infected meat. A Pure Food law was passed by which slaughterers could secure Government inspection exists absolute cleanliness is insisted upon and all animals inspected before and after sinughter, and if in any way infected the carcasses are condemned and destroyed. In purchasing ment insist upon receiving Government inspected meat. The purple stamp on different parts of each carcass is the best means of identification.

# Only Medicine at 80 Years of Age



Mr. Isaac P. Ladd, who is a prominent Real Estate Agent of Albany, New York, says that DUFFY'S PURE MALT WHISKEY is his only medicine, and he derives great benefit from its use.

Mr. Ladd's unsolicited letter praising DUFFY'S PURE MALT WHISKEY is similar to that of many thousands received from grateful patients who have been restored to health, and keep strong and vigorous by the regular use of this great tonic-stimulant.

"I have been using your DUFFY'S PURE MALT WHISKEY as a tonic stimulant for the past two years, and feel that I have derived marked benefit

"I am now over eighty years of age, and since I have taken Duffy's Malt Whiskey I have taken no other medieine."-ISAAC P. LADD. Albany, N.

# Duffy's Pure Malt Whiskey

It is recognized everywhere as the unfalling specific for the cure of consumption, nervousness, typhoid, malaria, every form of stomach trouble, all diseases of the throat and lungs, and all run down and weakened conditions of the brain and body. It restores youthful vigor to the old by nourishing and feeding the vital forces of life, and maintains the health and strength of the young. It is a food already digested. It is prescribed by doctors of all schools, is used in all the loading hospitals of the world, and is recognized as a family medicine everywhere. It is absolutely pure. Medical advice and a valuable illustrated booklet on diseases sent free. Our guarantee is on every bottle.

Duffy's Pure Malt Whiskey is sold by all first-class druggists, grocers and dealers, or direct, in sealed bottles only. Price \$1.00. See that the "Old Chemist" trade-mark is on the label. Look for it carefully, and refuse substitutes. It will cure you after all other remedies have failed. Duffy Mair Whiskey Co., Rochester, N. Y.

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Abordeen; T. G. Halley city; Stephen Carcer, Chinook; Morris B. Gregg, city; L. Oldfired, E. J. Brent, Spokane.

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S. S. S. attacks the trouble at its head and not only permanently cures the disease for the one afflicted, but so purifies the blood that future offspring is insured against infection. S. S. S. may be taken in the privacy of your home and a perfect cure made of this hateful and loathsome trouble. For the assistance of those who are curing themselves with S. S. S.

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