AUDITOR'S REPORT SHOWS COUNTY IN GOOD CONDITION

All Debts of Consequence Are Paid and $450,750.93 in Treasury—Much Money Spent Since June.

County Auditor S. B. Martin completed his semi-annual report yesterday of Multnomah county's business. This report shows the county has $450,750.93 in the treasury, and all debts of any consequence are paid. The statement covers the period between June 30 and December 31, during which time the county took in $777,449.48, and paid out $1,543,960. At the close of the first one half year the county had cash on hand amounting to $1,217,262.18.

The expenses of conducting the several county offices for the first and last half of the year follows:

Office.	First half.	Second half.
Assessor	$21,695	$20,221
Auditor	3,130	3,622
Board of health	741	913
County clerk	24,291	23,880
School superintendent	3,152	3,151
Sheriff	9,733	11,123
Tax collecting	18,614	16,689
District attorney	2,606	1,739
Surveyor	1,595	1,966
Coroner	2,751	3,078
Fruit inspector	510	514
Treasurer	1,303	1,533
Constable	3,408	4,496

Jurors Paid Much Cash.

During the first six months of 1911, it required $25,105 to maintain the circuit court department, while it required but $22,614 for the last half of the year. The largest item for this work was jurors' fees. It required $16,029 for the first half of the year for the jurors, while they got along on $13,503 the last half. During the half closing December 31, the county paid $5329 for salaries to judges and bailiffs, $1583 for witness fees and $320 for jurors' meals.

The county court required $5748 during the last half, while $5053 was expended in the first half of the year. The juvenile court used $3787 in the last half, and $3530 in the first half. The county paid the municipal court $777 the second half, and $265 the first half.

In the justices' court, Portland district required $5780; Multnomah district, $53; St. Johns, $20, and Lents, $49. The Portland district comprises Portland.

The county institutions required the following amounts to keep them running: Hillside or county farm, $10,664; Multnomah hospital, $9964; Multnomah farm, $16,364; Detention home, $3640; county jail, $7114; Kelly Butte rockpile, $16,974; Linnton rockpile, $3520, and Rocky Point rockpile, $1814.

The current expenses of the courthouse were $9977. The sum of $3784 was given for charity, $1053 for the insane, $2314 for indigent soldiers, and $238 for election purposes. The amount of $14,528 was spent for roads and bridges.

$115,968 Spent on Roads.

The total disbursements for road work during the last half of 1911 was $115,968. Operation of the three rockpiles, not including salaries, cost $25,267. In the first half of the year the sum of $119,388 was spent on roads, while $28,462 were spent for supplies and incidentals for the three rockpiles.

To maintain and operate the bridges and ferries the following amounts were used: Burnside bridge, $26,502; Hawthorne bridge, $9156; Morrison bridge, $10,350; Steel bridge, $5568; Caples ferry, $6373; Mason ferry, $9669; Webster ferry, $10,768, and Burlington ferry, $855.

The receipts of the county fund amounted to $1,201,291, of which $941,120 was a balance brought over from the previous first half year, thus leaving net receipts of $260,171. The net receipts of the road fund amounted to $30,500. Road supervisors turned in $2933 for the sale of rock and gravel. From the Port of Portland the county received $41,963, city of Portland $148,893, and St. Johns $2892. These amounts were for taxes.

New Courthouse Expenses.

The new courthouse has been a heavy item of expense. During the year the construction of this building cost $398,529. The east wing is practically completed, and the west wing is under course of construction. Contracts aggregating $763,096 have been let for this wing, contracts amounting to $23,400 have also been let for additional work on the east wing. The chief item in the latter contract was for the new jail on the top floor of the east wing.

The semi-annual report of Auditor Martin will be printed Monday in pamphlet form. It gives a complete resume of the receipts and disbursements for the last six months of the year. The auditor has been working on this report the last several days, and was assisted by Deputy Auditor Jones. The last four pages of the report is devoted to valuable data concerning the county.

PROGRESSIVES PLAN TO HOLD CALIFORNIA FOR ROBERT M. LA FOLLETTE

(Continued from Page One.)

get into the La Follette fight in the Mississippi valley. If it is deemed best that I go east at the conference tomorrow, I shall, of course, go. But I am not going to make any decision today."

Asked for an expression on former President Roosevelt's advocacy of a nation wide referendum to nullify unpopular court decisions, Governor Johnson refused to discuss the proposal at length.

"I believe in the rule of the people," he said. "If it becomes necessary for the people to curb the courts, you may be sure a way will be found."

To all intimations that he might be a candidate for the vice presidential nomination in case of a progressive capturing the Republican presidential nomination, Governor Johnson returned only a smile. He declined to discuss the subject or to give in any way an indication of his attitude on the question.

MACFARLANE GOES ON TRIAL MONDAY CHARGED WITH POISONING WIFE

(Continued from Page One.)

bromo in a bottle which Mrs. MacFarlane was in the habit of using to cure headaches. Mott has in his possession a score or more of letters from Miss Florence Bromley of Philadelphia, the "woman in the case," to MacFarlane, in one of which she says: "I am happy at the approach of the time when I will be your wife." Another speaks of the possibility of his securing a divorce from his wife, and in all of them, she addresses the accused murderer in endearing terms. These letters will probably be used by the Prosecuting Attorney to show that the motive for the crime was MacFarlane's desire to get rid of his wife in order to marry Miss Bromley, with whom he became infatuated when she worked as his stenographer in Philadelphia.

MacFarlane was arrested and formally charged with the murder of his wife Saturday, October 21, five days after his wife was found dead in her home. MacFarlane looked upon his arrest as a joke and declared that no jury could possibly convict him. He claimed that on the day Mrs. MacFarlane was supposed to have taken the poison he was in New York with his six year old son Richard. MacFarlane retained State Senator Frank McDermitt, one of the shrewdest criminal lawyers in New Jersey, to defend him.

Although the Prosecuting Attorney denied that he would call Miss Bromley as a witness, it is rumored that she and another woman, whose name is withheld and with whom MacFarlane was said to have been in love, will tell of their relations with the accused man before the case is brought to a close.

GUILTY PLEA WILL BRING TO RICHESON DEATH SENTENCE

(Continued from Page One.)

not be born to shame him. But that Richeson admitted his guilt to them is denied by those in a position to know. There is every reason to believe that with proof of his guilt laid before him by his own lawyers, Richeson still brazened it out to them even as he had to his parishioners.

That Richeson, racked night and day by the shadow of the chair, sought ever to devise some plan for escape, is the declaration tonight of his keepers in the Charles street jail. They say his act of mutilating himself was not the act of an insane man, but rather that of a crafty criminal who sought to set up the ground work for an insanity plea.

There is much speculation tonight as to the attitude of the Edmands family toward the murderer who was engaged to marry Miss Violet Edmands. It was believed that Moses Edmands, millionaire father of Richeson's fiance paid the bills for the defense.

BUSINESS HAMPERED, STORES CLOSE, SLUSH, FILL THOROUGHFARES

(Continued from Page One.)

bangles, the trees present a picture of beauty, but withal, it is a condition of destruction.

Many Wires Down.

The silver thaw was general in the Willamette valley and the Puget Sound country yesterday. The temperatures hovered between 29 and 32 degrees above zero throughout the day until 7 o'clock last evening, when it dropped to 28. In southern Oregon the temperature was above freezing, so the storm confined itself to rain. Weather Forecaster Beals forecasts that today the temperature will be warmer here with rain.

The Portland Railway, Light & Power company, with its street car and lighting systems, and the telephone and telegraph systems suffered the greatest damage.

J. L. Darnall, commercial manager of the Pacific States Telephone company, reported at 7:30 o'clock last night that every line of his company leading out of Portland was down. The last line to break beneath the weight of sleet and ice was the one between here and Oregon City. It broke down at 7:15 o'clock.

He reported that the company's lines were down in all parts of the city. He estimated that not less than 2000 subscribers were without telephone service at 7:30 last night. He estimated that at least 75 telephone poles within the city had been dragged down by the weight of ice.

Repair Crews Busy.

"At this time the wind is coming up in the suburbs and we fear much greater damage will be done," he said last evening. "We have put every available man who knows how to climb a pole or splice a wire to work. We will continue the work of repair all night and tomorrow until we get our service into condition again."

H. E. Kingsley of the installation department of the Home Telephone company reported last night that at least 300 poles and main wires of his company were down in the city. He said the greatest damage was being done in the Rose City Park district, where poles and wires were down on all sides. His company is also working every available man in the repair department. Mr. Kingsley said that during the afternoon the ice became so bad on the poles in the Rose City Park district that the men could not climb them.

Yesterday afternoon for an hour, from 3 to 4 o'clock, every wheel turned by electric power supplied by the Portland Railway, Light & Power company was stopped. At the same time high tension wires were down at Lents Junction, Whitman, Watson, Rivermill stations, and at East Thirty-third and Broadway streets and Union avenue and Knott streets.

Reserve Plants Employed.

Power plants which furnish electric power for the city are located at Cazadero, Rivermill and Oregon City. Lines from Cazadero and Rivermill plants were down yesterday afternoon. The one from the Oregon City plant was still in use. The Portland Railway, Light & Power company had started all of its reserve steam plants, and with them was trying to keep the city at least partially supplied with electricity. The principal steam plants are located on East Water street and Hawthorne avenue and one in North Portland.

Fallen wires and falling trees made foot travel dangerous early in the evening, with trees bending almost to the ground, and limbs snapping frequently beneath their load of ice, hundreds of people who were forced to walk home had to take the middle of the street, and even then great precaution was necessary to avoid fallen wires.

People living in the outlying districts were the worst sufferers from the storm. It was reported last night that a street car had not reached the Alberta district since 5 o'clock in the evening and the people living there had to trudge home through the storm. The St. Johns people also had great difficulty in getting home.

Nearly all the stores in the downtown district were closed early last evening on account of the storm. The big department stores closed from two to three hours earlier than usual on Saturday nights and gave their employes a chance to get home.

While the storm has the city in its grasp and the ground is covered with snow and ice, lovers of birds call the attention of the public to the need of throwing a few crumbs out for the birds which will be unable to get food unless thoughtful hands throw it out for them.

STREET CAR SERVICE BADLY CRIPPLED IN ALL PARTS OF CITY

During the day an effort was made to keep up a partial street car service on all the street railway lines, but by the early hours of the night many of the lines had to abandoned. The most seriously affected district was the east side of the river. Wires continued to fall, trees crashed across them and service became impossible. Among the first cars to be discontinued were those on the Rose City Park line.

Early in the day the wheels on the end of the trolleys were taken off of all cars and the trolley scraped directly against the trolley wires. This was done in an effort to keep the ice scraped from the wire. But on any the lines only slow progress could be made.

The most street car trouble was experienced on the Broadway line, on which there are a large number of trees. The branches were broken down and blocked traffic the greater part of the afternoon and evening. Cars on this line were routed over the Irvington line. The superintendent of the Piedmont car barns reported at 10 o'clock that all his cars were moving, but slowly. Hawthorne avenue was running close to schedule. Mt. Scott cars were running slowly. On the Peninsula lines, the cars were very irregular. The cars to Portland Heights were more irregular than any other line. Much difficulty was experienced on up-grade cars on account of sleet on the rails. Some cars on this line were half-hour late. The Williams avenue line was in fair condition. Workmen were sent out early in the evening to clear the tracks of falling branches, and broken wires.

On the interurban lines, service was badly demoralized with the exception of the Vancouver line of the P. R., L. & P. company and the United Railways, which maintained fairly good service throughout the evening. The Vancouver ferry was put out of commission owing to the ice in the Columbia and the steamer Jessie Harkins transferred the passengers in its place. No evening trains are run beyond Linnton on the United Railways in the evening and the locals to Linnton are on a schedule which they easily maintained.

The greatest trouble was encountered on the Oregon City line and the Oregon Electric. Cars for Oregon City were stalled at Gladstone for several hours, but later managed to get through. The Oregon Electric trains were taken off early in the afternoon and no attempt was made during the evening to get the trains through. No trains will be operated until the trolley wires are cleared of ice.

The Cazadero, Estacada and Gresham cars were kept in service until late in the evening, but were far behind their schedule. Every possible effort was made to keep them moving. Railroad officials are hoping for a change for warmer weather, but should it hold off they expect the service today to be practically discontinued.

NO CARS, NO TAXIS, HE RIDES TO THEATRE IN AN AMBULANCE

It required the brain activity of the stage manager of a Portland theatre to break the snow blockade which stopped street car traffic between East and West Portland last night.

Thomas B. Huffaker, stage director for the Orpheum, called an ambulance and was brought across the river in time to take charge of the performance at the big vaudeville theatre before the curtain was sent up on the first act.

Mr. Huffaker managed to reach his home at 821 Ainsworth avenue after the matinee and took dinner with his family. Between dinner and 7 o'clock, when he should have started for the Orpheum again, he found the cars on his line had stopped, and the various taxicab companies declared themselves unable to aid him in reaching the theatre.

Huffaker then went to a telephone and sent in an emergency call for an ambulance. The wagon was prompt in responding, considering the weather conditions, and on arrival the driver of the big machine would scarcely believe that the joke was on him. Mr. Huffaker was perched on the front seat of the machine and ordered to assume the duty of ringing the gong on the return trip. He was delivered at the theatre, paid the charges for the service and sauntered into his office as if he had no knowledge of having accomplished what appeared to be the impossible.

TELEGRAPH WIRES GO DOWN; WIRELESS STATION DAMAGED

All Western Union and Postal telegraph wires leading into Portland were down early in the evening. The Western Union did not have even a wire left for the use of the train dispatcher. Reports from this company was to the effect the damage to its wires was in the vicinity of Portland.

All the wires carrying newspaper press dispatches were down. At 9 o'clock last night the Postal Telegraph company got one wire extending north in service.

The antenae of the new wireless station at Lents is now but a mass of wreckage. In this aerial there was nearly a half mile of fine wires which were strung between two high steel towers about 400 feet apart. When the sleet and rain began to fall in that section of the city the wires became covered with ice. Shortly after 10 o'clock yesterday morning the large number of receiving wires tumbled to the ground. Although the two towers are still standing, the heavy guy wires which supported them are covered with ice from the top of the towers to the ground. The damage to the wireless system will amount to several thousand dollars.

Several amateur stations which are maintained in and about Portland have also been wrecked. One young man on the east side, who has one of the largest and most powerful stations in Portland, said that the damage to his pole and aerial, which fell early last night, will amount to several hundred dollars.

NEARLY ENTIRE CITY LEFT IN DARKNESS BY CRIPPLING OF WIRES

So far as the electric service was concerned practically the entire city was in darkness at 10 o'clock last night. Report from the Portland Railway, Light & Power company was to the effect that all lines from the main power plants were out and only the two emergency steam plants were running. At that hour three arc light circuits, with about 75 lights each, were still in service. Practically all the residence lights were out at that hour, and each breaking wire added to the territory of darkness.

Report from the fire department was to the effect that all the wires of the fire alarm system in East Portland, with the exception of one circuit, were out of commission.

NARROW ESCAPE FROM INJURY IS REPORTED; 2 HORSES ELECTROCUTED

Some of the incidents reported last night, as a result of the storm, included the following:

At East Eleventh and East Couch streets, a man was sitting on the seat of a delivery wagon, waiting the return of his companion who had carried some packages into a house, when he heard a terrific crash. He glanced up quick enough to see the impending danger and leaped from the wagon. He barely escaped from being struck by a telephone pole, which fell across the seat he occupied.

A bunch of wires fell across a greenhouse at East Thirty-third and East Taylor streets and smashed the glass roof.

A Southern Pacific railroad engine became entangled in a mess of telephone and electric wires at the foot of Russell street and blocked the street for some time.

A big tree fell across the street at Nineteenth and Glisan and tied up street car traffic for some time during the earlier hours of the evening.

Two horses, one belonging to the Pacific Coast Vault company, and the other to an expressman, were electrocuted yesterday morning on the steel bridge through short circuiting the electric current when the horse's hoofs came in contact with the rails on the draw as they stepped off the bridge proper. As a result the steel bridge has been closed to vehicle traffic.

A telephone pole fell across a house at East Third and Davis strets, but did not injure any person.

A rosebud encased in ice was brought to the office of The Journal from an East Burnside home. Encased with it were green leaves and young shoots.

TRAINS ON O.-W. R. & N., NORTH BANK LINES ARE STALLED; NO SUFFERING

Train traffic along the upper Columbia river was completely blocked last night by snow and sleet. O.-W. R. & N. trains were stalled at a point somewhere between Cascade Locks and Bonneville, and North Bank trains were buried in the drifts somewhere in the vicinity of Stevenson. It was hoped last night to get the trains released before morning, and they were marked up on the depot boards from hour to hour up to midnight. But this was all a matter of guess work because the telegraph and telephone lines were down and no reports were received.

Trains stalled on the O.-W. R. & N. were the Pendleton local, the Canadian excursion and the train due to arrive from the east at 8 last night. The Pendleton local and the Canadian special were caught in the snow early in the afternoon, the excursion train blocking the way for the others. As the trains, excepting the Pendleton local, are equipped with diners, there was no fear that the "marooned" passengers suffered seriously by their detention.

Trains stalled on the North Bank line were the Oregon passenger from central Oregon, the first Portland bound train to cross the new Celilo bridge, and the Inland Empire express, the latter the through train due to arrive here at 7:45 p. m. The passengers on the Oregon passenger had their supper at Fallbridge, as the train does not carry a diner, but the Inland Empire express, which it is believed was stalled at the same point as the Oregon passenger, carries diners and supplies, it is believed, enough for the passengers of both trains until released.

The lines were down and it was impossible for the North Bank offices to learn any details of the blockade. Crews were sent out from Vancouver last night to assist in digging away the snow and releasing the trains.

The O.-W. R. & N. dispatched a snow plow last night to dig out the trains at Bonneville and the last report from the plow crew was to the effect that it was making way slowly towards the stalled trains through two feet of snow. It was impossible, however, to get in communication with the stalled trains.

As a result of the blockade mails from the east will be delayed today, but will in all probability reach here in time for Monday delivery. Out bound trains left here last night on schedule, but they were unable to proceed farther than near the points where the inbound trains were stalled.

Southern Pacific trains are not affected by the snow, and communication with Seattle is maintained on slow schedule, trains being about half an hour late last night.

Walla Walla Grain Protected.

(Special to The Journal.)

Walla Walla, Jan. 6.—About 10 inches of snow fell during the past week, and this came down upon soil that was not frozen at all. There was no frost in the ground, and the heavy blanket of snow furnishes excellent protection to the grain. There is nothing to prevent most of this moisture from soaking into the soil as it thaws. Farmers are more than pleased with the grain situation. Even in the light land districts toward the Columbia there was snow enough to protect the grain, and as the cold grows more intense toward the mountains the snow is correspondingly heavier.

Wheat for Game Birds.

(Special to The Journal.)

Tacoma, Wash., Jan. 6.—The state game warden and his deputies are to feed wheat to the game birds of the county tomorrow because of 10 inches of snow. Puget sound game birds, unaccustomed to snow, will starve otherwise. A general appeal has been sent broadcast to throw food to the birds.

Powder Valley Thickly Covered.

(Special to The Journal.)

North Powder, Or., Jan. 6.—A heavy snow has been falling throughout the Powder valley since early morning. The snow is 11½ inches in depth and still falling. Farmers are rejoicing on account of the benefit to fall crops. There is plenty of hay and grain for feeding purposes. Range stock is in no danger. The snow has temporarily prevented the ice harvest, which was to have commenced today with ice 12 inches in thickness. The mercury has jumped to 25 degrees above zero.

Columbia May Carry Teams.

(Special to The Journal.)

Celilo, Or., Jan. 6.—The Columbia river opposite The Dalles is covered with ice, and if the weather remains cold a few days teams will be crossing on the ice. The river was frozen over in January, 1910. Snow in the city is five inches deep and in the country to the south it is from eight to twelve inches, sufficient to protect the grain, and farmers all over the county are hoping it will remain on the ground during the month.

Snow in Wasco 18 Inches Deep.

(Special to The Journal.)

The Dalles, Or., Jan. 6.—Snow has been falling continuously for the past 20 hours, and is now 18 inches deep. Farmers are rejoicing on account of the snow, as it presages good crops next summer.

Convicts' Camp Snow-Covered.

(Special to The Journal.)

Butte Falls, Or., Jan. 6.—Westville, the camp of convict honor men who are building a road to Crater Lake, is under three feet of snow and work is partially suspended.

DAMAGE WROUGHT CALLS TO MINDS ICE STORM OF '07

(Continued from Page One.)

nearly as much as that caused by the ice storm of four years ago. This is because the companies have placed practically all their wires under ground in the business district since 1907.

Warned by the experience of 1907 the streetcar companies equipped their cars with ice cutters and to this forethought is due the face that car service on all lines is much better during the present spell of freak weather. The company has been able to operate every line except in cases where the wires went down under the heavy load of ice before the ice cutters could be gotten into general use.

SHORT LINE ACCUSED OF WORKING MEN TOO LONG

(Special to The Journal.)

Boise, Idaho, Jan. 6.—The district attorney did not stop at filing one cause of complaint against the Oregon Short Line for violation of the employes 16-hour-law, but instead named five causes and took in the entire crew of an extra train run by that road between Shoshone and Pocatello on July 6, 1911, who are claimed in a complaint filed by C. H. Lingenfelter in the federal court today to have been overworked. To make its peace with the government the road may have to pay a total damage of $2500.

The members of the crew named in the complaint are Charles Cochran, engineer; C. L. Smith, fireman; A. E. Manuel, conductor and F. G. Henry and N. E. Bunce, brakemen.

The extra was known as No. 950 and while engaged relieving the rush of traffic on the Oregon Short Line on the date named had the same crew more than 16 hours in one day.

Soda will brighten china that has been burned or darkened by long use.

RESTAURANT GIVES VICTROLA CONCERTS

Dinner and Supper Hours Enlivened by Music.

A. J. Meves, Portland's progressive restaurant man, installs the popular Victrola as the means of furnishing his many patrons with the latest and most up-to-date music. After returning from an extensive trip through the eastern states, Mr. Meves returns to Portland more determined than ever to make his restaurant and lunch room the most popular in the northwest.

The installing of the Victrola displays the thoroughly progressive spirit that has enabled Mr. Meves to develop from the small lunch room seating 10 people to the excellent establishment recently opened at 311 Washington street within a period of three and one-half years.

Mr. Meves chose Eilers Music House as being the best place in the city to make a selection of a talking machine, as there he had a chance to try all of the different instruments side by side and secure all the records made by the great artists and entertainers.

Mr. Meves will have only the best of music at his establishment, as he is a great admirer of the works of the world's masters. His programs will contain such selections as the sextet from Lucia, in which Caruso is the leading singer; solos by Melba, Schumann-Heink, Mary Garden, Tetrazzini, Scotti, and many other of the world's most famous singers.

Our Great Sale

Enables you to buy men's and boys' wear at a time when most needed, for less than you can later in the season. Not a single article in any of our five stores has escaped a telling reduction in price. With every purchase you make here during this sale there is an actual saving in money, which may be devoted to other needs. We invite you to come to any Moyer store for practical economy.

Men's Suits
- $10.00 Men's Suits.....$7.85
- $15.00 Men's Suits.....$11.50
- $20.00 Men's Suits.....$14.50
- $25.00 Men's Suits.....$18.50

Men's Trousers
- $3.00 Men's Trousers ...$2.25
- $4.00 Men's Trousers....$3.00
- $5.00 Men's Trousers ...$3.75

Boys' Suits
- $2.50 Knicker Suits.....$1.95
- $3.45 Knicker Suits.....$2.95
- $5.00 Knicker Suits.....$3.35
- $6.00 Knicker Suits.....$4.35

Men's Shirts
- $1.00 Men's Shirts.....69c
- $1.50 Men's Shirts.....95c
- $2.00 Men's Shirts.....$1.25

Neckwear
- 25c Men's Ties 19c
- 50c Men's Ties 35c
- Three for $1.00

Men's Underwear
- 50c Men's Underwear.....39c
- 75c Men's Underwear.....59c
- $1.00 Men's Underwear...79c
- $1.50 Men's Underwear...98c

Boys' Pants
- 50c Boys' Knicker Pants...39c
- 75c Boys' Knicker Pants...50c
- $1.00 Boys' Knicker Pants..75c

Boys' Shirts
- 50c Boys' Shirts.....39c
- 75c Boys' Shirts.....59c
- $1 Boys' Shirts.....73c

Boys' Waists
- 50c Boys' Waists.....39c
- 75c Boys' Waists.....59c
- $1 Boys' Waists.....75c

Boys' Sweaters
- $1.00 Boys' Sweaters ..83c
- $1.50 Boys' Sweaters $1.15
- $2.00 Boys' Sweaters $1.35

Every Reduction Is Made From the Regular Price

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