



Evening Telegram

W. J. HERDER, ... Proprietor
C. T. JAMES, ... Editor

Circulation Statement.
Total Sales for 1921... 2,591,989
Daily Average... 8,757
Increase Over 1920... 212,739

Friday, May 26, 1922.

Newfoundland Trade

The following leading article taken from the North Sydney Herald of recent date is worth careful perusal, showing as it does the interests of trade and commerce which bind the Colony with the Dominion of Canada. North Sydney is the entrepot of most of the traffic coming to Newfoundland from Canada and the Board of Trade at that place are ever keen on anything that may facilitate and improve business connections. At the moment the members of that body are alarmed lest consignments destined for Newfoundland be routed via other ports than their own. That they may be depended upon to do all possible in the way of keeping trade connections open is assured. North Sydney has too much at stake to lose without making a strong effort to retain and increase a valuable business asset.

"Commenting upon the announcement that the Reid Newfoundland Company will for the present only run two trips per week of their steamers between North Sydney and Port aux Basques, the Glace Bay Gazette remarks that of course falling off of the traffic between Newfoundland and Canada is the reason for this curtailment in the company's business. It is not a hopeful sign of the times, the Gazette remarks, and the paper further continues, after noting that not long ago even daily trips could hardly handle the traffic.

"One reason given for the change is the diversion of a great deal of the colony's traffic with Canada to the United States. It does not speak well for those whose duty it is to see to the maintenance of Dominion trade. It certainly does not speak well for the keen-sightedness of those behind the Canadian National railway system.

"How easy it is to lose a valuable trade, from negligence or want of energy, to a more active and wide-awake competitor may be seen from the instance referred to. Nobody seemed to notice that this Newfoundland business was slipping away and nothing evidently has been done to avert its decline. Nor is anything being done now to restore it.

"The diversion of this trade into other channels may not be felt by a country as large but to North Sydney it is a direct loss and must be felt at that port."

"The Gazette is in error in saying 'nobody seemed to notice that Newfoundland business was slipping away and nothing evidently has been done to avert its decline. Nor is anything being done now to restore it.' The North Sydney board of trade and business men noticed the heavy and alarming falling off in Newfoundland trade and have done all they could to retain it. For a number of years this matter has had more attention than anything else from the board of trade here. They gathered the facts and figures together, and time and again have presented them to the railway and government authorities, urging in every possible way that some of the needed things be done to keep the trade before it was lost irrevocably. When there was more traffic than the steamers could carry, without delay the board of trade kept urging in the strongest possible manner that proper facilities be provided at the terminus here. After a long time the justice of the demand and the necessity of the case were admitted and the needed improvements were promised. That was four or five years ago, and though the matter has been pressed on the railway authorities and government at every available

occasion since, not a nail has yet been driven and not an appropriation made. The Newfoundland railway company and government have done their share in providing adequate terminal facilities at Port aux Basques, and they have a right now to ask, as they have asked, that the Canadian authorities do their part. One would think that now, when it begins to look as if this trade is to be lost for good, the Canadian railway and government would at last realize their responsibility and start without delay to provide the improved facilities, the first step towards getting this trade back. Nothing, however, apparently is being done. So far as known to date no appropriation is being made in this year's estimates for the work, and there seems no intention of going ahead with it this summer.

"Aside from the question of facilities, the same neglect has been shown in regard to the trade itself. The North Sydney board of trade has prepared statements showing how this trade has fallen off, with particulars of the commodities in which there has been a marked reduction, with an increase in the American trade with Newfoundland in the same commodities. It was pointed out that in most of these articles the advantage was with Canada if the manufacturers and exporters became live to their opportunities, with proper government encouragement. These statements were forwarded to the proper persons who should give them attention, with urgent requests that the matter receive attention. Nothing has been done.

"The North Sydney board of trade also urged that steamers of the government merchant marine run from this port, and that there be co-operation between the National Railways and the government steamers to build up and handle this valuable trade through this port. Nothing has been done. In fact the board was told in effect by R. B. Teakle, the autocratic manager of the steamers, that there was no co-operation whatever between these two government transportation agencies and that none was to be expected. What can be expected from a man who takes such an attitude?

"The only result so far of the agitation carried on by the North Sydney board of trade in this matter, which is of so much importance to the whole of Canada, is that an official of the trade and commerce department was sent to Newfoundland a few weeks ago to look into the situation. Whether his efforts will get beyond the stage of a report to the minister remains to be seen, and in the meantime time is passing. The board asked that a permanent trade commissioner in Newfoundland be appointed, but all that was done was to send this official there for a trip. A wide-awake and active commissioner resident in Newfoundland could do a lot to help rebuild this important trade. Another very important thing is a study of the tariff arrangements affecting Newfoundland trade and changing them where necessary to encourage the trade. If this were done, a trade commissioner appointed even for a year, and the proper terminal and transportation facilities provided it would not take long to rebuild this trade so that it would be larger than ever and the trade the Americans have secured be recaptured.

"The neglect of this matter by the late government and by the railway and government steamers management was very much to their discredit. It is hoped that the present government will take it up along the lines we have indicated, and see that the railway and steamers management are made to regard it as one requiring their constant and earnest attention, and not, as they have seemed to regard it in the past, as an annoying and unimportant matter that the North Sydney board of trade persisted in forcing on their attention."

Laughing at crying. That's what happened in the Casino last evening. Miss Mary Cox did a "crying" stunt that was the most laughable thing seen here for years.

Hit the Nail on the Head.

ENCOURAGE HOME INDUSTRIES.

Splendid displays of local made goods are attracting much attention to the shop windows on Water Street, where the articles are now on exhibition. Amongst the exhibits those of the Woolen Mills, Horwood Lumber Co. and the Standard Manufacturing Co. are noteworthy for variety of products. The Woolen Mills have a splendid display of tweeds, homespun, blankets, travellings rugs, caps, sweaters and underwear. The Horwood Lumber Co. have a fine showing of doors, trimmings, turnings and other mill work, besides brushes of all kinds. Amongst the former is a splendidly designed and very neat book shelf. The Clothing Factor is well represented, as are also the Candy, Boot and Shoe, Aerated Water and Nail Factories. In an endeavour to encourage the use of local made goods, the Nail Factory has displayed an appropriate motto, "Hit the Nail on the Head."

SHARP'S LIMENT FOR GARGET IN COWS.

THE RAILWAY SITUATION.

Agreements for Temporary Operation--The Story in Brief--Government Accept Book Debts as Security for Guarantee.

The official story of the recent dramatic events in connection with railway operations has been made public to-day in the agreement between the Government and the Reid Newfoundland Co., extracts from which we publish.

The Agreement is dated the twenty-third of May and after reviewing the history of the 1921 Railway Agreement and subsequent events, includes the correspondence which passed between the Company and the Government previous to the deadlock, and gives the terms of the arrangement made for the temporary operation of the line while negotiations are pending.

AN AMBIGUOUS PARAGRAPH.

The opening part of the agreement quotes the ambiguous paragraph in last year's Railway Agreement which provides a Government Guarantee for losses on operation to a maximum amount.

This paragraph reads:

"The Government shall pay the actual loss of operating the railway during the term of this agreement provided that such loss shall not exceed the sum of one and one-half million dollars, such excess shall be borne by the Company."

The following sections are enlightening and show the reason for the Government's refusal to make further payments, thus bringing on the deadlock and subsequent tie-up.

THE ACTUAL LOSS.

"The actual loss of operating the Railway for the period from the first day of July, 1921, to the 30th day of June, 1922, both inclusive, is estimated by the Company at the sum of \$1,285,000.00, and by the Auditor General and Government Engineer at the sum of \$1,123,957.66.

"The payments made by the Government to the Company on account of said actual loss of operating the railway for the said period from the first day of July, 1921, to the 30th day of June, 1922, both inclusive, were up to the 13th day of April, 1922, the total sum of \$1,250,000.00."

The above situation resulted in the Auditor General writing the following letter to the Prime Minister:

Auditor General's Office,
St. John's, Nfld.,
April 13, 1922.

Sir:

I am informed by my Accountant in charge of the Railway Account that there is absolutely no likelihood of a deficit on this year's operation expenses of the Railway which will exceed the sum of \$1,200,000.

Up to the present date the sum of \$1,250,000 has been paid to the Reid Newfoundland Company, thus over-drawing the expected maximum of expenditure by \$50,000.

Under these circumstances I shall be unable to sign any more cheques against the provision made in the Loan Bill for this purpose.

I have the honour to be, Sir, Your obedient servant,
F. C. BERTHEAU,
Comptroller and Auditor General,
Hon. the Prime Minister.

Telegram. This correspondence began on May 10th, and ended on May 15th with the letter with an enclosure consisting of the now famous notice to the railway employees. A letter which was later published, was received by the Government on May 16th and stated that as "the majority of our engineers have not reported for duty, that hardly any trains are running to-day, and that a complete tie up of the railway appears inevitable. We are thus, through no fault of our own, but by reason of the breach by the Government of its contracts with us, prevented from operating the railway, and, as intimated in previous letters to the Prime Minister, propose to call for an arbitration under clause 181 of the 1898 contract of 'all matters in dispute between us' and the Government arising out of 'all the contracts. Formal notice of claim will be served on the Government within the next few days.' This letter concluded with the following important statement: "In the meantime, and before resorting to 'this final and irrevocable step, we are still open to discuss a compromise which will put an end to all 'claims and disputes on either side.' The next step was the interim agreement which follows.

THE INTERIM AGREEMENT.

On Monday, the 15th day of May instant the Prime Minister in anticipation of a probable cessation of railway operation moved the House of Assembly into Committee of the Whole to consider the following resolution, the further consideration of which was after some debate deferred:

"WHEREAS from correspondence 'tabled in this House it appears that a serious interruption in 'railroad transportation throughout the country is imminent; and WHEREAS it is in the public interest essential that at this 'season of the year there should be 'no interruption in railroad services, which are necessary to the 'general trade of the country; 'BE IT RESOLVED that this 'House is of opinion that in the 'event of any immediate interruption in railroad services, His Excellency the Governor-in-Council 'should take over and operate the 'railway system of the country, 'with all its appurtenances, pending further proposals to this 'House; and should take such steps 'as it may consider necessary for 'the maintenance of railroad operations essential in the public interest."

AND WHEREAS the operation of the Newfoundland railway and its branches was on the fifteenth day of May instant partially suspended, on the sixteenth day of May instant almost entirely suspended, and at this date entirely suspended.

AND WHEREAS the continued total cessation of railway operations would be a matter of great public inconvenience and injury and it is desirable in the public interests that railway operations be resumed;

AND WHEREAS the Government and Company have agreed for the temporary operation of the railway and its branches;

AND WHEREAS the Company has considerable moneys due it on operating account by its agents in Newfoundland and abroad, and has also considerable moneys due it by the general public for passenger, freight and other transportation services rendered;

NOW IT IS HEREBY AGREED between the Government and the Company as follows:

1. The Government agrees to arrange with the Bank of Montreal, the bankers for the Company, a special credit of such sum as is necessary to meet the regular payroll cheques of the employees for the month of April 1922, due on the 15th day of May inst, said special credit not to exceed the total sum of \$74,500.

2. The Company agrees to assign to the Government by way of security for the amount of the said special credit its book debts on railway operating account as on the date hereof and those which may become due as a result of the operation of the railway under these presents and to the said special credit account at the Bank of Montreal promptly after receipt such moneys as the Company shall receive from day to day on such railway operating account until the full amount of the liability of the Company and, or the Government to the Bank of Montreal and all the bank's interest and charges thereon arising out of the credit mentioned in this and the immediately preceding clause shall have been paid, and with-

out regard to any outstanding disputes or claims connected with or arising out of any other dealings between the parties. It is understood and agreed that should the said special credit account not be fully paid by the Company on or before the last day of June 1922, by the deposits on account of said railway operating account as aforesaid the Company shall pay into such account a sum sufficient to fully satisfy the same.

3. Section 5 of the Schedule to the Act 12 George V. Chapter 16 entitled "An Act to Provide for the Temporary Operation of the Newfoundland Railway" is hereby incorporated into and shall form part of this agreement.

4. The Company shall operate the Railway and its branches from the date hereof and continue such operation up to midnight of Monday the twelfth day of June, as if no interruption had taken place and as far as possible shall continue to operate such trains and steamers as may be necessary to bring to their or its destination such passengers and freight as shall have been accepted by the Company for transportation prior to midnight of the said twelfth day of June, 1922, either in Newfoundland or between Newfoundland and North Sydney.

5. This agreement and all acts done in pursuance hereof is and shall be without prejudice to the rights of either party hereto or any other disputes or claims which have arisen or shall arise out of any other dealings between the parties and the respective positions in relation thereto shall remain and be the same as if this agreement had never been made or anything done hereunder.

Signed on behalf of the parties hereto for the Government by
For the Company by

Oporto Fish Market.

GERMAN COMPETITION.

In a letter to the Board of Trade, dated May 8th, Messrs. Lind & Couto, the well known fish dealers of Portugal, state that it has been learned that German fish is being sent into the market and that the Germans were prepared to undersell other cures in an endeavour to obtain a footing in the market. The letter further states that a cargo of large and medium German fish which arrived on April 22nd by S. S. Thessalonica within a few days of arrival at the equivalent of 40% per cwt. G.F.P.

McMurdo's Store News.

FRIDAY, May 27.
We have just opened a consignment of Merritt's Chocolates, "The Candy of Merit," which includes a very fine assortment of candies. Among the varieties we note Chocolate Peppermints, Merritt's Assorted, the Opera Package, the Cordia, Chocolate Treasures, Hard Centre and the Oriental Package. We commend this new line to the candy lover, who wants a distinctive chocolate at a moderate price.

"Moments" which Miss Ruth Oswald sings to-night is a beautiful lyric of her own composition.

Weather and Ice Report.

Nipper's Hr.—East wind, dull; bay full loose ice.

Little Bay Islands—East wind; ice moved off 5 miles.

LaSalle—Light west wind; bay full ice; all water to the eastward.

THE Cove—The lightkeeper at Gull Island reports ice in the bay and water outside of Gull Island and Herring Island. Schooners have gone north outside the ice. He reports a considerable sea running.

Flower's Cove—N. E. wind with rain; lots of ice in Straits, but scattered.

Potato Seed Distribution.

FRAUD DISCOVERED.

During yesterday and to-day so many people are besieging the Agricultural Department to get a share of the seed potatoes that are being given out free, that the services of a policeman had to be requisitioned to keep the crowd back. No potatoes, however, are being given out to-day as it has been discovered that a lot of fraud has been practiced. Some people, so it has been learned, have sold the seed given them at one dollar per barrel, and others received a barrel by representing that they had plots of land in which to set the seed, when at the same time they did not live within leagues of the place to which the Government potatoes were to be sent. In all the probable prosecutions will follow for fraud. The Department has also appointed several inspectors to see that the seed given is set and not eaten or sold.

TROUTS RETURN.—A large number of trout which were sent to Maher's and Briggs Junction for the holiday, returned to the city by train last night. Although the weather was very disagreeable, good catches of trout were taken, many of the anglers having from 8 to 10 dozen fish.

MEN'S SILK TIES, 90c. Medium and wide shapes in foulards, stripes, plain colors, all over floral effects of pure silk.	TOILET PAPER, 84c. doz.	4-PLY FINGERING WOOL 14c. slip A lovely soft Wool suitable for many purposes; in Black only.
LADIES' HOSE, 20c. In two shades: Black and Tan.	Week End Bargains AT SUMMERS'	
PERCALES, 38c. yard. One yard wide, fast dyed and patterned in stripe, check and figured effects.	CRASH TOWELING 22c. yard. 15 inches wide, and a really good quality, suitable for roller towels.	WHITE TURKISH TOWELS, 27c. Heavy Terry Towels in medium size.
		FLANNELETTE NIGHT SHIRTS, \$2.30 each Men's Night Shirts, patterned in various light coloured stripes.

Charged With Murder.

YOUNG CHINAMAN ACCUSED OF TRIPLE HOMICIDE IS REMANDED—STILL IN WEAK STATE, IS SUPPORTED BY BAR.

Supported between two stalwart constables, Wo Fen Game, a young Chinaman presented a pitiful spectacle, as he staggered to the bar of the Magistrate's Court this morning to hear the charge of wilful murder read against him.

THE OFFICIAL CHARGE.

The official charge is "For that you, the said Wo Fen Game, on May 3rd, 1922, feloniously, wilfully and of malice aforethought, did kill and murder Hong Leon, Hong Kam Hk and So Ho Kia against the peace of Our Lord the King, His Crown and Dignity." During the reading of the charge, Wo Fen Game leaned heavily on the bar, his face white and drawn. He was apparently still feeling the effects of his self-inflicted wound although he has been discharged from the hospital.

NO MONEY FOR COUNSEL.

The charge was interpreted by Kim Lee, a leading member of the Chinese community. Asked by the interpreter if he were represented by counsel, accused replied that he had no money. He was then informed that when he came up for trial in the Supreme Court he would have counsel provided for him. After being told that he need not say anything at the present stage, the accused was remanded for eight days at the request of the Inspector General of Police. The judge explained that although the prisoner appeared to be in a weak state, he had been discharged from the hospital and was in the custody of the police who were now compelled to bring him up for the preliminary hearing. While in the Penitentiary he will be under the care of the visiting prison doctor.

ACCUSED RECOVERS WEAK.

Wo Fen Game, after being removed from the court, became very weak and a cushion had to be brought for him to rest on until the arrival of the taxi which was to take him to the Penitentiary. A glass of water was brought him but was refused. At the Penitentiary everything possible will be done to make him comfortable until he is fully recovered. As he was conducted to the waiting car he was trembling and shivering. Since he was first placed under arrest at the hospital, shortly after the dramatic murders which shocked the city, Wo Fen Game has been under constant surveillance. Even in the cell at the Police Court, a constable watched outside its door. The preliminary enquiry will probably begin next week.

TO CORRESPONDENTS.—"Insurance Agent" from Grand Falls, relates a tale of woe, and makes multitudinous complaints of all and sundry the Government officials at that centre. Not one department is left unscathed. All are condemned. Really Mr. "Insurance Agent," it would be much more to the purpose if you made a formal complaint to the heads of Departments concerned, and have these gentlemen investigate the matters which you allege. Your letter touches too personally for publication, and as we have been having all this wean by way of libel actions lately, we have no desire to increase the number.

Floral Tributes to the Departed.

Nothing so nice as Flowers in time of sorrow. We can supply Wreaths and Crosses on short notice, and guarantee satisfaction. We will endeavour to meet the humblest purse. "Say it with Flowers."

VALLEY NURSERIES,
Taster Brothers,
Box 594 St. John's.

BORN.

On the 25th inst., to Mr. and Mrs. J. Harvey, 321 Water Street West, a baby girl.

DIED.

On Friday, May 26th, of heart failure, Ethel Brathway, aged 23 years. Funeral on Sunday next from her late residence, 41 Brazil's Square. Friends and acquaintances are requested to attend.

IN MEMORIAM.

In loving memory of my dear brother, David McDonald, who died May 26th, 1920. Gone but not forgotten. Inserted by his sister Belle.

INADVERTENTLY OMITTED.—In the note of thanks of Mr. and Mrs. P. Barron, Jersey Side, Placentia, the name of Mr. and Mrs. T. Bonla, St. John's, was inadvertently omitted, and Mr. Peter Griffith should read Mrs. Peter Griffin, Dunville, Placentia.

WE HAVE JUST THE RIGHT GLASSWARE FOR ICE CREAM AND SOFT DRINKS.

Plain Ice Cream Nappies, 1.25 doz.
Plain Footed Ice Cream Dishes, 3.20 doz.
Plain Thin Tumblers, 1/4 pint, 1.20 doz.
Plain Thin Bell Shape Tumblers, 1.80 doz.
SODA TUMBLERS.
Plain Thin Bell Shape, 2.40 doz.
Heavy Fluted Tumblers, 1.00 doz.
Plain Thin Pony Tumblers, 1.90 doz.
Plain Straight Tumblers, 1.60 doz.
Special Lemonade Glass with handle, 3.40 doz.

BIG BARGAIN IN BEER MUGS.

Half Pint, at 1.40 doz.
One Pint, at 2.80 doz.
Candy Trays, 55c.
Custard Cups, plain footed, 1.50 doz.
Orange Bowls, 1.20 each
Special large size Fruit Dishes, 2.00 each
BIGGEST STOCK OF CHEAP GLASSWARE IN THE CITY.

G. KNOWLING, Limited

may 25/22

IF YOU WANT

to beautify your surroundings of add 50 p.c. to the value of your party, use the

FROST WIRE FENCING & GARDEN STYLING
We have in stock ready for delivery Style S. Lawn Fence 48 inches high, Poultry or Garden Fence (Plywood Rock Brand), 60 inches high; also Bantam Brand Poultry Fence 48 inches high; also 5, 7, 9 and 12 Bar, (tight lock), ready made Fences; No. 9 Coll. and 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1