

NORTH WARD SCHOOL.

Taking of Evidence by the Special Committee of Aldermen All Completed.

Mr. W. Ridgway Wilson Replies to the Experts Called by Mr. Soule.

The taking of evidence in regard to the North Ward School defects was completed yesterday afternoon and now all that remains is for the civic committee of inquiry to make its report to the city council.

Mr. Chas. Hayward, chairman of the school board, was recalled and stated that as far as he could recollect Mr. Gray, clerk of works during the construction of the building, was not discharged until the stairs were practically completed and only some minor details remained to be done. The architect had not consulted witness as to any changes in the plans for the roof truss. Mr. Hayward's evidence mainly consisted of detailing the action taken by the board prior to Mr. Wilson being called in as architect. Mr. Robert Burns McKicking, another member of the school board, followed Mr. Hayward. As chairman of the alterations committee he had seen that the assembly room had been inspected before the closing of the schools. The board concluded after Mr. Northcott's report not to hold the closing examinations in the assembly room of the North Ward school.

Mr. W. Ridgway Wilson, recalled at his own request, read a statement which he had prepared in reply to the testimony given by the expert witnesses called by Mr. Soule. The main burden of their evidence was, he said, that the timber would shrink, and local timber more than any other. He endorsed this, and for this reason contended that special care must be taken in adopting such a form of roof that this shrinking would not jeopardize the stability of the roof. He, like these witnesses, at first thought that all that was necessary was to wedge up any slackness which might occur, but after a close two days' examination of the design and actual construction of the trusses above the ceiling, that being the only place where the effects of the different strains could be seen and where the other experts had not been, he found that the beams instead of being simply in tension and held in suspension by the queen post, had been pressing tightly down on it, causing a transverse strain which was incapable of carrying. This did not appear easy to remedy without much greater expense, and the only alternative was to relieve it of some strain by putting posts underneath. This also enabled the diagonal props to be removed to relieve the walls of the outward thrust. As to Mr. Bayne's suggestion that the steel girders might be buckled through roof handling, it was curious that they were all more or less usually out of line, all to the same extent, and all in the same direction as the thrust might actually force them. He was sure, too, that 20 tons was the least that the double girders should have been capable of carrying, while it was doubtful whether those in use should have been loaded over 10.56 tons.

Mr. Northcott, recalled, stated that he considered when he reported in June that the assembly hall floor was dangerous for a large audience and to a lesser degree, if the room was used by children's classes for ordinary school purposes.

This concluded the evidence and the meeting adjourned shortly before six.

FULL COURT.

Argument in the Small Debts act reference was finished yesterday, Mr. A. G. Smith, district attorney-general, for the provincial government maintained that the act was constitutional, arguing that under section 92 subsection 14 of the B.N.A. act if nothing more had been said the province would have had full power to appoint judges as required for the regular administration of justice. This subsection states that each provincial legislature may exclusively make laws for the administration of justice in the province including the constitution, maintenance and organization of provincial courts both of criminal and civil jurisdiction and including procedure in civil matters in those courts. Section 96 which provides that the Governor General shall appoint the judges of supreme, divisional and county courts except those of the courts of probate in Nova Scotia and New Brunswick, Mr. Smith argued, referred only to judges therein named and did not apply to the judges of inferior jurisdiction. Judgment was reserved.

FORESTERS AT NANAIMO.

The district meeting of Columbia District, A. O. F., was held in Nanaimo on Tuesday afternoon, among the delegates present being: F. P. Watson and J. H. Watson, Court Vancouver of Victoria; J. Randle and Wm. Bennett, Court Nanaimo Forester's Home; J. H. Hughes and J. G. Thompson, Court Northern Light, Victoria; J. McMurphy and Geo. Hall, Court Lord Dufferin, New Westminster; R. Watson and R. Morgan, Court Hon. Robt. Dunsuir, Wellington; Wm. Ramsay and Arthur Clegg, Court Pacific, Vancouver; H. L. Salmon, D.C.R.; J. O. Fleming, of Victoria, D.S.; J. O. Fleming, of Vancouver, S. C. R. and J. Hilbert, of Nanaimo, P. C. G.R.

The meeting was called to order by Bro. H. L. Salmon, who presided. The report of the D.C.R. and D.S. for the year showed that the order was in a flourishing condition in the district and that the order had 500 members in the district and a total of 900,000 at last report. It also showed the courts of Columbia to have funds amounting to \$29,371. The committee on laws submitted a draft of a new code of district laws, which was referred back to a committee of all the courts in the district for their examination before final passing.

The following district officers for the coming term were elected and duly installed by P.D.C.R. Bro. John Hilbert, assisted by P.D.C.R. Bro. H. L. Salmon, D.C.R.; J. Randle, Court Nanaimo Forester's Home; D.S.C.R., J. W. Speed, Court Vancouver, Victoria; D.T., E. J.

Salmon, Victoria; D.S., F. C. Watson, of Court Vancouver, Victoria. J. H. Hughes, of Victoria, was appointed as one of the trustees.

Bro. H. L. Salmon, retiring district chief ranger, was presented with a Past D. C. R. sash and certificate for having made a suitable and fraternal acknowledgment.

It was resolved that a gold badge be presented to J. R. McKenzie, retiring district secretary, for his many years of faithful service to the order.

In the evening the brothers met at the Doon hotel, where a well-laid banquet was heartily enjoyed.

THE CITY.

DONATIONS to the Refuge Home have been gratefully received from Mrs. Hart, Mrs. Flett, Mrs. Burkholder, Mrs. Spencer, Miss Bowes, Mrs. Patton and friends.

THOMAS CUMMINGS and bride (Miss Anna Neary) returned home on the City of Kingston last evening after a honeymoon trip to the South. They were married by Rev. Father Nicolay on Tuesday last.

A CARD social, the first to be given every fortnight during the winter months by the Y.M.I., attracted a fairly large number of guests to the hall last evening. After games of various kinds refreshments were served and dancing concluded the evening.

NOTICE of incorporation is given of the Cleave Canning and Cold Storage Co., limited liability, to take over the business of the Texas Lake Ice and Cold Storage Co. of Vancouver and Kootenay. The capital is \$250,000 and the principal place of business Vancouver.

NOTICE is given by McPhillips, Wootton & Barnard, solicitors for the applicants, of their intention to apply at the coming session of the legislature for an act to incorporate a company to operate a railway from some point at or near Galena or Thumb Bay on the Upper Arrow lake to any point within a radius of fifty miles from the head of Golden Bay, and with power to use from the South Fork of the Kootenay river water for the purpose of generating electricity.

ABOUT one hundred children of the Christ church Sunday school were entertained in the cathedral school room by their teachers and the Willing Workers last evening. A most enjoyable time was spent with games, singing and instrumental music. Refreshments were served about 9 p.m., and the little ones retired, although the older children kept the fun going for some time later. This is the first of the children's entertainments, which are to be held at intervals during the winter months.

WHILE breaking stone on the Gorge road on Wednesday afternoon the Gorge would come within an ace of being seriously injured by a shot from a rifle. He was sitting down working at the time when the ball whizzed by his leg, fortunately doing no further damage than tearing a hole in his trousers leg. Considerable annoyance is being caused on the outskirts of town by people carelessly handling firearms and shooting without taking precautions to see that nobody is within range. When Mr. Gould was at work yesterday morning he had another narrow escape, a stray charge of shot falling around him like hail, apparently coming from the direction of the Gorge.

In this week's official Gazette notice is given of eight proposed limited liability companies to engage in the mining industry in British Columbia. They are: The Agnes Hydraulic Mining & Milling Co., of North Bend, capital \$200,000; Boundary Creek Mining & Milling Co., Greenwood City, B.C., capital \$1,500,000; Boundary Falls Mining Co., of Vancouver, capital \$500,000; English Canadian Gold Mining Co., (foreign) of Spokane, capital \$1,000,000; International Gold & Copper Mining Co., of Roseland, capital \$1,000,000; London and British Columbia Goldfields (foreign) of England, capital \$200,000; Orphan Boy Gold Mining Co., of Revelstoke, capital \$700,000; and Slocan Creek Mining & Milling Co. (foreign) of Spokane, capital \$1,000,000.

HANS HANSEN, one of the crew of the schooner C. D. Rand on her Behring Sea cruise this year, was arrested by provincial constable McKenna on a charge of deserting from the schooner E. B. Marvin, and was tried in the provincial police court yesterday afternoon. Hansen, having signed for the cruise of the Marvin on the Japanese coast, deserted the schooner at Yokohama, owing the vessel for advances and clothes from the slop chest in the neighborhood of \$80. After spending some time in Japan he came back to Victoria by steamer and shipped aboard the Rand for the Behring Sea voyage. He was found guilty, and as the offence is getting somewhat frequent, Magistrate Macrae decided to make an example of the present case. He accordingly sentenced Hansen to twelve weeks imprisonment with hard labor and to forfeit his wages from the Rand—about \$40.

THE POOR AND THE RICH.

But if the time is ever to come when the poor and the rich are to be permanently arrayed against each other at the polls, it is not yet come; for we have not passed out of the period when the poor of to-day become the rich of to-morrow. Although it assumes the guise of the supreme danger, the present agitation turns out to be a farce; no other fact is so conspicuous in our recent history as the very rapid increase in the number of well-to-do.

If we roughly divide the population into the poor, the well-to-do and the rich, and could determine the number in each class at any two given periods, say in 1876 and 1896, we should see that, while there has been a large absolute increase in the number of the poor, the number of the rich and in the number of the poor, there has been an enormous increase, both absolute and relative, in the number of well-to-do.

Never since industrial society was organized has there been such a general rise from poverty to comfort as there has been in the United States during the last thirty years. There is no more fallacious doctrine than that the poor are becoming richer and the poor poorer. The truth is that the lift from poverty to plenty has so engaged our thoughts that we have come too near to forgetting that other things than material well-being are needful to make a great people, and we are now paying one of the penalties of this forgetfulness.

BOARD OF TRADE.

Resolution Passed Favoring the Building of a Short Line Railway to Kootenay.

Other Boards to Be Asked to Appoint Delegates to Interview the Government.

The quarterly meeting of the board of trade held yesterday lasted for nearly three hours, the time being almost altogether taken up in discussing Mr. G. Leiser's resolution respecting direct railway communication between the Coast and the Southern Kootenay country.

Mr. Leiser having obtained permission to somewhat vary the wording of the resolution of which he had given notice moved:

"Whereas it is the intention of the Dominion government to assist in the early construction of a railway from some point on the coast to the Kootenay Pass into Kootenay; and whereas it is of the greatest importance that a short and direct line should be built from Kootenay to our seaboard, so as to enable the merchants of this coast to secure part of the trade of the Kootenay country; and whereas such line of railway would extend through other very promising mining districts and at the same time connect with important agricultural districts of the province; and whereas the Vancouver board of trade has already passed a resolution to this effect: Therefore be it resolved that this board in conjunction with the other boards of trade of this province, strongly urge upon the Dominion and Provincial governments the necessity of giving sufficient aid to the building of an independent line from this coast to Kootenay; that the building of the line should be simultaneous with that of the line from the East to Kootenay; that equitable regulations respecting freight and passenger rates be made a condition precedent to any line so assisted, and that the line should be composed of making a schedule of rates common to the four coast cities of B.C."

In support of his resolution Mr. Leiser said that if Victoria wished to retain her position she should do something to get connected with the interior continental railway lines. The distance of this route from the Coast to Kootenay was about 300 miles and if the Dominion government would aid the building of a line through the Crow's Nest Pass, the line through the Columbia an independent line from the coast to connect with that line. The cost of the line would be, he thought, about \$6,000,000. He would suggest that the resolution pass, and that the citizens of the cities of the province should generally take it up, instead of leaving the matter altogether in the hands of the board of trade, and that delegates should be selected by the cities to meet together to see what could be done to forward the object of which he spoke.

There were no difficulties in running a ferry from the coast to the interior, and the railway connecting with Vancouver and Westminster would traverse the southern valley of the Fraser to Penticton and there connect with the Crow's Nest Pass line. This would enable the coast cities to get a share of the interior trade. With a bonus from the Dominion government it was likely that the Provincial government would take the matter up too and assist. (Applause.)

ALD. R. T. WILLIAMS had great pleasure in seconding the resolution. The line would be a paying one was evident. The first 80 miles of it would be through the lower Fraser valley, the finest agricultural district in the province, and it had been a mystery to him that there had not been a line built through it before. He had already brought the question before the city council and was sure that they were willing to do what was possible to advance it.

DR. G. L. MILNE, who followed, stated that the Burrard Inlet and Fraser Valley railway, in which he was interested, had been endeavoring to obtain an extension of its charter so as to enable them to build to Penticton and beyond from Chilliwack. They also controlled the charters for building on the south shore of the Fraser to salt water. The extension he had spoken of was already made.

Mr. Leiser said this was the first notification he had had that Dr. Milne's company intended building into Kootenay.

MR. S. LEISER remarked that this, too, was the first he had heard of Milne's scheme. He had been interested, and Mr. Patterson, in trying to get railway communication with Kootenay. A survey party was now in the field, and the McLeans would be in Vancouver on the 25th to discuss the matter with the people there. His idea was to get the people of the province interested so that they would subscribe towards getting a road built, which the people of the province would own.

MR. E. M. JOHNSON, while in favor of every railway in British Columbia for the public good, counselled that if Victoria joined with the Mainland people in the building of this road a condition should be made that the Mainland people would also support Victoria in bridging Seymour Narrows. The British Pacific was the railway that would do Victoria the most good.

MR. A. J. McLELLAN strongly supported the resolution. What Victoria wanted was to get a part of the Kootenay trade, and the shortest route possible to that district was the one which would do the most good. He predicted that the road would be one of the most paying business propositions in British Columbia, owing to the large volume of trade to be done.

MR. THOS. EARLE, M.P., was quite in accord with the idea that direct railway communication would be of great benefit to Victoria. The great danger was that if the road fell into private hands they would regulate the rates. Consequently care must be taken that when the road is built the province should regulate the rates.

MR. ALEX. McCANDLESS spoke of the growing importance of the Kootenay country and of the necessity of the business men of the province working together in harmony for a direct route to that district in order to secure the trade.

Proper safeguards must be taken to see that the rates were not exorbitant. Before endorsement was given to any scheme, however, it should be well considered.

MR. BEAUMONT BOGGS was of opinion that one of the conditions should be that Victoria must have equal terminal facilities with the other cities of the province. Mr. L. Crease also spoke in favor of the resolution.

Major Drouse remarked that the Crow's Nest railway from the East was certain to be built, as the merchants of Quebec and Ontario saw the value of the Kootenay trade and would press to have that road built. What British Columbia ought to do therefore was to use this as a lever to get the Dominion to assist in having the line built to the coast.

MR. E. V. BODWELL moved that the Crow's Nest Pass road would surely be built, but he claimed that the road to the coast should be under government control. The Crow's Nest road would go to the East. He favored a provincial road, and Mr. Scobie who followed supported this.

The President, after requesting Mr. Leiser to take the chair, spoke in favor of the resolution. It was certain that the Crow's Nest Pass railway would be built, as Eastern Canada was anxious to the importance of the Kootenay country. It was certain that the people of British Columbia saw that the trade of the rich Kootenay country was not all taken to the East and to bestir themselves to have a direct line to the coast. Such a road would be a great benefit to the province, and the government taking an active part in having it built. He thought that the money could be raised at a very low rate by the government and that the government should control it and operate the line for the benefit of the province.

Hon. Mr. Prior could not doubt that the only feasible way was for the provincial government to build the road. Help should be asked from the Dominion government too.

MR. A. C. FLUMERFELT also spoke in favor of the road; and after some further discussion Mr. Leiser's motion was put and unanimously carried.

MR. FLUMERFELT then moved seconded by Mr. E. M. Johnson: "That in view of the imperative necessity for a railway from the coast to the Kootenay country it is desirable that the provincial government build, equip and control the said railway, pledging the credit of the province to that end, and that the coast cities be made communitarians, and that this Board of Trade ask the Provincial Board of Trade to each appoint two delegates to meet and confer with the provincial government on this subject without delay."

This also was carried unanimously.

MR. T. C. SORBY presented to the board two dozen copies of the proposed harbor improvement scheme, which he hoped would meet with their approval. The communication was referred to the council do not read.

The amendment to the by-laws moved by Mr. W. H. Bone, to appoint the auditors at the annual meetings instead of at the April quarterly meetings, was carried, and after electing Messrs. Wm. Challinor, W. A. Ward and C. A. Holland as auditors, the meeting adjourned subject to the call of the chair.

TIME ABOUT UP SO HE THOUGHT

Taken on Time Dodd's Kidney Pills Save a Life Once More.

THE ABSOLUTE TRUTH

It Was Diabetic and Thought Incurable—But When the Proper Treatment Was Used the Patient Recovered.

BARRIE, Oct. 24.—(Special).—Your correspondent had no difficulty in locating Mr. Frederick Stokes, of this town, as he is well known and enjoys the confidence of all who know him. The particulars of his recovery will excite enthusiasm as marvellous cures everywhere do. When found at his business he said:—

"It was about a year and a half ago that I began to suffer with lameness of the back. I soon began to run down rapidly in flesh, becoming in a short time also very weak.

In misery, and unable to work, one of the best doctors in town when consulted told me that my trouble was diabetes. Meanwhile I had lost forty-five pounds in weight, and his medicine was doing me no good.

I thought my time was about up until a friend told me the name of several cures of cases similar to mine by using Dodd's Kidney Pills.

This gave me hope though I felt ashamed to let the doctor know that I had changed my medicine; however I was encouraged by the help I got from the first box and so kept on.

To shorten the story: all I have to say is that four boxes have completely restored my strength and I have recovered my lost weight with something added. In short, I feel better than for years and perfectly cured."

The successes of Dodd's Kidney Pills have been won in just such contests as the above described—in hopeless cases. When the sufferer realizes the fact that this great kidney treatment has never failed, then he demonstrates its value by using it.

In hundreds of cases of Dropsy, Bright's disease, Diabetes and Paralysis, when friends had given the sufferer up to die, Dodd's Kidney Pills have promptly saved the patient.

With such power to cure in extreme cases, can it be doubted that the small beginnings of these diseases will yield promptly to the virtues of Dodd's Kidney Pills.

TORONTO, Oct. 22.—The augmentation committee of the general assembly of the Presbyterian church of Canada met here yesterday and examined the claims for the past six months. The following sums were ordered to be paid: Winnipeg, \$187.69; Rocklake, \$150; Glenboro, \$50; Melita, \$52; Brandon, \$125; Minnedosa, \$114.50; Regina, \$68.30; Calgary, \$50; Victoria, B.C., \$211.50.

CURE NEURALGIA

Mrs. R. P. RICHES, 110 Major St., Toronto, says: "I was greatly troubled for years with facial neuralgia, that seemed to bid defiance to all remedies. Mac's RHEUMATIC PILLS cured me. I am now free from it. The result of a cure, and at any time now that I am free from it with an attack of the old trouble, one or two of Mac's Pills renders me free from it."

PRICE, 50c. A BOX SOLD BY ALL DRUGGISTS

NO DENTIFRICE EQUALS CALVERT'S Carbolic Tooth Powder

6d., 1s., 1s. 6d., and 1 lb. 5s. Tins, or Carbolic Tooth Paste 6d., 1s., and 1s. 6d. Pots.

For Preserving the Teeth and Strengthening the Gums.

Each is prepared with CALVERT'S PUREST CARBOLIC—the best dentifrice preservative. They sweeten the breath and prevent infection by inhalation.

Avoid Imitations which are Numerous and Unreliable.

From NEWTON CRANE, Esq., late United States Consul, Manchester: "Your Carbolic Tooth Powder is the best I ever used. In my opinion I am joined by all the members of my family."

The Largest Sale of Any Dentifrice.

F. C. CALVERT & CO., MANCHESTER.

Awarded 75 Gold and Silver Medals, &c.

AGENTS: Langley & Henderson Bros., Victoria, B.C.

"QUEEN" TOP-DRAUGHT HEATING STOVE.

Patented February 1st, 1896.

Best Stove on Earth. Made of Genuine Cast Iron. Used with Soft Coal. Will take stick wood 24 in. long, 4 in. diameter, and burn it. Can regulate it same as a L.A.M.P. Will keep fire all night. Will take 10 lbs. of coal and burn it all night. Can regulate it same as a L.A.M.P.

SOLE MANUFACTURERS: MEYER BROS., 87 Church Street, TORONTO.

Good Agents Wanted. 068-3m

A BARGAIN IN Flowering Bulbs.

150 BULBS FOR \$1.00

All suitable for Garden or Window Culture, including 5 Hyacinths (assorted), 25 Tulips (assorted), 25 Crocus (assorted), 25 Narcissus (assorted), 25 Triteleia Uniform, 10 Chionodoxa, 10 Scilla, 5 Camassia (assorted), 5 Lilium Roseum, 5 Gladioli (assorted), 10 Frezias.

McTavish's, 9 Park Road.

In stock, Vegetable and Flower Seeds and a large assortment of Plants, Trees and Shrubs. Choice Cut Flowers, Bouquets and Funeral Designs at lowest prices. 0615-1m

SILVER, LEAD, COPPER ORES WANTED.

Write for prices. Give assays, etc.

STATE ORE SAMPLING CO., Denver, Colo. 068-4-1y

Columbia Commercial College,

Hastings Street, Vancouver, B.C.

SHORTHAND, TELEGRAPHY, TYPEWRITING, LANGUAGES, BOOK-KEEPING, MATHEMATICS, &c.

NOTICE.

Notice is hereby given that 90 (ninety) days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 160 (one hundred and sixty) acres more or less, of the following described lands, being in Rivers Inlet, near the entrance of the Skeena River, on the west side above 3 (three) miles from the Watkiss Canyon, commencing at a stake (marked G.C.) planted at the south corner, running north to the Skeena River, thence westerly 40 chains; thence north 40 chains; thence south 40 chains; thence west 40 chains; thence north 40 chains to place of commencement.

Dated 26th September, 1896.

0622-2v 2m WANNUG, Packers, Manager.

NOTICE.

I hereby give notice that after sixty days I intend to apply to the Honorable Chief Commissioner of Lands and Works for leave to purchase a piece of land about one mile east of China Hat Reserve. Commencing at a post marked A. thence east 40 chains; thence north 40 chains; thence west 40 chains; thence south 40 chains to place of commencement.

Victoria, Oct. 2nd, 1896. S. WILLIAMS. 0626-2m-5w

"Star of the West" Mineral Claim,

Situated on Granite Creek, Alberni District, Take notice that I, Francis H. Stirling, free miner's certificate No. 58,237; F. P. Saunders, free miner's certificate No. 58,701; George Brown, free miner's certificate No. 58,701; and W. Ward, free miner's certificate No. 58,701, intend to apply to the Mining Recorder for a Certificate of Improvements for the purpose of obtaining a Crown Grant of the above claim, and further take notice that action under Section 37 must be commenced before the issuance of such Certificate of Improvements.

Dated this 9th day of October, 1896.

(Signed) FRANCIS H. STIRLING, GEORGE BROWN, W. WARD, MATHIE WARD.

063-40t

B.C. STEAM DYING WORKS.

44 Yates Street, Victoria.

Ladies and gent's garments and household linens cleaned, dyed or pressed equal to new.

WANTED—Bright men and women canvassers for Canada and Australia. "Queen Victoria" Her health and Religion, introduction by Lord Dufferin; a thrilling new book, mother, monarch, reads like a novel; grandly illustrated; big commission; books on time; prospectus free to all; canvassers, exclusive territory; lots of money in it. The Stanley Gair, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070,