

The Colonist.

MONDAY, JUNE 27, 1898.

THE NEEDS OF THE YUKON.

A few weeks ago the Colonist directed attention to the fact that, owing to the comparatively light snow-fall in the Yukon valley and the exceptionally early date at which the river opened, there was danger of very low water, and it expressed its doubts as to the usefulness of the Yukon river as a channel of transportation during the coming summer. These discouraging anticipations are corroborated by the news brought down from Alaska by Mr. C. J. Smith, general manager of the Pacific Coast company. He says that he learned at Juneau that the water in the Yukon is much lower than ever before at this season of the year, and in consequence it is feared that very few of the river steamers would be able to reach Dawson from St. Michael's. Mr. Smith added: "I did not have the opportunity to enquire into the reliability of the man who brought the report, but it bore evidence of reliability. The story is further to the effect that there is little snow in the country tributary to the Yukon. If the story proves to be true, it will make navigation of the Yukon more difficult than was anticipated." Other information has come down from the North which fully bears out this statement of Mr. Smith. A few days ago a trustworthy report was printed concerning the low water in the rapids, which raised doubts as to the possibility of navigating these portions of the river with steamboats this year. Before leaving for the North, Mr. Rattenbury said that he had been told that his steamers would not navigate the rapids on account of low water, and one of his objects in going North was to make arrangements for the trans-shipment of goods if necessary. He did not think that this would make any serious difference, if it had to be done, and in this he is doubtless correct. Our reference to the matter is only to point out that the conditions existing in the Lewis river indicate that the lower Yukon will be very unfavorable this season for steamboats.

In view of this state of affairs, the Dominion government will be highly culpable if it does not take steps immediately to secure completion of as much railway as possible between the Stikine and Lake Teslin without any delay. There will be at least 30,000 people on the Yukon this winter, and, if the amount of gold brought down in the next two months is at all equal to anticipations, the number may be easily swelled to 50,000. These people will require an enormous amount of supplies and if, as seems likely, the St. Michael's route is not to be depended upon, everything will have to be taken in over the passes or up the Stikine. Admitting all that can be claimed on behalf of the route by way of the passes, its capacity is not nearly equal to the requirements of the country. The Stikine route alone can furnish sufficient means of access to the Yukon. Almost unlimited quantities of freight can be forwarded up the river before winter, and there will be no serious difficulty in getting it over to the Yukon waters if the Dominion government will join hands with the province in securing the construction of as much rail as can possibly be made during the present season. The province has done all that can be asked of it and its action will unquestionably lead to the construction of a railway from the coast to Lake Teslin. The wagon roads will be built and something done in the way of railway construction this year, but if the Dominion will do its duty in the premises, and in doing so it will simply carry out the policy to which it is committed, it is not too late to secure the laying of rails for a good part of the distance between the river and the lake, and every little will count in such a matter. We have July, August and September in which work can be done and goods can be forwarded to the head waters of the Yukon. Not a day ought to be lost out of these precious one hundred days at our disposal. Freight, if landed at Lake Teslin in September, can be got down the river before the winter sets in and, as has been pointed out already in these columns, if provender for horses is sent forward to the lake a line of sleighs can doubtless be operated for a great portion of the distance down the Yukon all winter.

The gravest possible responsibility rests upon the Dominion government in this matter. Thousands of people have gone North believing that it proposed to carry out its avowed policy of providing early connection between the lake and the Stikine during the present season. The calculations made upon the navigability of the lower Yukon this summer have been of the most extensive kind. If they are not realized, and if there is nothing more done on the Stikine-Teslin route than can be secured under the contract made by the provincial government, the condition of the people in the Yukon this winter may be lamentable. The Dominion authorities are, therefore, face to face with a grave emergency and it is their bounden duty to act with the utmost promptness. Unfortunately several of the ministers are at present away from the capital. The Colonist is not at all disposed to find fault because ministers of the Crown take a vacation after the arduous work of the session, but in view of the grave character of the problem presented by the Yukon, it seems a great pity that the ministers should have separated without having provided to meet it. It is, of course, competent for the ministers who are at home to deal with this subject, and it is with the earnest hope that they will take it up promptly and handle it energetically, so as to

prevent the disastrous winter which now threatens the people of the Yukon, that we make an appeal to Sir Wilfrid Laurier to provide without a day's delay for such supplemental assistance to the provincial subsidy as will expedite with all possible speed the construction of a railway from Glenora to Lake Teslin.

SOME ALLEGED REASONS.

The Columbian gives what it claims are reasons why there ought to be a change of government. Dismissing from consideration the vague assertions in which our contemporary indulges, which add nothing to the strength of the case presented by it, we take up its several specific allegations.

1. The locking up of the E. & N. railway grant free of taxes. The idea of making this a ground of attack upon Hon. Mr. Turner, who was not in the legislature at the time the land was handed over to the Dominion, shows how hard pressed the Columbian and the party it represents are for reasons in support of their contention. Why do they not go back to the terms of the union and address the reasons why Mr. Turner should be turned out of office? The one would be quite as reasonable a proposition as the other. Moreover the terms of the E. & N. contract were arranged by the Dominion government and not by that of the province.

2. The B. C. Southern subsidy. The Columbian alleges that this subsidy was granted to a company which was a member of the government and was a member. This is not true. Col. Baker was not a member of the government at the time the subsidy was granted. Our recollection of the matter is that Mr. Turner was not in the government at the time. But be this as it may, the subsidy was granted in good faith and for years seemed to be of so little value that no one could be found to take advantage of it. When years after the subsidy was granted, the mines of Kootenay came to the front, its existence led to the construction of the Crow's Nest Pass railway. The Columbian did not at the time the Crow's Nest cash subsidy was before the Dominion parliament raise its voice to protest against anything being given to a company which had received too much already. Not at all. It kept silent; and yet if what it now complains of was the wrong which it professes to believe, its duty was to have then pointed it out and called upon its friends at Ottawa to withhold aid from a company which had already received more than it should. The course of the Columbian in this matter proves its absolute insincerity.

3. The British Pacific subsidy. As since the land subsidy to this company was first granted two provincial elections have been held and three premiers have been in power, it seems rather late in the day to call upon the voters to condemn the government on account of it. So far as the cash bonus of \$4,000 a mile for 230 miles is concerned, Hon. Mr. Turner is responsible for this; but the fact that no one has yet come forward to take up the charter on the terms offered is pretty good proof that capitalists do not consider it such an exceptionally good thing as the Columbian pretends to believe. But in this connection it is worth remembering that the Columbian, in common with the other opposition papers, has always insisted that the British Pacific was a project of no merit whatever and would never be built. If this should prove to be the case, then the province will not be out a dollar or an acre of land.

4. The Nakusp & Slokan and the Nelson & Fort Sheppard railways. The Columbian cites these projects as proof of the failure of the government's policy. We were under the impression that the Nakusp & Slokan and the Nelson & Fort Sheppard roads were in active operation. We have a recollection of having heard that these lines had done a great deal towards the development of that part of the province. If anything done by any government for any district ever paid, what has been done for Kootenay has paid splendidly.

5. The railway policy of 1898 will result in nothing. The railway policy of 1898 has already resulted in the beginning of work on the line from Robson to Midway and on the line from Penticton to Midway, and in the signing of contracts for the line from the Coast to Chilliwack and from the Coast to Lake Teslin.

6. The so-called mortgage tax has not been repealed. The failure of the government to repeal the mining license law so far as it affects workmen in metalliferous mines. Elsewhere in this issue of the Colonist reference is made to these questions.

8. The objection of the government to the insertion of the anti-Chinese and anti-Japanese clauses in railway and other charters. The government has never objected to the introduction of these clauses, but has always left its supporters free to vote upon them as they saw fit. The value of such legislation is open to very great doubt. Any railway company seeking to avoid it would only have to create a Dominion charter. There is likewise a legal question as to the value of the provision which has been introduced into so many acts. The competition of Oriental labor is a serious matter; but it cannot be effectively dealt with by any one of the provinces. It is for the Dominion parliament to find a remedy for the evil. The opposition have been playing a policy of deception in this matter.

9. The use of the names of Hon. Messrs. Turner and Pooley in advertisements of a mining company. It has been shown that these gentlemen accepted positions on the board of a perfectly reputable company, and that the use of their names in any connection inviting criticism was wholly without authority.

10. That it was a blunder to refund the provincial debt. By the refunding of the debt the prov-

ince has been saved many thousands of dollars in interest, and will be saved many thousands more, and its credit has been placed in the very front rank. If a policy that has produced such a result is a blunder what would be evidence of success?

11. That the late Premier deceived the people as to the cost of the consolidated statutes, and that the public were deceived as to the probable cost of the parliamentary buildings. There was no deception in regard to the consolidated statutes; but if there were we do not see how Mr. Turner could be held responsible for Mr. Davis's mistake. What Premier Davis said would be done for \$25,000 was done for that sum. The cost of the parliamentary buildings may have exceeded the tentative estimate made in the first place, but no one can truthfully say that a dollar of the money has been misplaced or that the building is not well worth what it cost.

12. The government has aimed to concentrate power in its own hands and restrict the powers and privileges of the people. This is a mere statement for which not a word of proof is given, and may be properly met with a simple denial.

13. That the proposed Crofters' scheme, and the measures which the Columbian calls the School Land Sales bill and the Government of Cities bill were objectionable. Supposing they were, they were not pressed through the house, and they were not brought forward by Mr. Turner or since his premiership. It seems odd to hold Mr. Turner responsible for a proposition advanced by his predecessors, but abandoned in deference to public opinion. But it does not follow that measures or schemes are bad simply because the government withdraws them and some one calls them infamous. We have heard the same language applied to measures which the Columbian has supported.

14. The refusal of the government to investigate the alleged Chilliwack halibut box frauds of 1894 and the circumstances regarding the drowning of Thompson in the Fraser. The latter was fully investigated. The former was fully gone into at the time and the course of the government was shown to be entirely proper. The resurrection of this matter now is proof that in the absence of real issues the Columbian will revive any kind of a corpse that it can discover.

15. That the government is controlled by E. & N. railway. This is the Columbian's rubbish. We defy the Columbian to cite a single fact in support of its statement.

16. That the government has sought to bribe the people with their own money. This is simply a form of words used by the opposition to describe the liberal expenditure re-rendered necessary by the development of the province. We remember that each member of the opposition in the house was very eager that the voters in his constituency should be "bribed."

We have given the Columbian's reasons in full, so that the people may know what they are. Our New Westminster contemporary is the only opposition paper that pretends to discuss political issues, and as it has undertaken to speak for the people, we have taken the opportunity of letting the readers of the Colonist to know what it has to allege. In the above "reasons" we have the whole case of the opposition. We ask the people of British Columbia to examine into it as presented by the ablest organ of that party, confident that if they do so they will feel how insubstantial are the grounds upon which they are asked to displace Hon. Mr. Turner and his colleagues and hand the province over to the tender mercies of Joseph Martin.

A PECULIAR APPEAL.

Mr. Ralph Smith, of South Nanaimo, has issued a card to the electors. He states six reasons for asking their support against Dr. Walkem. The first is that there should be a market established in Nanaimo and regulations should be adopted under which it will be impossible for the Chinese to under-sell white producers. This, Mr. Smith says, can be brought about by the district and city working together harmoniously, which is doubtless the case; and being the case, we are not very clear why it should be a reason for returning him to the legislature.

Mr. Smith's second reason is that he is opposed to land grants to railway companies, and thinks that enough has been done in that direction already. This is the general opinion and the government has given effect to it in recent legislation. Public opinion has changed on this subject during the last few years. Mr. Smith, if he should be elected, would have no occasion during the four years which he would occupy a seat in the house to give effect to this plank in the platform.

His third ground is that he is opposed to any scheme which will lock up any portion of the country in the hands of speculators, and wants the system of taxation altered so that producers will get the benefits of improvements. There is nothing objectionable in this, nor can it be said that the government has taken such a course that warrants anyone in supposing they are opposed to the principle which Mr. Smith here lays down.

In his fourth plank, Mr. Smith declares himself opposed to the mortgage tax and the exaction of a mining license from workers in metalliferous mines. His language is, "I am entirely opposed to the present mortgage tax." A sufficient answer to this would be: "There is no mortgage tax;" but as we know that Mr. Smith means we will not dispose of his proposition in that way. He is opposed to the system of taxation which renders it possible for the mortgagee to cast the burden of the tax upon the mortgagor. The government realizes the injustice of

such an arrangement as possible as he does, and desires at the earliest possible day to so alter the law that the mortgagor can be relieved and yet the mortgagee can be compelled to pay their legitimate share toward maintaining the government of the country.

When Mr. Smith says that the provision of the law requiring the workers of metalliferous mines to take a mining license shows that the government is bankrupt, he simply either betrays his ignorance of the history of the license law, or wilfully perverts the facts. The law, under which miners are required to take out a license, was passed many years ago; and the only reason why it has not been altered, so as to exempt the employees in metalliferous mines from its operation, is that so many of such laborers are transient people that, if they were not required to pay this license, they would contribute nothing whatever to maintaining the government. It was conceded on all sides that within a short time the law will have to be amended so that workmen in metalliferous mines shall be placed upon the same footing as those in the coal mines in this respect. Mr. Smith's political friends on the mainland make one of these statements appeals to the people of the ground that the coal mines should be required to pay \$5 tax. Is Mr. Smith favorable to such a change in the law?

Mr. Smith says that the thinks the government does not pay enough for road work, and that \$2 a day is not living wages. He wants fewer people employed and more money paid them. In short, Mr. Smith is something of a monopolist when it comes to the expenditure of money on the roads. If he is elected and has anything to say about it, fewer men will work on the highways in South Nanaimo, but these few will get as much money as the many get now. Possibly this sort of thing may go down in South Nanaimo, but it comes with a mighty poor grace from a man who professes to be the opponent of favored persons and monopolists.

Mr. Smith pledges himself to assist every legitimate effort to secure the recognition of the claims of the squatters. We would know better what to say in regard to his views on this point if, instead of saying that there are two or three serious grievances which require attention, he would tell what those grievances are.

From a careful perusal of his card we are unable to discover that Mr. Smith has advanced any reason why he should be sent to the legislature to oppose the government in the place of Dr. Walkem, who will, if elected, give the government his support. Mr. Smith is a lawyer and as such he knows that he must be judged by his own statement of his own case, and, to use language which will be entirely familiar to him, he ought to be non-suited, for he has unquestionably failed to make out any sort of a case whatever.

AS TO JOINT MEETINGS.

The News-Advertiser and some other opposition papers complained very much because Mr. Turner occupied two hours in speaking in Chilliwack notwithstanding the fact that Mr. Joseph Martin and Mr. Cotton were present in the hall and desired also to address the meeting. We confess not to understand the principle upon which such a complaint is made. The subjects which have to be considered in the present election cannot be more than fairly dealt with in a single speech of two hours' length, and those who believe that they can be simply do so, appreciate their number and importance.

It is right that the several issues shall be exhaustively discussed, and the candidate who is decidedly improved in speaking in fewer speeches, and who stands up on a public platform." He made an extraordinary exhibition of himself at Chilliwack by referring contemptuously to Mr. Thomas Cunningham, provincial fruit inspector, as a "bug picker." This language was promptly resented by the audience present, but it illustrates how correct the Sun's description of him is.

people who talk of the government ownership of railways in British Columbia realize for one moment what it implies? Government ownership which did not include the "Hamlet" with the part of the Prince of Denmark left out. Is any man so absurd as to suppose that the province of British Columbia would be allowed by the Dominion to acquire the ownership of the C. P. R.? Have our friends who talk so glibly of this line of policy reflected what it would cost to give effect to it? Do they not know that it would be a matter of hundreds of millions of dollars, but of hundreds of millions of dollars before all the railways could be acquired and the necessary new railways could be built? The Colonist regards the nationalization of railways as one of the questions of the future, but provincial ownership is something that is quite out of the question. Those who advocate it have not yet suggested any plan by which it could be carried out, or any time when they thought it could take effect. If what is meant by the complaint against the government is that none of the railway charters provides for the purchase of railways built under them by the government at some future time, the answer is that such a provision would be of no value one way or the other. If the people of British Columbia desire to purchase the railways they can always do so simply by passing an act authorizing the government to buy and specifying the terms upon which the company should be compelled to sell. There is no limit to the jurisdiction of our legislature in these matters, except in so far as its power might be limited by action of the Dominion parliament, which body might at any time declare a line of railway to be a work for the general benefit of Canada, and thereby assume control over it; in which event it would unquestionably decline to permit the line to be purchased by the provincial government. The more this question is looked at, the more evident it appears that provincial ownership of railways is simply a fad, and an impractical fad at that. Federal ownership is quite another matter; but however much we might favor that, the discussion of it at the present time is quite premature.

When one picks up the Vancouver Province and scans its editorial columns, the question rises as to what the country would have done if Joseph Martin had not found Manitoba rather uncomfortable for him and come out to try his hand in British Columbia. The mind of the average patriot revolts from the contemplation of what might have happened if Mr. Martin's ambition for the chief justiceship had been gratified and this unhappy portion of the Dominion had been compelled to continue on its downward course of destruction without the possibility of his potent hand being extended to stay its progress. What a happy dispensation of Providence it was that Mr. Martin was not made chief justice! Then again, we are led to wonder what the people who now laud and magnify him would have done in such a disastrous emergency. They do not praise any particular policy of which Mr. Martin is alleged to be the exponent. They do not tell us of anything which he hopes to accomplish if placed in power. They simply brag about him personally as a wonderful fellow before whom every knee should bow, and whose matchless superiority every tongue should confess. And yet, when Mr. Martin is "boiled down" there is nothing left of him but a demagogue. He played the role of a demagogue in Manitoba until the people grew tired of him and he had to seek a foothold in a province that had yet to learn how supremely useless he is. The Westminster Sun, speaking of him, says that he is "about as irresponsible a person as could stand upon a public platform." He made an extraordinary exhibition of himself at Chilliwack by referring contemptuously to Mr. Thomas Cunningham, provincial fruit inspector, as a "bug picker." This language was promptly resented by the audience present, but it illustrates how correct the Sun's description of him is.

The Rossland Leader says, and the Times quotes without comment, that the railway debt of this province is \$22,000,000. This is the worst misrepresentation yet, and leaves Mr. Belyea's deficit estimate hopelessly in the rear.

If you once try Carter's Little Liver Pills for sick headache, biliousness or constipation, you will never be without them. They are purely vegetable, small and easy to take. Don't forget this.

After the body of George Macdonald, who dropped dead in the California hotel, had been identified, a coroner's jury yesterday brought in a verdict that death had been caused by hemorrhage of the brain.

Catarth Cured. A clear head and sweet breath secured with Shiloh's Catarth Remedy. We sell six bottles for \$5 and guarantee an absolute cure. Sold by Cyrus H. Howes.

Mr. C. J. V. Spratt has received word from Coronel to the effect that the steamer Douglas has reached there from New York. She has been in port for the last four or five days, blowing down boilers and renewing her supply of water. Karl Clover Root Tea, for Constipation is the Best and if after tea, you don't say so, return the package and get your money. Sold by Cyrus H. Howes.

The municipal court of revision and board of equalization having completed their labors, the assessment roll for the city has been made up. There is an increase in the total assessment of about \$80,000, caused chiefly by the erection of new buildings.

The appeals allowed by the court, decreased the assessment by \$54,060, the amount taken off land being \$38,510 and off improvements \$15,550. This left the total assessment at \$16,870,300, of which \$10,825,020 is on land and \$6,045,280 on improvements. Last year the total assessment was \$16,804,563, which land contributed \$10,513,495 and improvements \$5,990,840.

FOR SALE.

The Attention of Persons Seeking Investments is Called to This Advertisement.

Offers are invited for the purchase of all or any of the following real estate properties in the city of Victoria:

1. Part of lot 576, situate on Discovery street, between Douglas and Government streets, having a frontage on Government street of 18 feet by a depth of 120 feet more or less.

2. Part of lot 717, situate on Herald street, next to the Baptist church, and having a frontage on Herald street of 22 feet and a depth of 120 feet more or less.

3. Lots 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 9