KNOCKS FOR HARBOR BRIDGE

Lively Session Of Bridge Committee Yesterday Takes No Action — Will Meet Again Friday Evening.

The bridge committee accomplished very little at a session lasting one hour and thirty minutes yesterday afternoon. Contrary to expectation no tugboat captains or vessel owners appeared to speak in opposition to the plan as drawn up by Mr. Holt and a further adjournment was made until Friday evening, when a number of tugboat men will be sent direct invitations to attend and state their views.

Alderman Wilson vigorously opposed the project and was supported by Alderman Elkin. Lively tilts occurred between these aldermen and Ald. Belyea, who was the only member present besides the chairman who were prepared to give the bridge unqualified support. Ald. Scully presided and those present included Ald. Wilson, Elkin, Kelley, Belyea, McGoldrick, Mr. F. W. Holt, C. E., and the common clerk.

The chairman in opening the meeting stated the various phases of the bridge question to be considered and asked Mr. Holt to show the plans.

Ald. Wilson pointed out on the plan the course of the tugboats and claimed the rafts would strike against the pier.

There was some discussion over the practicability of towing at flood tide, which Mr. Holt claimed could be done.

Ald. Wilson disagreed. He claimed that the tide around Navy Island brought the rafts right down to Rankin's wharf, and that if he let his nets drift from opposite Navy Island they would go directly on Hilyard's Reef.

A Wicked Place.

Ald. Elkin said he wanted to see the bridge go straight across to Hilyard's Reef. Someone was mean enough to say that he wanted to get the bridge over to the Maritime Nail Works, but he wanted it understood that it was not wanted near the nail works. In all his experience this channel was the wickedest place he had ever seen to put a draw.

Ald. Wilson said his only objection was that a vessel being taken through a 40 foot bridge against a 7 knot current would strike against one side of the draw. The current ran parallel with the bridge and the tugs would have to swing their tow to get through.

The chairman invited suggestions as to the change of position.

Ald. Wilson said that a bridge straight across the current from the rapids weir to Hilyard's Reef would not interfere seriously with navigation.

Ald. Elkin said this was the only possible site and the draw should be 250 feet. He thought the most experienced tugboat men should attend and give their views.

Ald. Belyea moved that the committee recommend to the council that a plebiscite on the bridge question be taken at the next civic election.

Want Definite Plans.

Ald. Wilson and Ald. Elkin opposed the motion on the ground that the site should be first chosen and definite plans and estimates be presented to the people.

The chairman said he felt satisfied that he could get a company to build a bridge with the $300,000 assistance which the city had bound itself to give by amendment to the act of union. The Governments were willing to aid and a free bridge for foot passengers and teams would be the result.

Ald. Elkin—"What about the ferry?"

The chairman—"I don't propose to shoulder all the troubles of the city for the next 20 years. You all know what a humbug the ferry is? The bridge question will stand on its own merits. It seems at present there are too many tails hanging to it to submit it to the people."

In answer to Ald. Wilson Mr. Holt said the bridge would be ten feet above high water. The draw would have to be lifted to let tugboats through.

Ald. Wilson remarked that the draw would have to be open for hours at a time at slack water, when vessels were being taken through.

Ald. Kelley said there ought to be some way of regulating the navigation. There couldn't be a great many vessels each day. With regard to the current this might be tested by setting some poles drift.

Make Them a Laughing Stock.

Ald. McGoldrick thought the proposition to build the bridge to the Strait Shore would make the aldermen a laughing stock because of the distance from the centre of the city. Two feasible sites presented themselves to him—one at the foot of Union street and the other at the I. C. R. property in Mill street. He wanted to hear the tugboat captains give their views. He moved that the chairman invite all whom he thought interested to appear at a meeting of the committee some evening during the week.

Ald. Belyea withdrew his motion but stated that he thought the committee were rather weak-kneed in their action. For every steamboat captain who criticized the bridge he could bring five intelligent fishermen to disprove their assertions and the assertion of Ald. Elkin and Ald. Wilson.

Ald. Kelley—You are wrong in asking for a plebiscite. The city is committed to a bridge.

Ald. Belyea—Well, the council seems too weak-kneed to give us the bridge.

Ald. McGoldrick:—"He ought to take that back."

Ald. Belyea:—"Isn't it true? The facts are there. The Union Act has been in force over 20 years and there is no bridge yet."

Ald. McGoldrick said that he had been at Fredericton when the late Mr. A. C. Smith had pressed the legislation for a bridge. The hitch had been when the St. John men had failed to show where there was a feasible location. There was the same trouble today. He defied Ald. Belyea to name the place.

Ald. Belyea went on to say that Ald. Wilson had at first opposed the bridge but having come into contact with one mill owner, he had swung around.

Wouldn't Stand For It.

Ald. Wilson:—"I will not stand for that. I will let no man lie about me."

The chairman had to call for order before Ald. Belyea concluded.

Ald. McGoldrick taunted Ald. Belyea with having caused a loss of $3,500 to the city by refusing the use of Dunn's wharf to the C. P. R.

Ald. Kelly said that it was not necessary to call for a plebescite unless the existing legislation authorizing the bridge was repealed. Ald. McGoldrick's motion was carried and the time of meeting was set for Friday evening next at 8 o'clock.

SOUTH AFRICAN VETS AT DINNER

Paardeberg Day Well Celebrated By Jolly Crowd At White's—Tenth Anniversary Of Cronje's Capture.

Ten years ago yesterday, Cronje, the wiliest of the Boers surrendered at Paardeberg after a battle in which Canadians fought in the front rank. About thirty of those Canadians with a number of guests were at White's restaurant last evening to commemorate the occasion.

In the absence of Mr. Edward Sears honorary president of the association, who sent a letter of regret at not being able to attend, Mr. Norman P. McLeod presided. A tempting repast was served in Mr. Vincent's best style and a lengthy programme was then carried out.

The toast list was as follows: The King. The Day We Celebrate, proposed by Judge Ritchie, responded to by W. W. Donahue, J. Williams, J. McCullum and A. Pelky; the 19th Brigade, proposed by W. W. Wright, responded to by W. W. Donahue.

Army and Navy, proposed by W. W. Donahue, responded to by J. McCallum and B. R. Armstrong, followed by the singing of Rule Britannia.

G. Company, proposed by Col. Buchanan, responded to by L. Jenkins.

Our Guests, proposed by B. R. Armstrong, responded to by Judge Ritchie and Col. Buchanan.

Capt. F. C. Jones, proposed by N. P. McLeod, responded to by Walter Irving and B. R. Armstrong.

The Other Contingents, proposed by Walter Irving, responded to by Corp. Burns, J. Williams and W. Wright.

During the evening solos were sung by Mr. Doody and J. Williams and mandolin selections were given by W. C. Vincent, Mr. Forbes, of Aberdeen, Scotland, entertained with a recital of personal experiences in the transportation service.

The gathering dispersed with the singing of Auld Lang Syne and God Save the King.

The dinner was in charge of a committee consisting of J. McCallum, W. Irving and W. W. Donahue.

ARRANGE DATES FOR MARITIME PROVINCES

Laymen's Missionary Movement Plan Special Campaign During April—The Details As Given Out.

Toronto, Feb. 28.—The Laymen's Missionary Movement is planning a series of meetings for the Maritime Provinces from April 3rd to 15th.

Secretary Caskey of the inter-denominational office here, with several of the denominational secretaries, will be in St. John March 12th, and from that time on will give their time exclusively to preparations for the meetings in that section.

They are already in correspondence with the clergy and laymen at different points, and anticipate holding meetings at the following centres; provided the laymen and clergy at these points desire the meetings—

April 3, 4, 5—St. John.

April 5, 6—St. Stephen and Moncton.

April 6, 7—Fredericton and Chatham.

April 7, 8—Woodstock and Campbellton.

April 10, 11, 12—Halifax.

April 12, 13—Kentville and Truro.

April 13, 14—Amherst and New Glasgow.

April 14, 15—Sydney, North Sydney and Charlottetown.

There will be a two day session at each place, opening with a supper the first night, and a conference the second day as to methods of work in the community and the individual congregation.

It is expected that in addition to the laymen's secretaries there will be one or more laymen from both Montreal and Toronto, as well as representatives of the movement from St. John and Halifax, who will assist in the meetings.

It is expected that the points where meetings are not held will arrange to send delegates to the centre that is nearest them, in order to carry the enthusiasm of the meetings back to their own parish, as has been done all through Ontario and the Western Provinces.

NOVA SCOTIA VILLAGE SWEPT BY FLAMES

Millinery Business At Isaacs Harbor Goes Up In Smoke—Building And Stock a Total Loss.

Goldboro, Feb. 28.—Misses B. and C. Henderson, doing a millinery business at Isaacs's Harbor, met with a serious loss early this morning by fire. Miss Christie had kindled a fire in the sitting room and was only absent some few minutes when her sister Bessie, who had remained in bed, called her back. The house was full of smoke. Before assistance reached them the fire had made such headway it was impossible to save anything excepting a few dollars worth of millinery. They lost everything, no insurance on house or stock. They had received some three hundred dollars worth of spring stock a week ago.

Company Persists In Refusal To Arbitrate With Strikers

THE NEWS PHOTOGRAPHER ARRIVED ON THIS SCENE IN THE KENSINGTON DISTRICT OF PHILADELPHIA WHEN TWO CARS THAT HAD BEEN FIRED WERE BURNING BRISKILY. THE FIREMEN WERE PREPARING TO THROW WATER ON THE BLAZE.

Philadelphia, Pa., Feb. 28.—Despite the constantly increasing number of demands by religious bodies and others that arbitration be resorted to to settle the strike against the Philadelphia Rapid Transit Company, officials of that company declared tonight that no proposal looking toward arbitration in any form is being considered by the board of directors.

There were very few disturbances along any of the lines of the company today and an increased number of cars left the various barns.

EXTEND SCOPE OF UTILITIES COMMISSION

Continued from Page 1.

The House met at 3 o'clock.

The speaker appointed the following select committee to consider amendments to the election law: Hon. Mr. Hazen, Mr. Robinson, Mr. Slipp, Mr. Murray, Mr. Dickson, Mr. Copp and Mr. Sweeney.

Hon. Mr. McLeod presented the report of the standing rules committee.

Hon. Mr. Flemming submitted statements of the bonded debt of Kent, Madawaska in York county and of the town of Campbellton, the annual report of the public hospital, St. John, and the auditor general's report.

Mr. Labillois gave notice of inquiry regarding the Great Road at Dalhousie repairs to Queens County roads and repairs to the Jemseg floating bridge, Queens County.

Mr. Currie gafve notice of inquiries regarding game wardens in Restigouche County and stumpage on railroad ties in Restigouche County.

Mr. Tweeddale gave notice of inquiry regarding the employment of detectives by Charles Curless of Grand Falls to search for Italian murderers and regarding the disposition of the claim of T. J. Carter for prosecuting liquor cases in Victoria County.

Mr. Labillois introduced a bill relating to the Jacquet River Boom Company.

Hon. Mr. McLeod presented the petition of residents of Port Elgin, Westmorland County in favor of a bill providing for the assessment of the people of that village for police protection, street lighting, etc.

Hon. Mr. Grimmer introduced a bill to allow the town of St. Stephen to issue debentures.

Hon. Mr. Grimmer presented the petition of the town of St. Stephen favoring a bill to authorize that town to fix a valuation of the property of the Saint Croix Soap Company for assessment purposes.

Hon. Mr. Maxwell.

Hon. Mr. Maxwell presented the petition of the common council of the city of Saint John favoring bills to vest the appointment of the chief of police of the city of St. John in the common council and regarding the city court and police court of the said city, also the petition of J. R. McIntosh, A. H. Chipman and others, favoring a bill to incorporate the Sterling Realty Limited with $490,000 capital, also the petition of W. E. Earles, J. M. McQueen and others favoring a bill to incorporate the Lancaster Loan Limited with a capital of one million dollars.

Mr. Slipp presented the petition of the International Railway Company favoring the passage of a bill relating to that company.

The House went into committee on bills Mr. Dickson in the chair.

The bill for appointment of a board of public utility commissioner was first taken up.

Hon. Mr. Hazen moved an amendment to include street railways as a public utility. It was adopted. He also suggested that boom companies might be added to the list. After some discussion this was held over for consideration.

Mr. Burchill suggested that the provision making it discreditionary with the board to require a deposit from persons making the complaint should be changed to make a deposit obligatory in all cases.

Hon. Mr. Hazen agreed that such a

Government Annuities.

The bill relating to Government annuities and a bill to amend the schools act regarding the size of the school districts were agreed to.

A bill to further amend the schools act by changing the date of the annual school meeting from the third Saturday in June to the second Monday in July and allowing, the hour of meeting to be either 10 a. m. or 7.30 p. m. was next taken up.

Mr. Burchill thought there was no necessity of a provision making it necessary to obtain the permission of the inspector before changing the time of meeting from the morning to the evening but after some discussion it was decided that the provision did not impose any hardship.

The bill was agreed to after a section had been added on the motion the Hon. Mr. Flemming providing for the establishment in any district of a superior school for every six thousand inhabitants or majority fraction thereof.

The bill respecting absconding, concealed and absent debtors was also agreed to.

Hon. Mr. Flemming moved that the public accounts for 1909 and the auditor general's report be referred to the public accounts committee.

Hon. Mr. Flemming moved that the House on Thoursday next go into committee on supply.

Hon. Mr. Flemming moved that 300 copies of the journals be shipped for the use of the House. The house adjourned at 5.30 p. m.

CAPT. M'GRATH PASSES AWAY

Well Known Digby Mariner Dead At Port Wade—Town Inundated By Small Flood—Scott Act Convictions.

Special to The Standard.

Digby, N. S., Feb. 28.—Captain William McGrath is dead at his home in Port Wade aged fifty years. He was one of the prime movers in establishing the ferry service between Digby and Port Wade and was captain of the ferry boat Port Wade up to a few months ago, when ill health compelled him to retire from sea-faring life for good. Previous to his last occupation Captain McGrath was the successful master of fishing vessels disposing of his trips either at St. John or Digby. He leaves a widow, five sons and one daughter. The Oddfellows are going to Port Wade tomorrow to attend the funeral of their deceased brother.

A steady downpour of rain for twenty-four hours flooded cellars, gulched sidewalks and caused other damage here today. The wind blew from the southwest with hurricane force, uprooting trees, blowing down telephone and electric light wires. After repairing the Fairway buoy off Digby Gut, the government steamer Stanley went to sea this afternoon.

The three Scott Act cases in the police court today, one against a dry goods merchant, the second one against a fish merchant and the third against a fisherman, resulted in the conviction of the two former and the aquittal of the latter.

MANY MILITIA CHANGES GAZETTED YESTERDAY

Major J. L. McAvity Succeeds To Command Of 62nd Fusiliers—Efficiency Pay Regulations Outlined.

Ottawa, Feb. 28.—Captain A. H. Margison is gazetted to adjutant of the 67th Regiment. Lieut. G. F. Williams becomes captain, vice Margison.

Major J. L. McAvity becomes lieutenant colonel of the 62nd Fusiliers

A revised edition is approved of the King's Regulations and Orders For the Canadian Militia. The new edition was taken into use on Feb. 12 last.

Regulations are gazetted whereby "University Candidates" who have studied in Canadian universities having courses of military instruction may obtain commissions in the regular army.

Efficiency pay regulations of the militia have been revised.

The first rate shall be 20 cents a day and it shall be paid to men who have made an aggregate score of not less than 22 at two ranges, 100 and 200, 7 shots at each. The second shall be 40 cents a day, aggregate score of 42 at the same two ranges. The third rate shall be 50 cents a day, aggregate score of 56 at the two ranges.

The Militia Council is offering under the name of "The Dominion of Canada Prize," an individual prize to each civilian rifle association for 1910. It is a nickel silver ornamented salver 10 inches in diameter. Conditions of the competition are published.

DR. DANIEL IS HEARD ON NAVAL DEFENCE ISSUE

Continued from Page 1.

navy. The resolution of March last did not declare for a local flotilla. The bill is a negation of that resolution.

Her Greatest Need.

Referring to a statement by a Liberal speaker that the present is the first measure of any kind of aid to the navy, Dr. Daniel replied that never before was there need as a dozen years ago the British navy had no such sompetition as it is exposed to now. The United States, Germany and Japan have come to the front as naval powers very recently.

Apart from sentiment Canada's interests are linked most closely with the country which is its best customer. The trade betwen the two countries can only be maintained if the imperial navy remains supreme. The safety of the people was the supreme law.

The first and great object of a navy was not to establish shipyards or dock yards though these had their value but was to defend the countries which it served. The form of navy was governed by strategical reasons. If we want a navy for strategical purposes we must have a great imperial navy of imperial proportions. The empire is an immense chain of countries around the world, connected by the sea and it is as important for Canada as for Britain that the navy should be supreme. He looked forward to seeing the empire more closely linked together and he objected to the proposed navy as militating against this.

In Canada.

In opposing a separatist navy he saw no reason why some of the ships of the imperial navy should not be built in Canada as soon as the facilities are available; nor why a proportion of the men could not be supplied by Canada. The militia act already provides for a naval militia and companies of naval militia have been maintained in Canada in the past. All the powers necessary are in existence already. For years there has been an annual appropriation of $10,000 for naval militia and he never had been able to find what the government did with it. In one year part of it was used to defray the expenses of the minister of marine and fisheries on a trip to Paris.

Dr. Daniel also approved of a naval college to train young Canadians to be officers, only he would have these officers given careers in the Imperial navy, where there would be full scope for their abilities and energies Canada should have a share in the Imperial navy and be able to call it her own.

The Voice of Jacob.

Contrasting with this aspiration the present proposal with its provision for separation, he said, "The voice is the voice of Jacob, but the hands are the hands of Esau." They had no mandate to pass any such legislation. It was taking advantage of the people, the great majority of whom were in favor of increasing the bonds which now unite the Empire. Before he would consent to any such proposal as that in clause 18, he would demand that the people have the opportunity to pronounce upon it.

The language of the bill he described as of most offensive bluntness.

The German Menace.

The menace of the German navy was emphasized. The German navy could not be explained as needed to defend German merchantmen. The navy was out of all proportion. Yet Germany was pushing on her preparations, building ships, dockyards and naval guns. There could be no other objective than the destruction of British naval supremacy.

To meet this emergency the Government proposals would do nothing, but the proposal of Mr. R. L. Borden would place two Dreadnoughts in the fighting line in Armageddon.

"I for one," said Dr. Daniel, in conclusion, "will never consent to pull down the Union Jack, and I will never vote for a bill which can be used to dismember the Empire."

Mr. Verville and Mr. Best followed, the former supporting Mr. Monk and the latter opposing the bill from the standpoint of opposition to militarism.

Mr. Demers spoke and Mr. E. N. Lewis adjourned the debate, the House rising at midnight.

INQUEST INTO TRAIN WRECK

Survivors Tell Story Of I. C. R. Disaster At Folligh In Which Three Trainmen Lost Their Lives.

Truro, N. S., Feb. 28.—There is a feeling of sadness among the railway men here over the apalling accident at Folleigh this morning as a result of which three trainmen lost their lives. An inquest into the death of Driver McLeod, Fireman McIsaac and Brakeman Davidson was summoned this afternoon by Dr. Yorston. He empannelled the following jury: T. McLellan, J. Kelley, G. McLeod, W. McIntyre, B. Lynch, J. Fielding, A. McEachern, G. Clish, C. Lunn, J. Williamson, R. Archibald, J. Hallett.

Survivors Tell Story.

After reviewing the remains the jury were sworn and charged. Dr. Yorston described the scene of the accident as about a mile and a quarter past Folleigh Station. Survivors of the train crew were then called.

John Yeomans sworn, said: "I am employed as brakeman on the I.C.R. Left Truro at 23.30 Sunday night. My duties were those of forward brakeman. Routine work was done as far as Folleigh. We were to make a cross at Folleigh with No. 76, but received orders to cross at Westchester. Left Folleigh Lake Station at 1.35. While in van at Folleigh, Brakeman Davidson said to stay back in the van and John will go forward; meaning that he would take by place on the engine. Have exchanged duties with him before. Everything was all right until we reached Hills Siding, when we felt a jar and the air brakes going on. The train stopped and Conductor Baker and I went forward to see what the trouble was. We found the engine and several cars over the bank, down in a gulley eighty or eighty-five feet. We discovered Driver McLeod pinned under coal and broken up boards. Did not hear him speak. We took the canvas from the engine and placed the body on it.

Davidson Found.

We turned around and found Davidson dead with the engines reservoir across his head and water from the culvert running over him. We then looked for McIsaac but could not find him. Conductor Baker and I then went back to Fooleigh for help to remove the debris and to report the wreck. We returned to the scene of the accident and I went forward to flag No. 76 engine and crew who had been informed of the wreck and were coming to our assistance. While I was away Baker and the sectionman from Folleigh found McIsaac's remains.

Cross questioned the witness said he had no idea of the cause of the wreck. The engine was turned around, nearly demolished and facing up the hill.

Conductor Harry Baker was then sworn. His evidence was practically the same as Yeoman's, with an additional fact concerning the position of the cars. The first two followed the engine down over the bank while the third remained on the main line, the fourth and sixth cars following were hurled into the gulley and were smashed to pieces. He described finding McIsaac's body. It was found a short distance from where McLeod had been lying. No signs of life were discovered.

John W. Smith Called.

John W. Smith was then called and sworn. Am night mechanical foreman at the roundhouse at Truro. My duties consist of seeing that engines and crews are gotten out all right. Engine 309 that of the wrecked freight was all right. Had difficulty in getting Fireman McIsaac, not a regular fireman, but on the list for promotion. He offered himself as a substitute for this run as the only available man had come up from Halifax on the immigrant special and was too tired to go out. I have formed no opinion as to the cause of the wreck.

Harry Baker recalled said that the train was running about twenty miles an hour when the accident occurred. There were about 19 cars in the train.

Inquest Resumed.

The inquest was resumed at eight o'clock Coroner Yorston presiding. David Ferguson, Folleigh Lake, sworn, said: Have been section foreman 27 years, my duties require me to go over the road daily. Saw roadbed Sunday forenoon. It was in good condition. After the wreck I found marks of wheels on sleepers and west end of frogs at sidings torn. The rail was also torn out of place on the right hand side where the train went over. The left hand rail was in good condition. The roadbed was in fair condition but in all about eight rails were torn out. Can give no cause for the engine leaving the rails and the only reason plausible to me is the case of a broken tire on the driving wheel. I found a piece of tire forty feet from the wreck. I examined the brake and found it to be an old one.

John Stewart, sworn, said:—Am acting master mechanic at Moncton. Received orders to go to Hills siding to examine wreck. Found several cars and engine down bank. Engine in upright position. One tire missing off right driver. Parts of tire lying on track where engine went off. All pieces seemed like new breaks. Have known of tires being broken and engine staying on track. Would not give the losing of tire as a cause of wreck. It is a possibility that this caused it. It seems to be a common occurrence this time of year to have breakages in tires.

Hugh Jardine.

Am divisional engineer. Came down to wreck on express No. 34. Found engine and cars down the bank. Could find nothing on roadbed to cause accident and said roadbed was in good condition. Found broken tire about forty feet from wreck, but could not tell anything about breaks. Discovered nothing else that would cause accident. Thought that broken tire would be sufficient to cause wreck. This finished the evidence and after due deliberation the jury, through their foreman, Trueman McLellan, passed in the following verdict:—

"We believe from evidence submitted that Messrs. McLeod, McIsaacs and Davidson came to their deaths on the morning of Feb. 28 at 14 o'clock at a wreck of the special freight engine, 309, at Hills Siding and that said wreck was caused by the breaking of a tire on one of the driving wheels of the engine."

The breaking of tires seems to be a common occurrence this time of year and it is said that within the last week or so, an engine ran from Debert to Londonderry over the high Folleigh bridge with a tire completely off one of the driving wheels.

TWO DEAD IN OHIO FLOODS

Devastating Waters Deprive Hundreds Of Homes And Occasion Damage Running Into The Thousands.

Cleveland, Feb. 28.—At least two dead, many hundreds homeless, scores of factories preparing to close down and property damage reaching into hundreds of thousands of dollars, these are the main results of the flood which has devastated the state of Ohio, during the last two days and which had not yet reached its full volume.

The first death occurred here today when four year old Catherine Hanson was swept off her feet by a block of ice swirling down the flooded Nine Mile Creek and was carried off into the stream.

The second fatality to be reported was at Youngstown, where a boy named Howard Lightbody was drowned.

At Elkton, Beaver Creek has flooded the town and there are several feet of water in the main street. Canton is in almost as bad a plight and the majority of the population are marooned in the upper story of their homes.

At Zanesville, five hundred houses are under water.

San Francisco, Feb. 28.—Murphy was given the decision over Owen Moran at the end of their twenty round go here tonight.

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