GRITS TRY TO STIR UP ANTAGONISM BETWEEN HALIFAX AND ST. JOHN

Continued from page 1.

charge would be only fifty cents a ton. At fifty cents a ton the C. P. R. would get its cars hauled 280 miles to Halifax for $15 each."

Mr. Carvell said that the Minister of Marine could no get a car of freight hauled from St. John to Hampton 25 miles for $15, nor to Rothesay twelve miles for that sum. The agreement also provided that the I. C. R. would haul C. P. R. empty cars without charge and that the I. C. R. should pay the C. P. R. the ordinary car rental which the member for Carleton, said he believed was thirty five cents a day. The recruit would be that the I. C. R. would haul cars t Halifax at the rate of $300 a train; that it would haul back the care without charge and that while it had possesion of the cars for, say ten days, it would pay the C. P. R. thirty five cents a day or a rental of $3.50 for each car. In the case of passengers, the C. P. R. was to be paid rental on cars and it should be possible to conceive of cases where the I. C. R. was no only hauling the passengers practically free of charge, but would be actually paying the C. P. R. rental for the cars in addition.

This agreement furnished the means by which they had been able to switch to Halifax traffic which belonged to St. John. He did not believe that the I. C. R., or any other railway could haul cars at the rate they were doing under this agreement. Since the opening of parliament they had been endeavoring to get the actual cost of hauling these trains, and had been unable to do so. He was therefore compelled to apply his common sense and assume that the I. C. R. was doing this business at an immense loss. The bargain had been made by the government to get around political exigencies.

The C. N. R. Change.

The C. N. R. had their freight hauled by the I. C. R. and did not want to go to St. John but to Halifax, but to meet the political exigency of the Minister of Marine they were compelled to abandon Halifax and go to St. John, and order to met the political exigency of the prime minister traffic which belonged to the port of St. John was taken from it and given to Halifax, and to do that the I. C. R. was compelled to carry the C. P. R. freight for half or a third of what it actually cost to haul it.

Mr. Carvell asked if any one believed Mr. Gutelius had been allowed to make an agreement so inimical to the interests of the I. C. R. without the knowledge and consent of the government. Though the country had been given to believe that the I. C. R. had been operated at a profit last year, the figures showed that it had been operated at a loss of about $200,000, and this year, which of the handling C. P. R. freight at a half or third of its cost, the loss would be much greater. To meet the loss entailed in the Bosworth-Gutelius agreement the local rates on the I. C. R. had been raised from fifteen per cent, to twenty-five per cent., and this had aroused such resent that some of the Conservative members from the east had threatened to resign. He asked if these acts of the railway management appealed to the House as fair to the I. C. R., to the Maritime Provinces, or to the country generally.

Addressing himself to Hon. Mr. Hazen, Mr. Carvell said that the people of St. John were looking for an explanation of this remarkable agreement. His friends there wanted to know if he had been a party to the transaction, and he should not lose the opportunity of telling the inside history of this remarkable Bosworth-Gutelius agreement.

St. John had not looked for favor, it had hoped that the agreement would not be rectified, but that its merits would be tested before the railway commission. It had secured the services of counsel and was arranging to employ freight experts. Halifax was not looking for favor, but was willing also to stand on its merits, and to have the case looked into. The government had promised to refer it to the railway commission, and yet five or six days afterward the government stated that there was no use of holding an investigation as the agreement was going through anyway. The Minister of Marine should tell why he remains in a government which makes such an unfair bargain against his constituents.

Hon. Mr. Pellitier Replies.

Hon. Mr. Pelletier replying for the government, said that he was not altogether conversant with the freight aspect of the question, but he had discussed the contract with the C.P.R., and although Mr. Carvell said that the bargain was altogether in favor of the C.P.R., he could tell the house that the company told him unless the contract provided for the carriage of mails from Halifax to Montreal by C. P. R. trains, they regarded the bargain as a very bad one for them indeed. So far as he was concerned he had favored the hauling of mails by the government line and not by the C.P.R., and against this the C.P.R. had protested. He had been much impressed by the contradictory character of the speeches made by the hon. gentlemen sitting side by side, Mr. MacLean and Mr. Carvell. He had never seen such a case of riding horses going in different directions.

Mr. MacLean—Did you have the chance of coming in between?

Mr. Carvell—Was it not well done?

Mr. Pellitier—Yes, it was well done, but I believe that the country will perceive the value of it. The member for Halifax says that the bargain is altogether against that city and therefore the deduction is that St. John is favored. The member from New Brunswick says that the bargain is altogether against the city of St. John and therefore the natural assumption is that Halifax gets the benefit. It was absurd to suppose that both cities could be injured and benefitted at the same time. This contradictory position was a sample of what gentlemen opposite were doing constantly though it was never better illustrated than on this occasion. Last year when the government announced that it had an agreement with four steamship lines to handle the Canadian mails between the Dominion and the Mother Country and had left the companies free to choose the Canadian ports to which they would run, everyone, including the gentlemen opposite, had declared that was a fair bargain.

The government had lived up to its agreement. The steamship companies did not want to run their boats to two Canadian ports, so they were told to take the ports they preferred. The contract which ran for a year to thhe first of May next, had no been changed.

Announcement Caused Trouble.

Mr. Carvell—"Was no pressure put on the C. N. R. to take their boats from Halifax, and run them to St. John?

Mr. Pelletier—"I will answer that question later. The trouble arose through an announcement that all of the boats would go t St. John this winter."

Mr. MacLean—"Who made that announcement?"

Mr. Pelletier—"The C. P. R."

Mr. Carvell—"Not all the ships; not the C. N. R. boats."

Mr. Pelletier—"No the C. P. R. and the Allan boats."

Mr. MacLean—"Not the White Star boats."

Mr. Pelletier—"No, but the trouble came from that announcement. The C. P. R. announced that its boats and the Allan boats would all go to St. John and then, almost the next day, announced that none of the boats would go to St. John, but that all of them would go t Halifax. That was unfair. It was unfair to raise the hopes and the expectations of the people in that manner, and then to disappoint them. Not only was the announcement made but the fact that the boats were all t sail from St. John was actually advertised. Then the announcement was made that they were all to go to Halifax. It was unfortunate that such an announcement should have been made and contradicted in this matter. It gave an opportunity for politics t be made as it is made in this country and as the member for Halifax and the member for Carleton, N. B., had made politics this afternon.

However, it was unfair to spread the table for St. John, as it had been spread by the first announcement, and then to take from them, as had been done by the second announcement. Mr. Peletier said that he had occasion to see the people who had done this and had told them frankly what he thought of what they had done, as he was telling this House what he thought of it. He declared that no undue influence nor pressure had been placed on the C. N. R. to get them to take their boats from Halifax to St. John.

Mr. MaceLan— If it was not undue influence, what kind of influence was it?

Hon. Mr. Pelletier—My honorable friend will have to live for a few years longer to catch me with questions of that sort.

Mr. MacLean—Will the minister deny that he interferred with the C. N. R.?

Mr. Pelletier—I will not deny that I intervened with all of the companies and told them that a most regrettable situation had been created. He added that it was regrettable that an opportunity should be given to raise local prejudices. Liberals in St. John were telling the people that St. John was being discriminated against for the benefit of Halifax, was being discriminated against for the benefit of St. John. He had every reason to be disappointed with what was being done. He had made the steamship contract in the interest of the country, and for the benefit of all the ports, and he had plans for the great improvement of the service next summer. He thought that all good citizens of Canada would give him their support in bringing about the success of the Canadian mail route and help him to improve on what had already been done.

Sir Wilfrid Laurier—The C.P.R., after stating that all their ships would go to St. John changed their minds very soon. What was the reason for that change?

Mr. Pelletier—They told me that they desired to go to Halifax and under the agreement had the right to select the port they wished. I told them that to make the announcement they had and then make the change so soon was most unfair.

In answer to Mr. Carvell Mr. Pelletier said: "I do not know the dates of the announcements. I first learned of what had been done from the delegation from St. John which came to Ottawa. I could hardly believe it until I was shown the announcements. I asked the C.P.R. why they had done this and they said that they had made the change in the interests of the company.

Sir Wilfrid Laurier—'t was cavalier.

Mr. Pelletier concluded that it was absurd to think that the government had arranged for the change of sailing in the interest of politics. They would not have been so stupid as to suppose that these things could be done without creating trouble.

The Premier's Statement.

Premier Borden said that neither at Halifax nor at St. John were the shipping facilities sufficient to give traffic the accommodation it required, but that at both ports plans were now being carried out which would give the ports equipment equal to any on the continent. The mail contract last year had been drawn with the steamship companies at liberty to select the ports they preferred. This was done because the steamship companies objected to being put to the extra expense and extra time involved in calling at two Canadian ports each trip. The member for Halifax (Mr. MacLean now told the house that the conditions which developed operated to the disadvantage of Halifax and Mr. Carvel said that it operated to the disadvantage of St. John.

Mr. MacLean—I did not say that.

Premier Borden said that was a fair deduction from the remarks by Mr. MacLean and Mr. Carvell in emphasizing the fact that steamers which formerly called at Halifax now called at St. John and steamers which formerly ran to St. John, now ran to Halifax. In the contract with steamship companies for the carriage of mails, after discussion with them, the matter of Canadian port of call was left open. The steamship companies were given the liberty to select their own port of call and the government had no means of inducing them to go elsewhere than where they pleased.

The Grit Untruths.

In Halifax and St. John in the party press it had been intimated that the change had been made owing to special influences. Mr. Borden desired to say that there was no foundation for such allegations. There had been no suggestion made for entering upon any contract, which was not fair, equitable and business-like. The premier did not pretend to be an expert in the matter of railway rates and did not know whether the member for Carleton assumed to be such an expert. However, he thought that Mr. Carvell had illustrated the saying that a little learning was a dangerous thing. When the fairness of the agreement between the I. C. R., and the C. P. R., had been raised the government had suggested that agreement should be submitted to the railway commissioners for their opinion, but apparently the parties had not desired to do so. At any rate, they had not pressed to have the agreement submitted.

Mr. Carvell—What was the use when the contract was closed and the boats were not going to St. John?

Premier Borden—Contracts can always be modified.

Mr. Carvell Answered.

Mr. Borden noted that Mr. Carvell had characterized as absurd a rate of $15 for hauling a car from St. John to Halifax, a distance of 280 miles. Yet in 1903, Hon. Mr. Sutherland, then acting minister of railways in answer to a question stated in parliament that the I. C. R. hauled wheat from Montreal to Halifax, 828 miles, for 2.15 cents a bushel and that the cost of hauling the wheat that distance was 2.27 cents a bushel.

With a thousand bushels of wheat in a car the road would receive $21.50 for hauling wheat from Montreal to Halifax. As the distance from Montreal to Halifax was three times that from St. John to Halifax, at the rate which was charged the C. P. R., according to Mr. Carvell's estimate of $15 per car, the charge for hauling from Montreal to Halifax at the same rate would have been $45 a car.

Another Untruth Nailed.

Mr. Cochrane who entered the chamber at this point said that under the contract with the C. P. R. there was no $300 maximum for freight trains.

Premier Borden said in view of the figures which he had given he was compelled to doubt Mr. Carvell's knowledge of railway traffic rates, and thought that this matter could best be left to the general manager, who, he thought, could be trusted to do his best in the interest of the I. C. R., and of the coutnry. The only consideration which had influenced the government in making its mail contract was to better the steamship service across the Atlantic, and to provide for the most speedy and satisfactory conveyance of the mails between Canada and the Motherland. He did not consider that there had been anything done detrimental to the interest of any Canadian port, and agreed with Postmaster-General Pelletier that it was most regrettable that efforts should be made to stir up local feeling between St. John and Halifax, but thought that the people of both these cities should join with the people of Canada generally in the work of keeping the trade of Canada in Canadian channels and was glad to see the trade was increasing by leaps and bounds.

Hon. H. R. Emmerson continued the debate after the adjournment at six o'clock and reviewed the changes which had taken place in regard to the I.C.R. management under the present administration. He expressed the belief that the C.P.R. was operating illegally under the Gutelius agreement. He also claimed I.C.R. trains had been held up in favor of C. P. R. specials.

Continuing Mr. Emmerson declared that the Canadian Pacific has an eye on the Intercolonial with a view to securing running rights over it on terms which would be wholly advantageous to the C.P.R. It seeks such an arrangement, he said, as would give it practical control of the I.C.R. in the Maritime Provinces. "Every move in the past two years," he said, "has been to raise the rates on the I.CR. so as to bring them close to the rates of the C.P.R."

W. F. McLean, the Conservative member for South York, in following Mr. Emmerson, took the ground that in view of the fact that the C.P.R. is the head of the Atlantic steamship combine, so far as Canada is concerned, and is also a party to the combine on the Great Lakes, the government should not enter into agreement or business relations with it.

The Intercolonial, Mr. MacLean, said was a great national asset. It might be well to give running rights to other roads provided they gave reciprocal rights to the Intercolonial. Mr. Turgeon in continuing the debate followed the line of previous speakers.

E. M. MacDonald charged that the rates on the I. C. R. were execessive and that advantage had been taken of the lack of competition. He favored the extension of the C. P. R. and the G. T. P. int Nova Scotia. The C. N. R., had been obliged, he said to go to St. John against their will, as was shown by the telegram from the general manager, D. B. Hanna. Mr. MacDonald believed that one city had been played off against the other for purely political reasons.

Mr. Pelletier—"Surely the honorable gentlemen should accept the statement made by the prime minister."

Mr. MacDonald intimated that while of course the premier's word must be accepted, there was good ground for believing that some member of the government had framed up the deal.

Hon. Robert Rogers moved the adjournmen to he debate and in doing so said that Hon. J. D. Hazen, who was unavoidably absent from the house, tonight would take an early opportunity of replying to the criticisms that had been made and would discuss the whole question fully and frankly.

3 WORLD-FAMOUS SCIENTISTS

Dr. Andrew Wilson, Dr. Gordon Stables, and Dr. W. Lascelles Scott, the famous English analyst, have all personally tried Zam-Buk, and expressed themselves convinced of its great value as a healing balm. Ministers, nurses, members of ambulance brigades, persons in all walks of life, say the same of Zam-Buk—that it is the finest healing balm yet discovered. Have YOU tried it in your home? Mail the coupon printed below and receive a sample box.

ECZEMA

Mrs. St. Denis, of Thompson St., Weston, Winnipeg, says:—"Eczema started on one side of my face and nose. At first my nose felt similar to what one feels when having a bad cold. I paid no attention to this, thinking it would pass away in a day or so, but instead it got worse. The nose became swollen and hard, and turned a purplish red; as well as part of the cheek on that side of my face. As the disease developed, pimples and ulcers broke out, then the skin cracked in places and peeled off in flakes, leaving my face and nose raw and sore. I could get no sleep because of the irritation and pain, and my face was in such a shocking condition that for two months I did not go out of the house. My doctor treated me, but without effect, until one day he said the only thing which would now be likely to cure me was Zam-Buk. Acting on his advice, I procured a supply and left off everything else in favour of this balm. To cut a long story short, I continued with the Zam-Buk treatment until my face was cleared completely of all traces of the troublesome and painful eczema."

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Zam-Buk differs from other salves in that while they contain animal fats and oils, and mineral coloring matter, Zam-Buk is purely herbal! It is compounded from herbal juices, extracts and essences. It is thus Nature's own healer. Pure in composition, Zam-Buk is suitable for the delicate skin of young children, and yet its healing power is so great that old sores and chronic wounds yield to its operation. It is a sure cure for cuts, scalds, burns, eczema, scalp sores, ulceration, inflammation, piles, etc.; also as an embrocation for rheumatism, sprains and sciatica.

All druggists and stores at 50c. box, or post-free from Zam-Buk Co. Toronto, for price. Refuse harmful substitutes.

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Send this coupon, 1c. stamp, and name of this paper to Zam-Buk Co., Toronto, and receive trial box. 3 F. S.

Popular Young Farmer Talks

Tells What Dodd's Kidney Pills Did for Him.

He's Back at Work Again, After Suffering from the Pains, Nervousness and Depression that Only Kidney Disease Can Bring.

Point Alexander, Ont., Feb. 9.—(Special.)—Mr. D. A. Froncare, a well-known and popular young farmer, living near here, who has been a sufferer from kidney disease for some time past, is back at work again, and he says without hesitation, that his cure is due to Dodd's Kidney Pills.

"I was always tired and nervous," Mr. Froncare says, in speaking of his illness. "I suffered from backache and neuralgia, and my sleep was broken and unrefreshing. My eyes were puffed and there were dark red circles around them.

"My muscles would cramp. I felt heavy and sleepy afterwards, and I was depressed and low-spirited, while shortness of breath and dizzy spells served to make life yet more miserable for me.

"I was always thirsty; my limbs were heavy! and I had a dragging sensation across the loins.

"My symptoms led me to believe I had kidney disease, and I started to use Dodd's Kidney Pills. I have taken eight boxes in all, and I am very grateful for the benefit I have received from them."

If the disease is of the kidneys or from the kidneys, Dodd's Kidney Pills will cure it.

As to Tips.

(Montreal Gazette.)

In certain fashionable restaurants in Chicago the boy waiters have been replaced by girls on the ground that although their clothes have no pockets they managed to keep some of the tips instead of turning them over to the proprietors. The girls have been furnished with pocketless uniforms, the collars of which are so tight that there is no room to drop a coin inside the neckband. If the facts are as alleged it seems to be time for the patrons to stop tipping. No one in giving a tip intends that it shall go into the pocket of a grasping proprietor.

No Wonder.

"You are always talking about the high cost of living."

"Well, that's about all I hear at home."

"From your wife?"

"No, from my wife's father. We are living with him, you know."

Approaching With Caution.

"Why does Carper always say 'Whoa!' before he cranks his car?"

"The first time he tried to crank it, it kicked and broke his wrist."

Soft Job.

"What are you doing now, Bill?"

"I'm collecting."

"Collecting what?"

"My thoughts."

"Gosh! You always were lucky in striking an easy job."

ATTRACTIVE BILL AT THE LYRIC THEATRE

Popular House Opened Week Yesterday with Bumper Bill—Vaudeville Act very Clever.

The Lyric Theatre again opened the week yesterday with a bumper bill featuring good clean comedy in the ever attractive vaudeville act and a collection of motion pictures which was difficult to outclass.

Altogether the show yesterday was one of more than ordinary attraction, and from the large audiences which packed the spacious house at each performance were heard nothing but favorable comments on the quality of this week's bill.

As popular as ever with its attractive vaudeville act at the Lyric was right in line yesterday, and in the clever team of entertainers the management certainly had a ringer act. The Weekly News which has done much to make the Lyric the popular theatre that it is, carried an excellent assortment of pictures of world wide interest, depicting events in various centres.

"The Step Brothers" was perhaps the feature picture of the programme. This picture, which was a succession of thrilling scenes, and abounds in interest, is set for the greater part in the Canadian West, and the superb acting and good scenic effects make it a strong motion picture drama.

The comedy of the bill is well supplied in a bright comedy picture entitled "A Warm Welcome." This picture forms a collection of humorous scenes which cannot fail to bring a laugh from the most serious minded individual, and goes to complete a bill of rare quality.

GUILTY OF ASSASSINATION.

A man, razor in hand, was caught by his wife assassinating not an enemy, but a corn—what he needed was Putnam's Corn Extractor; it's safe, painless and cure. Try "Putnam's"—cures so fast, 25c, at all dealers.

Major General Cotton of Ottawa arrived in the city yesterday. He will make an inspection of the new armory.

FAMOUS ADMIRAL

Lord Charles William Beresford, former distinguished admiral and lately one of the leaders of the Ulster unionists, was born in Ireland sixty-eight years ago today. Lord Charles was named as one of the members of the Ulster provisional government to resist home rule.

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Ungar's Laundry.

Fifty pieces for 75 cents. Phone us. Team will call.

It All Helps.

"You can't educate brains into a numbskull."

"I know; but do you think it really hurts to drop a bit of education in where the brains ought to be?"

OPERA HOUSE THOMPSON-WOODS STOCK CO.

ALL THIS WEEK

THE HIT OF THE SEASON.

"A MESSAGE FROM MARS"

UNUSUAL, THRILLING, FASCINATING.

See it. You will enjoy it. You will always remember it and the lesson it conveys is worth while.

Grand Candy Matinee Wednesday. A box of Corona Sweets given ladies and children.

Price 15c., and 25c.

'Phone Main 2727 for Reservations.

Wednesday - Thursday

IMPERIAL

Author of Frohman's Productions, introducing Cyril Scott in that Extravagance of Adventure,

"The Day of Days"

FOUR REELS

CYRIL SCOTT has won sensational successes in the stellar roles of "The Prince Chap," "The Lottery Man" and "Royal Mounted." He is a most popular actor and veritably a hero of matinee goers. In "The Day of Days" he assumes the part of a young bookkeeper named Perceval whom Fate chooses for the central character in one of the strangest plots ever written about life in a gay metropolis. The author, Louis Joseph Vance, has based his exciting story in a humorous way on the Oriental idea of fatalism which assigns to every man his "day of days", wherein he shall reach the skies and plumb the abyss of his destiny alternately. With this play enacted by a splendid company of Famous Players, having as its background New York at night, the Imperial promises a treat fit for the most languid.

The Unbiased "Dramatic Mirror" Says:

"Since the Famous Players first made their bow to the screen public no more complete production has been presented by them. The detail of the picture is little short of perfect and as for the action it is quite as natural as if the scene had been followed in their original haunts."

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Laugh and Be Gay

The Time—NOW

The Place—LYRIC

THE ATTRACTION—The Tittering, Laughing Pair

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Mutty Material and Nonsensical Scotch Nonsense

THE WEEKLY NEWS

Over 20 Events in This Week's Issue.

"THE STEP BROTHERS"

The Canadian West Forms the Scenes of a Strong Picture.

"A WARM WELCOME"

A Comedy Gem.

THURSDAY

"THE COLORED FOLKS"

MAJESTIC TRIO

BOX PARTIES CAN BE ARRANGED FOR BY TELEPHONE, M. 2727.

POPULAR OPERAS OUR MUSICAL TREAT THIS WEEK!

CLARA LANE AND J. K. MURRAY IN RECITALS

IMPERIAL- BRITISH FILM-PLAY

Fine East Indian War Tale.

In Two Reels. Gripping Interest The Union Jack. Brown Traitors.

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Corking Kalem. Stirring Climaxes. In The Black Hole. Desperate Rescue.

Amid Pacific's Billows — Superb Travel Pictures.

Gertrude Ashe — Still More Lovely Songs.

An Extreme Comic Novelte that Will Cause a Real Sensation!

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WED. Daniel Frohman Presents Cyril Scott in "THE DAY OF DAYS"—4 Reels Based on Oriental Fatalism. WED.

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Bad Cold in the Head, Throat Weakness, and Catarrh Cured Quickly.

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Catarrhozone is far superior to any internal medicine.

Its relief is almost instantaneous—just takes long enough to breathe its healing vapor into the lungs to give wonderful soothing relief.

Catarrhozone goes right to the tiniest cells in the lungs, carrying healing, soothing balsams to the places that are tainted with Catarrhal inflammation. A sneezing cold is cured in ten minutes—a sore throat is healed and restored in an hour or two—chronic bronchitis is soothed away and quickly disappears—catarrh of long standing is invariably cured because Catarrhozone kills the germs that cause the trouble.

As a cure for Asthma and a preventative of Grippe every doctor is delighted with Catarrhozone. One eminent throat specialist says if Catarrhozone is used two or three times each day you will never suffer from any disease of the head, throat, nose or lungs. This is good news to many of our readers who must require a safe, sure and permanent cure for their colds and winter ills. Every good druggist sells Catarrhozone, large outfit $1.00; small size 50c.; trial size 25c.

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Special Wrestling Match Between

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SAINT JOHN McDONALD

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Interesting Curtain-Raiser

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