WHAT BECOMES OF THE DIAMOND STARS

Fans in these days of baseball progress possibly fail to recall the diamond deeds of Dan McGann, Bill Dahlen, Billy Gilbert, Sam Mertes, George Browne, Frank Bowerman, Dummy Taylor and others who helped to bring a world's championship pennant to the New Yorkers, yet these men today are still playing in other cities. McGann is covering first base for the Milwaukee American Association team. Dahlen is still with the Boston Nationals, though he may be traded or released before the season ends. Gilbert is a substitute infielder with the St. Louis Cardinals.

Browne is playing good ball for Washington, and Taylor is pitching effectively for the Buffalo Eastern League team. Bowerman, recently deposed from the management of the Boston Nationals, is now catching for the Indianapolis team. Mertes has dropped so deeply into the minors that he is apparently lost sight of altogether.

From the ranks of the Highlanders many players, good, bad and indifferent, have gone to other clubs. Jake Stahl, Harry Niles and Jack Thoney are with the Boston Americans. Pat Dougherty and Hahn are with the Chicago White Sox. Powell, Howell, Hofman, Williams and Ferris are members of the St. Louis Browns. Washington has Bob Unglaub and Conroy; Cleveland has Goode and Ball. Ira Thomas is the Philadelphia Athletics' star catcher, while Pitcher Sallee is with the St. Louis Cardinals. John Ganzel is manager and first baseman of the Rochesters, who are leading the Eastern League, and Jack O'Connor is handling the Little Rock, Ark., team. Joe Ward is under contract to the Philadelphia Nationals and Courtney is covering third base for Providence. Jesse Tannehill has dropped into obscurity and Herman Long has retired.

A glance over the roster of the minor leagues will disclose former major leaguers who are able to play fast ball. The Rochesters of the Eastern League, in addition to Ganzel, have Maloney, Kustus, Batch and Butler from the Brooklyns, Anderson from Pittsburg, Holly from the St. Louis Cardinals, Beecher from the Giants and Chappelle from the Boston Nationals. Among the Jersey City players are Hannifan, once with the Giants; Ryan, a veteran catcher, formerly with Boston, Brooklyn and St. Louis, and Milligan, who was with McGraw's team several years ago. Newark has, in additional to McGinnity, Wolverton, the former Philadelphia third baseman; Gettman and Schlafly, once with the Washingtons. In the Baltimore club's list are Lewis, the former Brooklyn shortstop; Jack Dunn and Sammy Strang, McGraw's utility men; also Slagle, a former Cub. Big John Anderson, who has played with Brooklyn, Washington, the Highlanders and the White Sox, is covering first base for Providence, managed by Hugh Duffy, once the National League's champion batsman. Dolly Gray has Paskert and Barry, who were released to him by the Boston Americans, and Jack Cronin, a former Giant.

In the American association are many old favorites. Jake Beckley, for many years with Pittsburg, Cincinnati and St. Louis Nationals, is still hitting the ball hard for Kansas City. Among his teammates are Spike Shannon, for whom John T. Brush paid $10,000 several years ago; Ritter, the former Brooklyn catcher; Dorner, recently with the Boston Nationals; Patsy Flaherty, ex-Pittsburg and Boston pitcher, and Danny Shaw, shortstop, who was on the New York Giants' payroll for a while. In addition to McGann, the Milwaukees have Jimmy Barrett, ex-Detroit, Cincinnati and Boston outfielder; Barry, ex-Giant and Quaker; Barry McCormick, an old Chicago Cub; Strunk, recently with the Athletics; Robinson, late of the Washingtons, and Stony McGlynn, one of McCloskey's St. Louis pitchers last year.

Hayden and McChesney, former Cubs, are with Indianapolis under the management of Carr, first baseman, a Detroit and Cleveland cast-off. On the Columbus team are Odwell, once a Cincinnati Red; Congalton, with Boston awhile, and Kruger, a former Pirate. Pickering, centerfielder of the Clevelands, Cardinals, Washington and Athletics in days gone by, is playing the right field for Minneapolis. With him are Downs, from Detroit; Gill, who played first base for Pittsburg last year; Cravath, loaned by the Boston Americans; Patterson, a former White Sox pitcher, and Jimmy Collins, the once famous Boston third baseman.

In Toledo are Charley Hickman, who has drawn pay from the Giants, Washingtons, Clevelands and other major league clubs. First Baseman Freeman, late of the Washingtons; Abbott, who caught for Cleveland some time ago; Homer Smoot, a former St. Louis outfielder, and McCarthy, whose last major league engagement was with the Brooklyn club. Laroy, an Indian, with the Highlanders under the Griffith regime, is pitching good ball for St. Paul, with Wrigley, who was once the cause of a famous controversy in major league circles, playing second base. Ambrose Puttmann and Bill Hogg, who pitched for the New York Americans two years ago, are doing the same kind of a stunt for the Louisvilles, with the veteran catcher, Heine Pietz, of the Cincinnatis and Pittsburgs in harness there, too.

In the Western League, Phil Geier, an old Philadelphia outfielder, is with Topeka. Lindsay, who played first base for Detroit several years ago, is filling the same position with Denver, and Louis Hartman, an ex-Giant, is playing at short field. Keeley, who pitched a few games for Washington in the spring, is with Omaha.

Turning to the Southern League, we find Babb, who was with the Giants and Brooklyns, playing shortstop for Memphis. Rohe, a White Sox third baseman four years ago, is filling the same position for New Orleans. De Montreville, who was a member of the Baltimore, Brooklyn and St. Louis teams years ago, on second base. Huelsman, of Washington; Pop Shriver, who has been catching for more than 20 years, and Theodore Breitenstein, a famous left-hander who was sold by Chris von der Ahe to the Cincinnati club for $10,000 fifteen years years ago, are also playing on the New Orleans team. Osteen, a former Highlander, Rockenfield, with the Cardinals last year, and Greminger, third baseman for the Boston Nationals and other big clubs, are wearing Montgomery uniforms. Sentell, an outfielder with the Philadelphias, who had a fight with one of the Giants a few years ago, is playing shortstop for Mobile. Flood, once a Brooklyn second baseman, and Cooash, tried out by McGraw in the spring, are with Little Rock, also Hoey, an outfielder, let out by the Boston Americans, and Pitcher Rhodes, late of the Cardinals. Jordan, who is playing second base for Atlanta, was recently purchased by the Detroit club.

In the Coast League, Dillon, who played first base for the Brooklyns some time ago, is holding down that bag for Los Angeles. McCredie, a former Brooklyn outfielder, is with Portland. Wiggs, once of Brooklyn and Detroit, is pitching for Oakland. George Van Haltren, who began his baseball career in California, then signed with Anson's Chicagos, afterward playing with Pittsburg, Brooklyn, Brotherhood, Baltimore and the Giants, came back to the coast as a manager and is now an umpire.

VIEWS OF PEOPLE NOT CONSIDERED

Representatives of Trades and Labor Council Speaks on Timber Before Commission in Vancouver.

VANCOUVER, Sept. 30.—A couple of times yesterday there was a sort of hint that the views of the people at large were not getting the consideration they ought in the proceedings before the forestry commission, that the witnesses were practically all from the greatly interested class of timber owners and mill operators. This was chiefly voiced by A. Hamilton, who appeared on behalf of the Vancouver Trades and Labor Council to state the views of the wage earners and the consumers.

It was made quite clear by the commissioners, and pointedly so by Hon. Mr. Fulton and Mr. Flumerfelt, that the commissioners are desirous of hearing every side and getting facts about every phase of the situation, and that for this purpose anyone and every one was welcome to come and give evidence.

Mr. Hamilton seemed to make somewhat of a grievance of the fact that the lumbermen were represented by council, while the people were not. As a matter of fact, the interests of the whole people are probably being better looked after by the three commissioners than they could be by any lawyers, and Mr. Hamilton admitted freely that these gentlemen were fair minded and were doing their best to get at all the facts.

In the morning A. D. McRae, head of the Fraser River Lumber Co., was heard, taking much the same line as previous witnesses as to perpetuity of tenure, with a fixed rental and the royalty left to be fixed as conditions warranted. An interesting feature of his statement was that with the opening of the Panama Canal a large trade with New York and with Europe will be available to British Columbia timber. Tuesday his firm received a large order from New York, showing what is possible when water transport is available. Mr. McRae favored the suspension of the alien labor law in order to secure enough white labor.

John Oliver, of Delta, the virtual leader of the opposition in the legislature, championed the rights of the settler, the license-holder, and the wage earner. He favors extension of tenure, with cutting enforced under certain conditions. The rentals and royalties, he thought, should be left to the government for adjustment. A fair wage clause schould be included in new licenses. He considered that settlers could only clear satisfactorily in summer, and that therefore, the permit system was irksome. For timber among existing licenses the present reserve should be maintained, but there were other cases where it would be well to give power for its removal.

In the afternoon P. D. Rowe, of the Emerson Lumber Co., approved of the reserve, except as to granting one or two claims to an individual for immediate use. He would leave both rental and royalty to the government's discretion, and approved of the export of low grade cedar logs.

Mr. Hamilton opposed giving any extended tenure, but did not object to licenses being renewable from year to year. He advocated abolishing the royalty and raising the rental sufficient to make up any deficit in revenue. The royalty, he said, came out of the consumer in the end, but he did not think the rental could be so turned back. Neither did he think that there would be any appreciable dropping of holdings because of an increased rental. On the matter of labor, Mr. Hamilton did not favor suspension of the alien labor laws, believing that enough white labor could be got in reply to advertising without abrogating or violating the law. The wages paid on this side he declared to be better than the rates across the line, although the cost of living was also higher, but not higher proportionately.

It was at the conclusion of his evidence that Mr. Hamilton wanted to know who the lawyers present represented, and who paid them. J. A. Harvey, K. C., supplied him with the information.

There are still a number of witnesses to be heard here.

PRIZE PORKER STAYS FIVE DAYS IN SEWER

Rather Than Parade Before Exhibition Judges, Pedigreed Boar Retires.

A pedigreed boar, and incidentally one that was expected to annex several blue ribbons at the provincial exhibition, came to light yesterday after having spent the greater part of a week in the confinement of a city sewer.

The antics of the porker established a record in local exposition circles and the fact that the would-be prize winner was recovered alive has doubtless saved the corporation from a damage suit.

Last Thursday the owner of the pig was driving his property to the fair grounds. Visions of blue ribbons, the result of the opinion passed by the expert judges, coupled with the expected public acclaim, bouyed up the owner. At the corner of Foul Bay road and Fort street trouble commenced. Like all members of the porcine tribe this particular specimen proved unruly. That the city has only recently completed the laying of a twenty-four inch drain in a northerly direction may, or may not, enter into the present calculation, but the porker, seeing a chance of escape from ignominious slavery, espied the so-called convenient avenue of escape from his bonds and bolted. His owner and would-be exhibitor saw his property disappear into the aperture. For hours he waited the return of the pig, but, in the slang of the street, "there was nothing doing."

The pig was a beauty of its kind. It had been fondled and treated as one of the family, and now, just as it was to be shown as a king of its class, it disappears.

The fact that residents in the neighborhood of Foul Bay road and Fort street require drainage, and are prepared to pay for such accommodation, has no bearing on the matter. Open drain ends may be all right from the standpoint of the casual visitor, but exhibition exhibitors are evidently supposed not to recognize such claim.

It was last Wednesday that the would-be prize took to the sewer. Yesterday the porker, sleek and evidently none the worse for his experience, was delivered to his anxious owner, dirty, begrimmed, but even fatter than ever.

After the pig had disappeared and no word had been heard of it for nearly five days, the owner appealed to the civic authorities. City Engineer Topp, while quite willing to admit his responsibility for pavements, gravel, or anything else bearing on civic improvements, abruptly but politely refused to be associated with anything pertaining to the porcine tribe.

But he was willing, as any civic servant in his position would be willing, to do anything, so long as it had absolutely nothing to do with his department. It is a peculiar feature of the civic business that a head of a department is called upon to look after affairs which have absolutely nothing to do with the work under his direction. However, in the present instance, while "pigs" do not find a place on the engineer's curriculum shall on occasion they make trouble and the engineer is willing to take a chance.

In response to repeated complaints from the owner the department took steps to make good. A "sewer rat" that is an individual who from his physical proportions is small enough to work his way through the 24-inch main, was detailed to follow the missing porker and locate it. It looked an easy job but as a matter of fact it was no "cinch." At first their could be no doubt but that the missing prize-winner would be but a few feet up the sewer. The employee of the civic department was a nervy individual but as a record maker he was a frost. Every world's record he broke in climbing through the pipe he discovered that a "Cook" or "Peary" had been before. The ignorant pig, bent on explorations, and doubtless certain that it was "carrying the flag" had gone on before. Finally yesterday morning the wanderer was located exactly 3,352 feet (on the map) from the spot where it entered the pipe, contented, happy (as a pig should be) and with an abundant supply of "slop" not at all anxious as to when it would be placed in the prize-winning event of the fair.

ACTION WAS DUE TO S. F. DEALERS

Returned Sealers Believe That Arbitrary Action of Revenue Cutter Bear Was Instigated.

That the action of the United States revenue cutter Bear, in intercepting the Victoria sealing schooners Jessie, which returned to port with the news of the arbitrary action, and the Thomas F. Bayard and Pescawha, and sealing up their firearms on June 23rd in the North Pacific ocean over twenty-seven miles from the nearest territorial waters, was deliberately planned at the instance of San Francisco fur-dealers interested in the sea-otter hunting business, for the purpose of breaking up the season of the local schooners, is the conviction of the returned sealers. The revenue cutter Bear went north from San Francisco, where most of those interested in otter-hunting in northern waters have their depot, and it is considered that an arrangement was made whereby the Bear was to go after the Victoria otter-hunters and, if possible, break up their season and prevent them making any catch.

The action of the Bear recalls the seizures made by the Corwin in 1886, the beginning of the arbitrary action on the part of the United States vessels to break up the business of the Victoria sealers at the instance of the Alaska Commercial Company, which at that time was the lessee of the seal islands. For the illegal seizures and interference with the Victoria schooners on the high seas at that time the United States government was forced, after a commission had sat, to consider the claims made by the sealers seized and interfered with to pay $425,000 as indemnification. It is not unlikely that history will repeat itself with regard to the interference by the United States revenue cutter Bear with the Victoria schooners engaged in hunting sea otter.

The modus vivendi between Great Britain and the United States under which the regulations are provided for sealing in the North Pacific and Bering Sea does not take the business of sea otter hunting in its scope. There is no mention of sea otter hunting in the regulations framed in consequence of the Paris Tribunal of 1894, following which the regulations regarding pelagic sealing were made by Great Britain and the United States. They apply only to sealing. The closed season in the North Pacific dates from the end of April to the beginning of August, and for the past few years the local sealers, who formerly went to Japan and the Copper Island grounds when the season ended, have been landing their catch of sealskins made on the southern coast and proceeding to the North Pacific to hunt the more valuable sea otters. Three years ago the Casco took twenty sea otters and the Vera eighteen pelts; the following year about forty otter skins were taken, and this season, when but five sealing schooners went from Victoria, the majority of them were outfitted for hunting sea otter, and cleared for that purpose from Victoria. While they remained outside the three-mile limit they were free to hunt sea otter at any time under the law.

The news of the success of the local hunters in securing sea otters in northern waters has seemingly aroused the envy of the San Francisco men similarly as did the news of the success of the Victoria sealers in 1883-4-5, when single vessels made catches almost as large as the five vessels from Victoria this year will total for the season. The Mary Ellen in 1885 took 2209 skins, and few vessels had catches below a thousand skins. The increasing number of schooners and large catches made then had a tendency to lower the price of skins, and the Alaska Commercial Company resented the interference of the pelagic sealers. The United States revenue cutter Corwin was sent by request of the interested San Francisco men to Bering Sea with orders to seize all sealers met with. The action was illegal, and proved costly. The schooners Thornton, Onward and Caroline were the first seized. The Corwin swooped down on the sealers engaged on the high seas, took the schooners to Sitka, where the men were imprisoned and turned adrift, without money, food or shelter, hundreds of miles from their homes. Capt. Ogilvie, of the Caroline, was driven mad and suicided. His body, a razor in his hand, was found at the back of the Indian village. In 1887 the revenue cutters seized a dozen schooners, six flying the Canadian flag and six flying the United States flag. By the way their owners and crews have never been indemnified for the seizures, although the Victoria schooners have been paid for.

When the seizures of the sealing schooners were made, protests against the unwarranted and illegal action were followed by claims for compensation, and after some years the United States was ordered by an arbitration board to pay $425,000 in indemnity to the Victoria sealers.

When the United States government seized the sealers the fact was overlooked that sixty-five years previous a United States whaler, the Bounty, had been seized by a Russian vessel on the high seas in Bering Sea. The United States made a protest, and entered a winning contest on the ground that Russia had no jurisdiction beyond the three-mile limit. The Bounty was released and an indemnity paid to her owners. When this case was brought to light the United States receded from its position.

Sledge Showed Marks.

ST. JOHN'S, Nfld., Sept. 30.—Members on the schooner Jeannie, on which Harry Whitney arrived here from Indian Harbor, said yesterday that Mr. Whitney learned in Labrador of the Peary controversy and of the important bearing Dr. Cook's instruments have on this. He engaged Captain Sam Bartlett and his vessel to go up next year and recover Dr. Cook's belongings at Etah.

According to the Jeannie's crew, while Commander Peary scoffed at the idea of the sledge which Dr. Cook gave as a souvenir to Mr. Whitney ever having covered a long distance, Mr. Whitney contended that the sledge showed actual proof of what it had endured and that the rear sections had been cut off to make arrows for killing game as Dr. Cook has described.

New Commercial Building.

WENATCHEE, Sept. 30.—Bids were opened for the construction of the new Commercial Club building yesterday. The contract was awarded to Thomas E. Young, of Seattle, for $15,881. The building will be three stories in height, and will provide quarters for the club, new offices and fire department quarters, and rooms in the third story for rental purposes.

MILITARY PARADE AND AVIATION YESTERDAY

(Continued from Page 1.)

the New York World and promise that there will be another race.

Motor Boat Races.

Other attractions of the day here were motor-boat races in the Hudson, an international reception and ball at the Brooklyn Academy of Music and a big banquet at St. George, Staten Island, tonight.

Meanwhile the Half-Moon and the Clermont were showing the residents along the river just what their namesakes looked like three centuries and a hundred years ago. Progress up the river of the copies of these historic crafts met enthusiasm even greater than that which marked their appearance in New York waters, for up the river they were the sole attraction and did not have to divide attention with warships and aeroplanes as they did here.

The Half-Moon and the Clermont spent last night at Tarrytown, twenty-five miles above New York and left early this morning for Issining.

The Roosevelt at New York.

Commander Peary's Arctic exploration steamer Roosevelt arrived off Sandy Hook Bar at 7:10 today, returning to New York from her trip to the Far North.

The Roosevelt rounded the point off Sandy Hook and anchored in the Horse Shoe, behind the Hook, half a mile from the government dock.

With the flag of the Peary Arctic Club at her masthead, the little Roosevelt, which bore Commander Peary in the quest of the North Pole, entered New York harbor today. It was barely daylight when the lookouts descried the vessel off Sandy Hook, coming slowly. Few of the vessels in the lower bay recognized the Arctic steamer as she rounded the Hook. Off the point the Roosevelt gave three triumphant screams of her siren and ran up the Peary Arctic flag to her highest masthead, then the flag of the New York Yacht Club at her fore and the American ensign at her mizzen. Turning that point of the Hook, the Roosevelt headed into the Horseshoe and anchored there within half a mile of the government docks. Meantime, news of the arrival of the Peary steamer had spread in the upper harbor, where preparations were made by the harbor craft to give the returning ship a hearty welcome if she should come up the harbor.

In Nick of Time.

Commander Peary's ship arrived in the nick of time to participate in the closing ceremonies of the Hudson-Fulton celebration. She will take part in the naval parade tomorrow and will go up the Hudson as far as Newburgh.

Aeroplane Victory Yesterday.

Wilbur Wright circled the great statue of Liberty at the entrance of New York harbor in his aeroplane yesterday, while in the upper part of the harbor two huge dirigible balloons fell ingloriously to earth. Thus, the first day of flight of the Hudson-Fulton celebration was a victory for the heavier-than-air machine.

Both Mr. Wright and Glenn H. Curtiss soared skyward from the aerodrome on Governor's Island in their motor-propelled bi-planes. The dirigibles, manned by Captain Thomas Baldwin and George L. Tomlinson respectively, and entered in the New York World's $10,000 New York to Albany race, were forced to descend because of mechanical difficulties before they were well under way.

Wilbur Wright made three sensational flights, and Curtiss made one brief, though successful, test flight of thirty seconds duration.

Captain Baldwin with his dirigible landed in the Hudson River less than one hour after the start, while Mr. Tomlinson, after remaining in the air from 11:36 a. m. until 1:30 p. m., came to earth near White Plains, 22 miles from starting point. Neither of the dirigible pilots was injured, nor was either craft seriously damaged.

With a lull in the general Hudson-Fulton ceremonies, the eyes of all New York and her million visitors were turned today toward Governor's Island, where the aeroplane flights were held, and toward 119th street and Riverside drive, the starting of the New York to Albany race. Curtiss was the first to leave the earth at a time when dawn had hardly broken. It was at seven o'clock that he rose for a brief flight. Two hours later Wright made his first ascent, completely encircling Governor's Island and remaining in the air seven minutes. After an hour's rest Wright again went aloft, this time remaining in the air for six minutes and thirty seconds, attaining a speed estimated at fifty miles an hour, and with a glorious sweep out over the bay, passed entirely around the great emblem of Liberty on Bedloe's Island, to the northwest.

Not content with the spectacular feat of winding around Liberty, the Dayton aviator made a third flight at 5:20 o'clock in the afternoon. He did not fly over the water or go any great height, but executed two complete circles in the air, and then made an excellent landing, while the crowd, including his rival, Curtiss, commented very favorably on the ease with which he manipulated his craft. In all three of its flights the Wright machine showed greater speed than that of Curtiss, but Curtiss' machine seemed to keep equilibrium better and remained on an even keel. Wright, in fact, met with a slight mishap in his first flight, when a wing tip struck the ground on landing and considerably jarred his machine.

Wright's action in circling the Statue of Liberty is taken as a challenge to Curtiss, for Curtiss was the first to mention such a flight. From now on it is expected that the two aviators will strive to outdo each other, although neither will do anything reckless. Both aviators hope to fly up North River as far as Grant's Tomb, using a warship as a stakeboat.

The start of the dirigible balloon race to Albany was considerable of a fiasco, but it is announced that the balloons will be ready for another attempt at the first opportunity.

Tomlinson was the first to start on the trip, which he hoped would end at Albany. He got away at 11:36, and headed north on the easterly side of the Hudson. Baldwin rose at 11:56, and began travelling towards the state capitol almost over the middle of the river. In a few moments he was lost to view in the slight mist that hung over the river, but in his elevated position he was being bothered by cross currents.

A puff of wind broke one of his rudder ropes, and he was forced to begin his descent on the water off the Jersey shore. The balloon came down easily, and sailors from the battleships Rhode Island, New Jersey and North Carolina swarmed to his rescue in launches. They managed to hold up the balloon so that only the motor was wet.

Baldwin swung himself into a boat. A gang of sailors then pushed the big bag ashore, where it was loaded in a wagon and returned to the starting point. Baldwin's maximum height was 200 feet. Tomlinson, in the meantime, at the height of about 300 feet, had been going northward overland, when both his gasoline and oil tanks began leaking. Fearing an explosion, he was forced to come to earth on a country estate near White Plains. This feat he accomplished without mishap.

Tomlinson was found sitting calmly in his seat trying to stop the flow of oil and gasoline from their tanks. He was uninjured.

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CHILDREN'S FINE RIBBED HOSE, per pair, 35c, 40c, 45c and ..... 50¢
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CANADIAN JAM—7-lb. wood pail—Strawberry or Raspberry, per pail ..... 65¢
CRABAPPLES, per box ..... 75¢
CHIVER'S ORANGE MARMALADE, 1-lb. glass jar .. 15¢
4-lb. tin ..... 50¢
DAY & MARTIN LAUNDRY BLUE, 1-lb. packet ..... 15¢
ANTI-COMBINE LAUNDRY SOAP, 7 full weight bars 25¢
ANTI-COMBINE JELLY POWDER, 4 packets for ... 25¢
STRAWBERRIES OR RASPBERRIES, Tartan brand, 2 tins for ..... 35¢
PINEAPPLE—Cubes or slices, 1½-lb. tins, 2 for ..... 25¢
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