

DISGUSTED MINERS.

Committee of "Bristol" Eugene Passengers are Taking Legal Action Here.

Interesting Disclosures Expected When the Case is Heard Next Week.

The committee appointed by the Bristol-Eugene passengers to look after their interests before the boat left Victoria, and which has continued to act in their behalf ever since, is busy now taking such legal action as is recommended by their attorneys, Messrs. Drake, Jackson & Helmecken.

At present, the only legal proceedings instituted have been begun by a number of men who were employed as a part of the crew of the Eugene, and a few of the Bristol passengers who have broken loose from the agreement to entrust the adjustment of the affair to the committee. These eighteen men have issued a writ of summons by their attorneys, Messrs. Eberts & Taylor against Messrs. F. C. Davidge & Co., and the Portland & Alaska Trading & Transportation Company, claiming as follows:

"The plaintiffs claim severally for a return of moneys paid upon a contract which was not fulfilled, the particulars whereof and the amounts thereof are hereinafter set forth, and the plaintiffs jointly claim damages against the defendants for breach of contract to carry passengers from Victoria, B. C., to Dawson City in the Northwest Territories of Canada."

- Then follow the names of the plaintiffs and the amounts claimed by them: R. J. Young, \$100; W. H. Stetson, \$150; J. W. Stingle, \$150; Geo. A. Johnson, \$150; J. C. Hungerford, \$150; W. Rendell, \$150; E. Kelly, \$150; W. M. Devine, \$150; W. D. Wallace, \$200; W. F. H. ... \$150; D. M. Semple, \$150; W. W. Gardwell, \$300; E. Ferguson, \$300; R. H. Hayden, \$300; J. O. Switzer, \$300; S. Hubbard, \$300; H. C. Carlyle, \$300; W. D. Wind, \$300.

It is noteworthy that of this list the first nine names are those of the men who were employed as crew upon the Eugene, and who in return for working their passage were given a reduced rate to Dawson City by the boat, the others are the passengers on the Bristol who have cut loose from their agreement with their companions in distress.

A writ of summons was issued requiring an appearance within eight days. The appearance was entered immediately by Mr. H. E. A. Robertson as solicitor for the defendant company. Then the solicitors for the plaintiffs, Messrs. Portland & Alaska Trading & Transportation Co., went before Mr. Justice Walker and got an order for a consent judgment for the amount of \$1,800, Mr. Robertson endorsing upon the order.

"Consented to on behalf of the Portland and Alaska Trading and Transportation Co., 8th September, 1897, H. E. A. Robertson."

In pursuance of this order judgment was entered, and on an affidavit made by W. J. Taylor, of Messrs. Eberts & Taylor, Mr. Justice Walker granted the order nisi attaching all moneys in the hands of F. C. Davidge & Co. due to the Transportation Co. That order nisi was made returnable on the 9th inst., and came up in chambers yesterday morning, when Mr. Taylor appeared for the plaintiffs and Mr. L. P. Duff for Messrs. Davidge & Co., and upon the order made by Mr. Gregory, acting with Messrs. Drake, Jackson & Helmecken, for leave to intervene, as claimants of the money due to the Transportation Co. by Messrs. Davidge & Co., Mr. Justice Walker granted leave to intervene.

The legal aspect of the question thus stands, that the plaintiffs in the action have obtained a garnishee order, and the committee represented by Mr. and Mrs. Helmecken & Gregory hold an assignment of the amounts supposed to be garnished, from Mr. E. B. McFarland. This assignment was made on Tuesday evening by Mr. McFarland individually, and on behalf of the Transportation Co. to Mr. H. D. Helmecken and Mr. F. B. Gregory, who hold the moneys received in trust for the benefit of the passengers pro rata.

When the case comes up for hearing on Thursday next some of the interesting disclosures will be made. It seems certain that at the very time Mr. McFarland signed the assignment of all moneys due to the Transportation Co., he turned over to the representatives of the passengers of the Bristol he had already received the papers notifying him that the money had been garnished by the eighteen men who had entered suit.

And it is further alleged, that those eighteen men constitute the party who have been all along designated as the "faithful few." They, it is said, are the men who have been hand in glove with the parties who have been acting for the Portland & Alaska Trading & Transportation Co., and ever since the Bristol left port they have been the recipients of special favors in the matter of accommodation. This refers of course to those who were passengers on the Bristol, those who were members of the crew of the Eugene, and all along been looked upon as partisans upon the Transportation Company's side, and it is freely asserted by nearly all those who constitute the large number of aggrieved passengers that the suit thus instituted and the consent judgment and garnishee order obtained are the result of collusion between the Transportation Company and these bogus claimants. It is quite certain that a bitter legal fight will be made to obtain a just and equitable recognition of the claims of the passengers, Messrs. Drake Jackson & Helmecken will leave no possible legal move untried as they are convinced that at least one hundred objections, and all of them sustainable, can be adduced against the consent judgment obtained.

"Whom were you just now walking with, Edith?" "Nobody, mamma." "That's what I must drop him at once."—Detroit Journal.

STRANDED YUKONERS.

Charterers of the "Bristol" Make a Statement of Their Side of the Case.

The American Transportation Company the Only Parties Held to Be Blamable.

A meeting of citizens was held in the Board of Trade rooms yesterday with the object of trying to straighten out the tangled web of which the matter of the Bristol-Eugene fiasco has become the affair of the unfortunate passengers and others concerned in that now historic voyage.

President Kirk occupied the chair and explained that in view of the fact that through the culpable mismanagement of an American company—the Portland and Alaska Transportation Company—who had employed a local shipping firm, Messrs. F. C. Davidge & Co., to carry out the contract with the passengers, the whole of the onus of the failure would likely be thrown upon the city of Victoria. He had therefore thought it advisable to call a meeting of business men to discuss the matter and see if something could not be done in the way of an amicable settlement.

Mr. Gregory stated that he had been consulted by a committee of the passengers, who were determined if possible to recover damages against some one for the non-fulfillment of the contract to carry them to St. Michael's. He had another lawyer, who had been retained, he had advised that in so far as the local shipping firm was concerned, there was no legal claim against it. At the same time he thought that as nearly all the unfortunate business men engaged were eager to continue their journey and proposed to get into the Klondyke at all hazards, it would be well for the citizens to do all they could to assist them. He understood that Messrs. Davidge & Co. were prepared to treat the matter in a very liberal spirit, and while the firm might not be able to supply the amount paid for their outfits, was the subject of universally favorable comment among the Bristol passengers yesterday, and that the amount over to them by the firm which might be raised to assist the passengers. There could not be the slightest doubt but that the American firm were really the cause of the present unfortunate circumstance, but that Victoria would get the greater share of the blame was equally true, and if the citizens of Victoria would do all they could in the way proposed, it would be one of the best advertisements the city ever had.

F. C. Davidge, of the firm who chartered the Bristol, being present, the request of the chairman made an informal statement of the delectable tangle into which the whole matter has fallen. He stated that a short time ago a group of experienced speculators of Portland formed a joint stock company for the purpose of carrying passengers to Dawson City by way of the Klondyke. Among others, his firm were asked to tender for the supply of a steamer to make a trip between Puget Sound and St. Michael's, his price being \$10,000, which was accepted; but the concern not having any great amount of capital it was decided that his firm should make the sale of the steamer to themselves out of the proceeds. But in order to protect himself from possible loss through default on the part of the speculators, he had \$2,000 additional being placed in his hands, and although through various causes the defunct Portland & Alaska Transportation Company were still in his debt, he was willing, without prejudice, to make a donation of that amount for the benefit of the passengers.

In answer to Mr. William Wilson, Mr. Davidge pointed out that the fact there was a profit on account of the charter, still, through the failure of the ship to complete her voyage, he had been compelled to pay for the cost of the delivery of 1,000 tons of coal at Dutch Harbor at \$6 per ton, and by his action now rendered himself liable for an amount more than equal to the difference between the price at which he had agreed to deliver the coal and that which his clients would now be compelled to pay for it at Dutch Harbor. Any business man could see that he stood to lose more than the profits realized from the Portland Co. Besides the fact that his firm had been financially and spent their time in fitting out the steamer, and had been prevented by the mismanagement of others from carrying out their contract, he thought even if there had been a profit on the voyage, he was fully entitled to it. Several gentlemen expressed satisfaction with the offer made by Mr. Davidge and it was suggested that a committee was formed of representatives of the passengers and formulate some scheme to lay before a meeting of citizens this afternoon at 7 o'clock. The chairman having appointed the committee an adjournment was called until this afternoon.

SACRED MUSIC.

Special Service Given in Christ Church Cathedral.

At Christ Church cathedral last evening a large mid week congregation assembled to listen with pleasure to the special service of praise arranged under the direction of Mr. F. A. Hill, organist, and in which he and his choir had the assistance of Dr. Richard Nash (violin) and Mr. Percy Wollaston (bass), soloists. The service was of a most beautiful character, and was well received by the congregation. The order of the service was as hereunder:

- Prædication by the Rev. Canon, 3:30
Prayers for the day, 4:00
Magnificat and Nunc Dimittis, 4:15
Antiphonal Prædication, 4:30
Organ solo—"Royal Procession," Spinye
Singing Quartet (fair for strings), "The Voice of the Far Land," Frammerie
Violin solo—"The Heart of the Heart," W. Spinye
Organ solo—"The Heart of the Heart," W. Spinye
Trio—"Ave Marie," Gounod
Violin, Cello and Bass, 5:15
Offertoire and Recessional hymns, 5:30

When you were just now walking with Edith? "Nobody, mamma." "That's what I must drop him at once."—Detroit Journal.

"How do you point sunrise? You never saw one in your evening drawback. I point sunset, and then turn them upside down."—Detroit Free Press.

THE CITY.

Sir John and Lady Swinburne, of Clapheaton, are distinguished guests at the Diarid. Sir John is a retired naval officer who has seen much war service.

At a meeting of city school trustees on Tuesday evening it was decided to change the school year, to begin on September 1st, by which Mr. Eaton has been known since his appointment to that of school inspector.

Mr. W. T. COLLINSON, of Mayne Island, postmaster of Plumper Pass for the last eighteen years, has been gazetted a justice of the peace for the district which has so long been his home. The appointment appears to give satisfaction.

SEVERAL extensive and valuable localities for gold and silver have been made on Transfield creek, back of Deser creek, on the west coast of Vancouver Island. The lucky locator is Sam Darr, a prospector of the Clayoquot district.

The case of Maurice Strous, charged with the illegal importation of opium, comes before Magistrate Macrae for rehearing in the provincial police court on Monday. It will be remembered that this case was heard at the court to the magistrate, for re-trial, by Mr. Justice Walkem.

With a view of entering into business with this province Messrs. Vivian and Sons, smelters of Swaneau, have written to Mr. W. P. Hays, of Vancouver, asking to be forwarded from one to twenty tons of rich argenteiferous or auriferous lead or copper ore, or copper concentrates, to be assayed. Mr. Hays has given the project a regular line of steamers will be established between Vancouver and Swaneau.

A VERY enjoyable "at home" was given the members and friends of the W. O. T. U. by Mrs. Clarence Cox, at her residence on the 10th inst. last evening. The subject of the evening was discussed at some length and volunteers enlisted to increase the Union membership during their next week. Mrs. W. T. Grant and Mrs. Jenkins gave each a reading on "Woman's Franchise," and Mrs. Gordon, Grant on the subject of "Our Boys."

It is scarcely a month since Mr. J. W. Jones, the Alberni prospector, located his four parallel ledge of peacock copper at Sidney harbor, Clayoquot, Mr. Jones and Mr. Kincaid, the partners in the new venture, being the pioneer prospectors of that district. Yesterday their copper claim was sold to Eastern capitalists represented by Mr. D. Mann, the well known Victoria real estate man, for a sum of \$50,000. The new owners will visit the west coast at once, and immediate development of the property is expected to be undertaken.

The mortal remains of the late Alexander Beggs were yesterday evening placed on the Charnier on their journey to Winnipeg, where they will be placed in their last resting place. The funeral of the deceased took place on the 10th inst. at the residence on Jessie street, Victoria West, where the lengthy cortege started at 3:30 o'clock en route to St. Saviour's church. Rev. W. D. Barry conducted a most solemn but beautiful service, a large number of sympathizing friends being in attendance. Those who officiated were Messrs. Wm. T. Grant, E. M. Gore, R. E. Gonnell, H. A. Munn, J. G. Fret, B. Boggs, H. M. Lamb and J. Cartmell.

MEMBERS of the Anglican church will be delighted to know that about the middle of the month of September, at the same time as Bishop Perrin is expected home, Right Rev. Dr. Talbot, Lord Bishop of Rochester, England, and Canon Charles Ross, M.A., of Westminster Abbey, the famous and learned author of Luz Mundu, will pass through this city on their way east, and it is hoped that opportunity will be given for a meeting of the two prelates. The two reverend gentlemen have been appointed as delegates from the Church of England to a large convention of the Anglican clergy, which is to be held shortly in the state of New York. In a letter to his diocese, Bishop Talbot states that owing to the illness of the late Bishop Allen Jones, of San Jose, was overcome with consternation and astonishment when the clerk of the races at Oak Bay, last Saturday, offered him the objectionable number.

"What, wear 13 in the races?" he asked in amazement.

"They always skip it on our tracks," he replied, "can't you do it here?"

Then, when assured that any change would disarrange the programme, he took the number with a dissatisfaction he made no effort to conceal.

"Jonest, it's a black day for you," he soliloquized.

After he had defeated Ziegler in the third round, the clerk of the course came to him.

"Well," observed the official jovially, "thirteen don't appear to be so bad after all."

But Jones was not to be comforted. "I'll be glad if I get through this day with sound bones," he replied.

In the next race he came into touch with Spain and fell in the homestretch. In the handicap he was one of the first to go down in the general spill.

"The track could not be blamed for either tumble," he observed after the races were over. "Nor was there any wild riding. It was just the hoodoo number that made me fall the mischief. That is so far as I was concerned."

CHAMPIONSHIP MEET.

Wellington "Champion" Bicycle Meet Turns Out a Most Dismal Fizzle.

Vancouver Lawn Tennis Tournament—Record-Breaking Swimming—Footballers Organizing.

From all reports that "championship" race meet at Wellington last Tuesday was about the most fearfully and wonderfully directed sporting event ever held in this province. From first to last it was conducted with beautiful disregard for rules, and inasmuch as the racing board of the C.W.A. may possibly inquire what the Victoria Wheelmen found so objectionable, here are a few samples:

First, Victoria obtained sanction for races at Oak Bay on Saturday—then Chief Consul Fullerton repudiated the sanction he himself had issued, and forbade the Victoria riders competing at Wellington.

Spain was included in this prohibition and was refused entry to the championship races. He was allowed, however, to compete in the open professional mile, though how he could be eligible in one case and not in the other passes comprehension.

Dave Christopher, of Victoria, the fastest local amateur in British Columbia, was kept out of the championship races, yet he was invited to give an exhibition quarter and gave it the only fast performance of the day.

Fred Humber did not compete at the Victoria races against any save members of the Victoria Wheelmen's club, so that at the most strained interpretation of the Chief Consul's ruling in regard to the California riders, he was eligible for an event. Yet he was refused entry after he had been invited to attend and had paid railway and other expenses to do so.

Willie of this city was entered for races at Wellington. He did not compete in any event at Victoria, and should obviously have been held to his entry. He was, however, made a starter for the new event, being the pioneer competitor of that district. Yesterday their copper claim was sold to Eastern capitalists represented by Mr. D. Mann, the well known Victoria real estate man, for a sum of \$50,000. The new owners will visit the west coast at once, and immediate development of the property is expected to be undertaken.

The referee of a race meet is, by rule of the C.W.A., required to be "an amateur wheelman in good standing." The referee must be approved by the chief consul, as representing the district board. At Wellington the referee was a professional, so that in this province the chief consul appears to rise superior to the rule.

Of the races—But to describe how the thing was run is impossible. Calling a five mile race back at the ninth lap because some competitor has had a fall! Announcing the conditions of a race in the middle of the race! Having a heavy dress used as a dressing room! These are a few of the features of the championship gathering, a race meet that had its roots in the mud.

THE FAIRFUL NUMBER.

In these days of advanced civilization, when the most cherished doctrines of the ancients are laughed at as silly superstitions, it is curious to note how firm a hold the thirteen fatality has upon those who in other things disdain the very suggestion of old fancies.

It is not a little curious that the racing men for this hoodoo number that on all the great American tracks it is tacitly skipped, entries and competitors passing indifferently from 12 to 14. Allen Jones, of San Jose, was overcome with consternation and astonishment when the clerk of the races at Oak Bay, last Saturday, offered him the objectionable number.

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THE BROTCHE LIGHT.

Probability that the Erection of the Beacon Cannot Go On Till Spring.

C. P. N. Company Will Place a Steamer on the Stickeen Route.

Chief Officer Owens of the government steamer Quadra, who has been superintending the building of the beacon on Brocthe ledge, is of opinion now that the work cannot be advanced further than the spring comes. To prosecute the work further, he considers, means to do under extreme difficulties; for, as has just been experienced, the permanency of the work can hardly be established before bad weather spoils everything.

This is pretty nearly what happened on Labor day last, when the 22-foot steel caisson, which measures 24 feet at the base and 6 feet at the mouth, and stands over 20 feet high, was lifted from its foundation on a pinnacle of rock and toppled over into the sea alongside by a heavy swell. The rock had itself projected into the caisson some five or six feet, and of the 900 tons of material required to fill it there had been placed upwards of 250 tons. This has remained pretty well in place, and of course the longer it stands the more solidified it will become.

The strength of the currents in the locality is remarkable, and it is said that the tidal running in from Race rocks to Tidal island has turned the caisson (which is full of steel) as though it were a pivot with no hold on the foundation. If the work on the beacon is continued this fall it will not be till the Whitelaw returns from her wrecking operations on the coast to lift the caisson into its place again.

STEAMER FOR THE STICKEEN.

Capt. John Irving, who has been over the Sound for several days returned home on the City of Kingston yesterday morning. The captain is one of the Victoria men who is going to take an active part in the Klondyke business next year and with this object in view he has been making very practical arrangements. In carrying out his policy a stern wheel boat is to be placed on the Yukon, which will be built and ready for service when navigation opens on the river. While believing that a large traffic will be conducted on the Yukon this coming year, he does not overlook the possibilities of the Stickeen route to the all-Canadian highway to the upper Yukon. He will therefore place a stern-wheel steamer of light draft on this river and will have her ready for the commencement of spring trade. With the Hudson Bay steamer Caledonia on this route and other probable steamers and with a steamer on Teelin lake there can hardly be a hope left for the Skagway and Dyea routes.

MARINE NOTES.

Sixteen passengers and 20 tons of freight were received here by the steaming Queen going North yesterday morning. Among the former were Mr. Warburton Fife and party, including Messrs. Hamburger and H. P. Bell, C.E. The party numbers five, and go North for the purpose of making surveys for the Cassiar Central.

Steamer Princess Louise left for the Fraser yesterday evening with 3,000 cases of salmon. The balance of the cargo she brought down from River's Inlet a few days ago. At New Westminster the salmon, together with other lots to be received on the way up river, will be placed on the C.P.R. and sent East on the 15th inst. Instead of a tri-monthly service to West Coast points, the steamer Willapa will in future only make two runs on the route a month. At the end of each month her trips will extend to Cape Scott.

The steam freighter Ossa, which for the past day or two has been moving logging camp from Ganges Harbor to North Saanich, returned to port yesterday.

Steamer Willamette sails for Skagway and other Northern points on the 21st instant.

Stickeen Railway.

OTTAWA, Sept. 8.—(Special)—Crofters Beggs is here talking up a railway from the Stickeen river to Teelin.

A BUSINESS MAN'S FRIEND.

Williams' Directory of British Columbia Makes Its Appearance—A Valuable Work of Reference.

Williams' revised and amended directory of British Columbia, which has just been placed in the hands of subscribers, and which the publisher has expected—as valuable a reference work as any British Columbia business man could possess. Altogether the new directory contains about 300 pages, showing a population for the province at the present time of about 140,000, exclusive of Chinese and Indians, or an increase in population within the past three years of fully 25 per cent. Post offices and town centres are dealt with to the number of more than two hundred, while special attention has been given to the revision and correction to date of the country list, this portion of the work containing fully 50 per cent. more names than any other similar publication.

Another feature which will especially commend the Williams' publication is the complete street directory of this city, the classification by occupation—these categories a resident—and here is one of the chief uses of a directory. This, as well as all other departments, is corrected to within a fortnight of the date of issue, and so careful has been the work of preparation that no fewer than 1,200,000 handbooks have been necessitated before the publication by occupation—these names and the issue of the book. This is a fact that should not be overlooked by anyone—it shows that Mr. Williams does not propose to sacrifice accuracy to haste.

The statistical information concerning the province—the most index pages—the classification by occupation—these are a few more features that go to make the new directory in every way a useful and a creditable production.

NO INDIAN TROUBLE.

Reported Disaffection Is All Nonsense.

WINNIPEG, Sept. 9.—A Regina despatch says the reports that have been sent to the Indian department at Winnipeg and Ottawa that runners from United States Indians are here creating disaffection are entirely without foundation. Chief Piapot, to whom it was supposed the band address was sent, says he is now confined to St. Boniface hospital. He is somewhat better to-day. No serious consequences are expected.

VICTORIA COLLEGE.

BEACON HILL PARK.

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NO DENTIFRICE EQUALS CALVERT'S

Carbolic Tooth Powder 6d., 1s., 1s. 6d., and 1 lb. 5s. 6d., or Carbolic Tooth Paste 6d., 1s., and 1s. 6d. Post.

For Preserving the Teeth and Strengthening the Gums. Each is prepared with CALVERT'S purest carbolic acid, and is guaranteed to sweeten the breath and prevent infection by bacteria.

Avoid imitations which are numerous and harmful. From NEWTON CRANK, Esq., late United States Consul, Manchester: "Your Carbolic Tooth Powder is the best I ever used. In my opinion it is valued by the members of my family."

The Largest Sale of Any Dentifrice. F. C. CALVERT & CO., MANCHESTER. Awarded 75 Gold and Silver Medals, &c. AGENTS: Langley & Henderson Bros., Victoria, B.C.

Family Knitter

Will do all Knitting required for family use, from 100 yds. to 1000 yds. year. SIMPLEST Knitting on the MARKET. We guarantee every machine to do good work. Agents wanted.

Price, \$8.00. Dundas Knitting Machine Co. DUNDAS ONT.

B.C. STEAM DYE WORKS.

Ladies and gentlemen's garments and household furnishings cleaned, dyed, pressed equal to new. Will do up 250 lbs. of laundry each week. Address 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920,