

CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., AUG. 10, 1882.

Cape Railway Under Contract.

We congratulate the people of Sackville, Westmorland and Bedford on the fact that a contract has been entered into between the Cape Railway and Mr. J. A. Wheaton, railway contractor, for the construction of the first section of the Cape Railway, viz.: that between Sackville and Bay Verte. This important step was taken on Tuesday. Mr. Wheaton has proved himself a successful contractor, has the necessary plant on hand and is prepared to commence operations in a few days on the completion of necessary details. In taking this step on so small a subsidy as \$3,000 per mile, the Company relies on the cordial aid and support of the people at large, in not only providing the right of way, but in liberal subscriptions.

Cattle Disease in Cumberland.

A very curious and unrecognized type of disease has appeared amongst the cattle and sheep on the borders of Cumberland and Colchester Counties. It first appeared at Lynn—a settlement 8 miles west of Five Islands—Colchester County, some months ago and from there has extended to the adjoining settlement in Cumberland County. One Farmer, Mr. Patrick Doyle, recently lost four cows—two of the new milk. Others have lost, making in all about 20 head and a number of sheep. When taken they froth at the mouth and act otherwise as if affected with hydrophobia. They lose the use of their hind legs. It does not appear to be contagious or infectious, for some cattle in a barnyard escape while others take it. Some alarm is expressed by neighboring farmers lest this disease should spread, and the desire is strong that measures should be taken by the Department of Agriculture to have the trouble scientifically investigated, if possible to provide a remedy for it and check its advance. The raising of beef is an important industry along the borders of the two Provinces, and a cattle disease here is not to be lightly treated. The Minister of Marine resides in one County affected; the Minister of Railways and Canals in the other; this need only be mentioned to receive their attention.

Why Beef is Dear.

The *Scientific American* says:—The reasons given for the current high price of beef are many. The winter of 1880-81 were exceptionally severe and heavy losses of stock were suffered on the great cattle ranges of the West. The drought of the ensuing summer acted not less unfavorably upon the smaller herds of the East. The hay crop was small, and the summer and fall pastures failed over many States; so that farmers were forced to kill their stock. In this way, we are told, the beef supply was limited both in quantity and quality, leaving the demand for good beef far in advance of the supply. The exportation of nearly 200,000 cattle contributed still further to lessen the beef supply for home market. Advantage was taken of the situation by speculative dealers and combinations controlling millions of capital, and by local agents of butchers and marketmen, and the price of beef was thereby raised far above what it would have been in the ordinary course of trade.

It is doubtful if beef will ever recede to the lower prices once obtained, because every year the demand is increasing beyond the increase of population, by reason of the yearly enlarged power of the people at large to indulge in the luxury of beef. The results of modern industry are to give to the laborer and artisan as good food as the noblest and the most luxurious of the lords of the earth.

The War.

The event of the week was an attack on Saturday made by the British to ascertain if Arabi Pasha was retreating from his position at Kafr El Dwar. The attack was well sustained, the Egyptians retiring before the fire of 40 pounders and 9 pounders. The loss of the Egyptians was between 200 and 400. The British lost 4 killed and 29 wounded. The report now comes that Russia has been making warlike preparations for six weeks. Troops have been hurried towards the Caucasus, where 200,000 men and vast munitions of war are collected, ready for a descent on Egypt.

New Government of Nova Scotia.

The new Government was sworn in on Thursday. It consists of Hon. W. T. Piper (Cumberland), Premier, Hon. A. J. White (Cape Breton), Attorney-General, Hon. A. Gayton (Yarmouth), Commissioner of Mines and Works, Hon. C. E. Church (Lunenburg), Provincial Secretary. Members of the Executive with out office—Hon. A. M. Coogan and Hon. T. F. Morrison, of the Legislative Council, Thos. Johnson (Shelburne), and D. J. Campbell (Inverness). What has become of Weeks, and McCoy, and Longley?

Two important railway construction movements are noted this week. The River du Loup Syndicate (N. B. Ry. Co.) has leased the Andromeda-Woodstock Railway (B. & C. Ry.) for 99 years with agreement to purchase. The same Central has leased the E. & A. Ry.

A corner in cattle space in steam ships has been organized by two shippers, at Montreal, who have bought up all the space during August at £3. 6. 0 and ask £4. 10. 0.

Climate.

How many of our people appreciate the blessings and advantages of the climate enjoyed in Canada, especially in the Provinces by the sea? We hear grumbling enough of the long dreary winters during which man and beast consume all that can be produced in the short summer—but who is it that sings the glories of a Canadian summer? The long summer days and tempered heats peculiar to our latitude are in the highest degree conducive to labor, health and enjoyment—and of the multitudes in the burnt up cities of the world, how few there are who do not long to exchange the gloomy of fever heat for the cool and bracing air to be found along the coast of Nova Scotia, or in the bays and estuaries of the St. Lawrence? Our long winters have their compensations. They develop a superior race—a bold vigorous, hardy people, strong in muscle, great in endurance, able to win their way in labor, or fight it out in war. In contrast to all this, we produce from the N. Y. Sun of 1st inst:—

The greatest enemy of human life in New York is long protracted heat. It kills off the children of the tenement houses as if the plague was upon us. If the thermometer keeps up continuously above eighty degrees, and especially if it rises into the nineties, the mortality is at once doubled or tripled. About two-thirds of the deaths among infants under five years of age. Against the heat we have no protection. No quarantine can keep it out. When the heat comes upon New York it is as if a visitation was not of frequent, almost annual occurrence. No health regulations can save the inhabitants of the crowded tenement houses, lining districts of the city which are more thickly populated than even the poorest crowded quarters of London. Only the exceptionally strong or exceptionally fortunate of the children can resist its debilitating effects. There can be no relief until nature comes with more invigorating air to revive the panting children who stifle in their crowded quarters. A few weeks of town on brief excursions by philanthropic individuals, but they are only as a drop in the bucket. The number of deaths last week was 1,217. That is a great but by no means unprecedented mortality for a July week. The number of children under five years of age who died was 760. During the week ending July 6th, 1879, the number of such deaths was 1,007. During the 1st of July up to last Saturday the total mortality was 6,014, which is an unprecedented number for the same length of time. Shall we continue, summer after summer, to suffer from a mortality like that of an Asiatic city in its worst season? And there is yet another question. When shall we find the remedy, the desired means of preventing this annual decimation of the children of the poor?

The War in the East.

LONDON, Aug. 5.—The *Daily News* says it understands that General Wolsey, prior to his departure for Egypt, stated it was his confident belief that the campaign in Egypt would be ended before the 15th of September. The *Daily Telegraph* has the following despatch from Alexandria, Aug. 4.—There was a small skirmish early this morning on the left front of the British lines. The attack was made by the enemy, which was promptly repelled by Major Forest, with fifty men of the 146th regiment. The enemy is in great force. Arabi.

The *Standard's* St. Petersburg correspondent says there is no longer doubt that divergence of views exist between England and Russia, which is exercising prejudicial influence upon all attempts to harmonize the English action in Egypt with legitimate right and wishes of the Powers. It is not unlikely that this divergence will lead to break up of conference at an early day, without any results.

ALEXANDRIA, Aug. 5.—An armored train went to Meks Fort Thursday. The forty-pound breech loader made a beautiful practice on Marcet earth-works at 6,000 yards. The shells were seen to burst right up Arabi's earthworks. Arabi's threats to enter Alexandria are believed as intended to mark his retreat.

The *Times* says the Porte has the effrontery to declare that a proclamation against Arabi will be contingent on his attitude after the landing of Turkish troops in Egypt. It is impossible, therefore, for England to support or permit the landing of Turkish troops in Egypt. The claim of the Porte to draw on Egyptian revenues is preposterous.

The Potato Bug.

MR. EDITOR:—We always like to hear news from home, but the latest from that quarter is not of the kind one likes to hear. The potato bug has made his presence known among you. I mean the potatoes. A few years ago a gentleman from Seattle thought these pretty bugs were quite a curiosity as they took their walk along the sidewalks of the city, but for he and all other growers of potatoes will find that they are the most destructive and glutinous little wretches in the universe. Two or three days ago only required for them to take every leaf off a fully grown plant. For years they have been fought in this Province; fought with picking, hilling, London purple, lime and Paris green. I am writing to give a simple and sure cure for these horrible depredators. It is the only one that has been found efficacious or at all satisfactory. So soon as the bugs are hatched out they come from under the leaf to the top and plant themselves in the spots where the tenderest part of the plant can be found when they feed, going out to the larger leaves as they grow stronger. So soon then as you find the bugs, get a barrel of water taken to the field, a whip, and a quantity of pure Paris green, take a tablespoonful of a half pint of thoroughly with one pint of water, and then proceed to apply it to the potatoes with the whip. In two days the effects will be visible or the bugs invisible. Probably two applications in the season will be sufficient. G. H. F. Ottawa, Aug. 8, 1882.

The tide of Immigration to the New World has now for the first time in history commenced to set in towards Canada. During the quarter ending June 30th, the emigration from England to the United States fell from 74,000 to 68,000, (for the corresponding period 1881.) while it rose in Canada from 9,600 to 18,000—an increase of over 200 per cent.

Joggins Branch.

Enthusiastic Meeting at River Herbert, N. B.—Its Utility and Sources of Traffic—The Resolutions and Speeches.

On Friday afternoon a large meeting of farmers and business men of Cumberland took place at the Drill Shed, River Herbert, in the interests of the projected branch from the I. C. R. at Macdon to the Joggins Coal Mines. Amongst those present were J. Irvine, Esq., President of the Joggins Coal Co., R. Cruikshank, Esq., St. John, D. W. Clark, Esq., Carleton, Hon. C. J. Townshend, Dr. Mitchell, &c., &c.

Geo. Hibbard, Esq., called the meeting to order, at the same time expressing the pleasure he felt in the gathering present as an evidence of the interest taken in the work. Mr. K. Pugsley, Esq., was called to the chair, and John W. Lowe, Esq., appointed Secretary. Hon. C. J. Townshend was invited to speak. He said without introducing politics he would take occasion when so many electors were present to thank them for the very large support given him in the contest just past. As the project for a railway to Joggins was a subject of such importance, whether in the Government or out, to use all his efforts to promote this enterprise. He had every motive for doing so, for all his own interests were indissolubly bound up with the country. Whether right or wrong, the Government was defeated, and his opponent, Mr. Pipes, had attained a very high and honorable position. It is now for him to say what his Government will do to advance this enterprise. The time was when people smiled at the mention of a Railway to Joggins. The people interested, however, have steadily agitated the scheme—never abandoning it—and what is the result?—to-day it is actually under construction! What may not be done by well directed agitation and the promise of a Railway to Joggins? Of course the Pugsley Railway scheme has been secured by the influence of the Hon. Minister of Railways, who has been incessant in his exertions to put under construction the Oxford-New Glasgow line, and the contractor, Mr. Blackman, backed by some of the staunchest and ablest capitalists of New York, has been enabled to commence work. They will agree with him that much depends upon the disposition of Sir Charles Tupper towards this work, and they were, in doubt, desirous of knowing his views. He had the honor of discussing the project with the Minister and he had authorized him to say that he would do everything he legitimately could to promote this project. The two rivers to cross, Macdon and River Herbert, are obstacles of considerable magnitude, but Sir Charles was under the impression that cheap wooden structures on piles would answer the present needs, and if the engineers reported that that style of a bridge would be sufficient for the moment, a great difficulty would be removed. Sir Charles also stated that he would place a staff of engineers at the service of the promoters to survey the line. He did not, however, agree with others that the full responsibility of this enterprise should be shouldered by Sir Charles Tupper. He can only assist in the project so far as it is consistent with Dominion interests. The new Local Government, if the Syndicate scheme be adopted, will have a large sum on hand, and if it is appropriated for railway work, use will be condemned—this project could well claim its share. (Cheers.)

MR. IRVINE, Esq., was the next speaker. He was not there as an elector but as a representative of industrial interests—of gentlemen who had invested large sums in mines in that district, and were interested in securing transportation facilities. He could not point to another district where there is such a traffic waiting for the trains. The business is being done now that will afford the traffic; it has not to be worked up. Look at the mining interests—these at the Joggins, Prospect, Hibbard, Miner, Hay, and other areas—13 in number—stretching along in the track of the proposed line, all of which could be worked. These properties would then have an outlet in winter by the I. C. R. and in summer both by I. C. R. and by water at the Joggins. Look at the employment of men such a work would develop—the wages to be paid—their clothes, food, affording not only a traffic for the railway, but an outlet for the farmers' produce. It would be a short, easily worked line and a great feeder to the I. C. R. From the start he prophesied it would yield a handsome profit. The advantage of a Railway to any community could not be over-estimated, in increasing the value of property, the power of labor, bringing nearer nearer markets and centers, making people prosperous, and, therefore, contented, keeping their sons at home, and, in conclusion, he urged that they unitedly agitate, and not to cease to agitate till the work was secured.

MR. W. C. MILNE was invited to speak. He did not think political considerations ought to be pressed by the promoters or weighed by Sir Charles Tupper in this matter; he believed the project had sufficient intrinsic merit of its own as a work of public utility to secure its construction, otherwise he thought it would not be built at the public expense at the rate of \$40 per mile. The road would pay. The traffic was already large, and a railway would increase it. He had already passed seven mineral roads and Cape Breton, aggregating a length of 110 miles, but he could find nothing in the traffic returns available for comparison. There were a number of branch lines in New Brunswick. The Chatham branch was 9 miles long and was operated at an expense of \$40 per mile. The Elgin branch, 14 miles, at \$35 per mile. The Albert, 41 miles, at \$50 per mile. The Fredericton, 24 miles, at \$70 per mile. The road moved on the Elgin in 1880 was 8,589; Albert, 21,783; Fredericton, 9,349. The Spring Hill and Farnborough, 34 miles, was operated at an expense of

\$449. He estimated that on a traffic of 50,000 tons of coal per annum the Joggins branch would not be above \$500 per mile, or in all \$5,000. What were the sources of receipts? The passenger receipts of the S. E. & P. were in round numbers \$3,000; Chatham, \$1,000; Albert, \$2,000; Elgin, \$5,000. He believed the making a comparison of populations a passenger traffic of \$2,000 could be relied on, and mails say \$500. If the mines now in operation moved only 12,500 tons coal over the railway at 20 cts. per ton, the receipts would be \$2,500, making a sufficient traffic to pay expenses. In addition to this, there would be the general traffic of the country—the supplies for the mines, carriage of hay, produce, &c. But when it is considered that only one end of the coal series is now opened, and that new mines would not doubt be opened along the whole line from Macdon to the Joggins, 12,500 tons of coal is an estimate vastly below what could fairly be calculated on, and the traffic in the near future would exceed any corresponding section of the Intercolonial.

MR. IRVINE continued. The Company had gone to say that the increased traffic to the Pacific Railway, but were obliged to decline it for want of transportation facilities. He was happy and glad to speak. He would say it would bring a great traffic to the S. E. & P. It would add to the wealth of this section. He exhorted them to stand together as one man and not give up till the railway was obtained.

MR. CRUIKSHANK, Esq., said that when he had been connected with railways for thirty years and he considered this election he had picked out the best. He referred to the creation of new settlements and towns in the wilderness along the River du Loup, and the great quantities of produce they were sending to market, as an evidence of the business and prosperity that follows in the wake of a railway. He said that the Government was not to be trusted. Farmers have a cash market at their doors for all they can produce; the value of land has increased; labor is better paid; new business springs up. St. John had large interests in this portion of Cumberland, and he was in winter as excited in behalf of this project. He was glad to hear from Hon. Mr. Townshend that Sir Charles Tupper had expressed his willingness to support this project, and he saw no reason why it should not be constructed at an early day.

MR. ALBERT BLACK, Esq., said that when he first heard of this project, he was struck with the advantages such a line would confer upon an important section of the country, and at the same time show good paying prospects; and as he looked at its varied sources of traffic, and compared them with those from which the present line derived its revenue, he was sure that the new line would be a great benefit to the country. He would enable the Joggins branch to be constructed under such favorable conditions. The undoubted effect of such a line, at the outset, would be to greatly increase the output of wheat and corn in the vicinity, and open up many others on the same along which it would pass; for under the present conditions the coal industry of this province is being greatly stimulated. It would enable the Joggins branch to be constructed under such favorable conditions. The undoubted effect of such a line, at the outset, would be to greatly increase the output of wheat and corn in the vicinity, and open up many others on the same along which it would pass; for under the present conditions the coal industry of this province is being greatly stimulated.

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Personal and Political.

—S. Vaughan & Co., Liverpool, failed for £78,631 and their assets are £26,522.

—The weather has taken its revenge on Vennor. It has doubled him up by rheumatism.

—King Cateway, who is in England, expresses hopes of his restoration to the Zulu throne.

—A petition to unseat and disqualify Mr. Burns, M. P., for Gloucester, has been filed at Fredericton.

—Mr. Knute Knutson, noted throughout Northern Wisconsin for the magnitude of his feet, has become popular by kicking a wolf to death.

—Sir Charles Tupper will be at Amherst to-morrow and sails for England in the steamship "Sardinia," which leaves Rimouski on Saturday next.

—A petition has been filed against the return of Mr. D. B. Woodworth, of Kings County, by Mr. D. M. Dickie, of Canning. The value of \$1,000 has been paid.

—Stilman, E. Pratt, M. P., is touring in Nova Scotia. He publishes and owns ten different newspapers, yet those who have examined him think he is still sane.

—Beverly R. Joubert, Esq., Gentleman of the Black Rod of the Province of New Brunswick, died on the 4th instant, at his residence, Belle Vue, Fredericton.

—Favorable reports from the potato-growing regions indicate that potatoes will not be sold in the New York market done up in tissue paper and packed in ornamental baskets with a box of French candies and a small bottle of Extra Dry.

—Lord Albert Pelham Clinton, uncle of the Duke of Newcastle, is "wanted" at a London police court on a charge of obtaining £300 on a cheque on a bank where he had no funds, and it is further alleged that "this is not an isolated transaction."

—It is said that Mark Twain pretended to care very little about his work, but when he was told he would have to work one day making mud of it, he said, "Confess, now, that you do love the baby." Mark replied, "I won't do that; but I confess that I respect the little thing for its father's sake."

—His Excellency the Governor General of the Province, Lord Dufferin, will leave Quebec in five weeks time for British Columbia. The Vice-Regal Party will not return to Ottawa till about Christmas. It is not expected that Her Royal Highness will leave Canada until she has seen the Vice-Regal party at the close of his term.

—When Miss Todd became engaged to Abraham Lincoln, she wrote to a daughter of Governor Wickliffe, of Kentucky: "I mean to make him President of the United States, and I always told you I would yet be the President's wife." This letter is now the property of General Preston, of Lexington, Kentucky.

—At the Concord School of Philosophy lately Mrs. Julia Ward Howe said that falling in love had cost her the complete loss of her faith, and that a woman of her age might be excused for asking if any one of those present had ever dreamed what the idea of such an expression could be. Mrs. Howe's acquaintance with young people must be limited.

—Castro Garden furnishes perhaps as many romances as Murray Hill. A farmer recently came in from Germantown, Pennsylvania, in search of a married couple who would work for him for twenty-five dollars a month and their board. Not finding them, he offered to pay the expenses in case such a couple could be gotten up for him to order. A young man and a young woman from Germany, strangers to each other, accepted his offer, and are now spending their honeymoon in Germantown.

—The hay crop in Sackville is a full average.

—The crops about Westmorland are looking well, and will be a good average; neither bugs nor worms have put in an appearance as yet.

—Messrs. W. F. George and H. Humphrey, ship 94 head of cattle to Halifax, via the steamer "Scandinavia" at Halifax for Glasgow.

New Advertisements.

FLOUR! **FLOUR!**

On all, due to arrive:
125 Barrels Spink Major Flour;
100 do. Chester Flour;
25 do. Patent Flour.

AT BOTTOM PRICES.

Wholesale or Retail.

July 6 J. L. BLACK.

MAPLE SUGAR.

2,000 LBS.

Choice Quality Maple Sugar,

At 10c. per lb. by Cash for Cash.

July 6 J. L. BLACK.

Sugar & Coffee.

Casks Bright Porto Rico Sugar,

At 9c. per lb. Cash.

Best Porto Rico Sugar

At 10c. per lb. Cash.

Crushed & Granulated Coffee

AT BOTTOM PRICES.

July 6 J. L. BLACK.

Tobacco! **Tobacco!**

NOW IN STORE:

25 Boxes Challenge 12's.

48 do. Black Hawk 3's.

10 do. Maggie Mitchell 3's.

15 do. Yellow Bird 3's.

Wholesale and Retail.

June 22 J. L. BLACK.

MOLASSES!

NOW IN STORE:

10 CASKS, CHOICE QUALITY

4 TIERCES, CINCUEFUCOS.

5 BBL'S.

AT LOWEST RATES.

June 22 J. L. BLACK.

Tea! **Tea!**

Direct importation from London:

162 CHESTS

Superior Black Tea.

We are prepared to sell on most advantageous terms.

Wholesale prices from 20c. up to 35c. for choice "Congo," with still up to the most fastidious taste.

may 1 J. L. BLACK.

FURNITURE!

NEW STOCK.

CHAIRS, all Common Kinds.

Dining Chairs, perforated seats.

Rockers, Crib, Bedsteads.

Pull Leaf and Extension Tables.

Bureaus, with and without Mirrors.

Centre Table, Toilet do.

Sinks, Mirrors, Lounges.

8 Bedroom Suits, Complete,

from \$20 to \$30 each.

may 1 J. L. BLACK.

Hats. **Hats.**

Men's Felt Hats,

Men's Wool Hats,

Men's SOFT HATS,

Men's STIFF HATS,

Men's PANAMA HATS,

Men's LINEN HATS.

Boys' and Youngs' Felt and Straw Hats.

New Styles and Low Prices.

may 1 J. L. BLACK.

Carpets! **Carpets!**

30 Pieces Carpets:

BRUSSELS, TAPESTRY, WOOL.

15 pieces English Oil Carpets,

1, 1½, 1¾ and 2 yards wide.

These goods are just imported direct from England, and will be sold low.

may 1 J. L. BLACK.

English Oil Cloths!

30 Pieces Carpets:

BRUSSELS, TAPESTRY, WOOL.

1882. - - SPRING - - 1882.

Douglas & Co., Amherst, N. S.

HAVE ABOUT COMPLETED THEIR IMPORTATIONS IN ALL DEPARTMENTS.

The Newest Effects in Dry Goods are now Offered.

Dress Goods in all the New Materials.

Zephyr Checks, Nun's Veiling, Satin Merveilleux, French Beiges, French Poplins, French Serges.

TRIMMINGS, MOIRE AND BROCADE SILKS, FRINGES, LACES, ORNAMENTS, GIMPS, &c., &c.

The New Chenille Peleries, Parasols and Umbrellas, Novelties in Millinery.

BRUSSELS, TAPESTRY, WOOL AND HEMP CARPETS.

Examine the Dress Goods at Ten Cents.

'82. - - SPRING - - '82.

Boots and Shoes.

CHEAP FOR CASH.

TO THE RETAIL TRADE:

Our Spring Stock of Boots and Shoes is now Complete, embracing the Various Lines of

OUR OWN MANUFACTURE.

ALSO:

IMPORTED GOODS.

Direct from Manufacturers in the United States and Canada.

RANCING IN QUALITY AND PRICES TO SUIT PURCHASERS.

Buying strictly for Cash, and in large quantities, and from our long experience in the Boot and Shoe business, we guarantee to give our customers satisfaction.

THE AMHERST BOOT, SHOE AND TANNING COMPANY,

may 11-3m

AMHERST, N. S.

JUST OPENED:

Nun's Veiling, Grenadines, Nun's Beiges,

For Ladies' Summer Costumes.

Black and Colored Bunting, Grey and Shetland Debeiges, Passementau Trimmings, &c.

FRESH ADDITIONS TO MILLINERY BY EVERY STEAMER.

W. D. MAIN & CO.

AMHERST, N. S.

N. B.—DRESS-MAKING ON THE PREMISES BY A COMPETENT MODIST.

Head Quarters for Preserving Goods!

THE SUBSCRIBERS HAVE RECEIVED A LARGE STOCK OF

Glass Air-Tight Preserv'g Jars,

IN PINT, QUART, AND HALF GALLONS.

Glass Jelly Tumblers with Metal Caps.

ENAMELED PRESERVING KETTLES, IN 1, 2, 3, 4, 5, 6, 8, 10, 12, 15, 20, 25, 30, 40, 50, 60, 70, 80, 90, 100, 125, 150, 200, 250, 300, 400, 500, 600, 700, 800, 900, 1000, 1250, 1500, 2000, 2500, 3000, 4000, 5000, 6000, 7000, 8000, 9000, 10000, 12500, 15000, 20000, 25000, 30000, 40000, 50000, 60000, 70000, 80000, 90000, 100000, 125000, 150000, 200000, 250000, 300000, 400000, 500000, 600000, 700000, 800000, 900000, 1000000, 1250000, 1500000, 2000000, 2500000, 3000000, 4000000, 5000000, 6000000, 7000000, 8000000, 9000000, 10000000, 12500000, 15000000, 20000000, 25000000, 30000000, 40000000, 50000000, 60000000, 70000000, 80000000, 90000000, 100000000, 125000000, 150000000, 200000000, 250000000, 300000000, 400000000, 500000000, 600000000, 700000000, 800000000, 900000000, 1000000000, 1250000000, 1500000000, 2000000000, 2500000000, 3000000000, 4000000000, 5000000000, 6000000000, 7000000000, 8000000000, 9000000000, 10000000000, 12500000000, 15000000000, 20000000000, 25000000000, 30000000000, 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