THE DAILY BEE.

E. ROSEWATER: EDITOR

"And after that the flood came."

Nebraska is pushing her claims for both the commissioner of agriculture and land commissioner at Washington.

Senator McDill, of Iowa, is a native of Ohio. Ohio is the mother of office-holders as well as of presidents.

The damage done by the rise of the Republican river in the southern portion of the state is estimated at $75,000.

The New York board of aldermen have denounced walking matches as frauds and propose to suppress them by act.

Senator Mahone to the two parties: "How happy could I be with either, were t'other dear charmer away."

The new census of Germany shows a total population of 45,194,172. The empire now ranks as the third state in population, Russia and the United States having the first and second places. France stands fourth, and Austro-Hungary holds the fifth place.

Candidates for the various municipal offices are rapidly blossoming out. Our citizens irrespective of party will insist upon the election only of such men as will best be fitted to carry out the spirit of improvement which animates the new and improved charter.

Dr. Kapp, formerly connected with the New York board of emigration, sets down the capital value of each emigrant to the U. S. at about $800, or, at the lowest estimate, including women and children, as, 500 thalers, and his money property at 100 thalers more, making, with 100,000 emigrants every year, a loss to Germany of 60 000,000 thalers, or from 1820 to to 1860, with 5,000,000 of emigrants, a loss to the Fatherland of 2,400,000,000 thalers, or almost half as much again as the enormous French indemnity.

ENGLAND AND THE BOERS.

Ireland for the present takes a second place in the eyes of the world as a disturbing element in British politics, and the Transvaal looms ominously to the front, assuming more gigantic dimensions every day. The utter rout and disgrace of their armies in South Africa by a handful of Boers, who, until the opening of the year of grace 1881, were looked upon with contempt by British diplomats and British generals, is cause sufficient to create uneasiness in the minds of British statesmen, and wrath and indignation in the breasts of the English people. When Sir Bartle, Frere and Theophilus Shepstone annexed the Transvaal in 1878, the English people knew little of the Boers, except that they were a lot of semi-savages, whose territory was necessary for the extension of the British Empire and British rule and the policy of annexation was so well established in British diplomacy that the Transvaal matter seemed of trifling importance.

Great Britain has for years been sowing the wind. She is now reaping the whirlwind. The negotiations for peace which General Wood is now conducting, can have no satisfactory end except the complete independence of the Transvaal and its brave defenders. This England will scarcely grant, and a general rising of the Boers is imminent. Should such a rising take place, England will need more than a reinforcement of 25,000 men, to put them down, and, England, just now, is seriously cramped in her army resources. In her former wars she had Italian and German legions—notably at the Cape in 1852, and in the Indian mutiny, during which she drafted a German regiment from Natal to Bombay—but since then the unification of Italy and the unification of Germany have taken place, the small recruiting grounds of England have vanished from the map, and she has to depend upon her own resources. What, then, are her military resources? She has ships to any amount, but ships cannot lift themselves on to the hills. What she wants is soldiers and the question is, where will she procure them.

It is notorious that the Scotch and Irish have, until lately composed more than half her army. The English are a manufacturing and a commercial people, but do not make first-class soldiers, although they did some centuries ago. Those who conquered for her in Spain and India were Irishmen. Of late the Irish have ceased enlisting in her armies, and the gallant Scotch Highlanders—the very cream of England's armies—are exhausted. They have been cleared out by eviction, they are everywhere but in the Highlands, and the few of them left are no more lovers of imperialism than their Celtic kindred—the Irish.

Within the last two years the disasters in Afghanistan, Zululand and the Transvaal have shown the deterioration of the English soldiery. Numerically, her army is entirely inadequate to deal with the troublesome details of her foreign policy. The government dare not withdraw any large body of troops from India or from Ireland. In both cases such withdrawal would be the signal for a general insurrection. On this account we see her forced to take a dribblet here and there from the colonial forces to feed the vengeance of the Boers. The conflict in South Africa is likely to prove the most serious blow which the foreign policy, bequeathed by Lord Beaconsfield to his successor, has yet received. Should the success of the Boers result in checking, if not destroying, this spirit of British greed and aggrandizement, the whole civilized world, no less than England, will be gainers from the battle of the Boers.

RAILROADS AND PUBLIC INTEREST.

The apologists for the present system of railroad management never tire of informing the people that the railway interest is the public interest, and that depending as they do upon the people for their success and dividends, the railroads naturally in consulting their own interests must protect those of the public. This argument is the sheerest fallacy. It is based upon the proposition that the railroad corporations like individuals in private business are compelled to bid for trade and that the competition thus maintained, forces from the management a conciliatory policy towards its patrons. Railroads have become indespensible to the people of this country. Communities are built up or destroyed by the facilities which they possess or lack for carrying on an exchange of commodities. That exchange is necessarily thrown into the hands of common carriers who are empowered by law to act as the medium through which such commercial exchange is transacted. If every common carrier admitted the law of public interest as the rule of their management of the nation's highways, if competition between parallel lines was full, fair and unrestricted, as it is in every day mercantile life, if the producers of the west had the option of refusing to ship their goods over a line which was discourteous, exacting and intolerant in its policy, and could at the same time obtain redress as they would under the ordinary laws of trade, by taking advantage of competition,—under these circumstances the parallel between the public's interest and that of the railways would be clear. The true state of affairs is very different. The avowed policy of the railroads to-day is that of an oriental tax gatherer. Finding that production and commerce throughout the country must pay them toll, the railroad managers avowedly profess the principle that their charges are based alone on what the public will stand without refusing shipment of their goods, and three of the greatest railroad magnates of the day have openly confessed that their roads were conducted solely with a view to the interests of the stockholders, irrespective of the needs or demands of the public, which paid them tribute. In the face of the facts as reported from every section of the country traversed by these gigantic corporations, it is brazen-faced impudence on the part of the railroads to pretend a sympathizing interest in the public welfare and to announce that their policy of confiscation and plunder is identical with the best interests of the producers of the land. Was it to the interest of the public that millions of dollars of water were injected into the various railway stocks upon which the producing and and commercial interests are expected to pay dividends? Is it in the interest of the public that in our own state the most flagrant and undeniable discriminations are practiced against localities and individuals by the railroad monopolies? Is it to the public interest that our politics are corrupted by corporation wealth and our legislatures controlled by a corporation lobby? Is it to the public interest that a barrier is set at the entrance to our state at which every consumer and producer is stopped and compelled to throw up his hands while his pocket is picked by the railroad plunderers? Is it in short, to the public interest that our laws, our trade and our commerce should be dependent upon the will and caprice of a reckless gang of stock jobbers, at whose hands the financial interests of the country have twice narrowly escaped destruction? When might and right become identical, when the interests of the pockets of the plundered and the purses of the plunderers are the same, then under the present system the public interest and corporation greed will become identical.

Jay Gould still retains his influence in the reconstructed Union Pacific management, but Vanderbilt will have something to say about affairs after this. At their last meeting this corporation, whose poverty was so eloquently exposed by Jim Kyner, declared a dividend of 1½ per cent. on their capital stock.

The marshall should see to it that the laws in regard to keeping the sidewalks and gutters clear is vigorously enforced. An immense amount of damage to property caused by the overflowing of the ice bound gutters, will be averted by such an enforcement of the city ordinance.

Chauncey J. Filley, of St. Louis, has entered the race for the position of second-assistant postmaster general. Chauncey, is a filly who has made good time on the patronage race-track before, and may be expected to show up well in the front at the finish.

We don't know who the poetical editor of The Bee is, but as long as "Frits" continues his contributions to the *Republican*, machine poetry in Omaha won't suffer.

Senator Conkling's "influence" is considered by office seekers as particularly good. The senator's influence over Kate Sprague seems to have been particularly bad.

The stalwarts can't stomach Wayne McVeagh and the worst of it is that no good reason appears why they should object to him.

The theory of the cause of the recent explosion in the coal mine at Almy, is that a Chinaman went into one of the forbidden chambers with an open light and the disaster followed.

The St. Joe city officials are running out the gamblers. A lot of them were arrested last night and fined $50 apiece. The judge warned them that that would not be considered a precedent.

OCCIDENTAL JOTTINGS.

California.

Orange trees are blooming at Los Angeles.

The usual weekly stage robbery occurred last week at Salina.

A geological survey has been made of the Eureka mining district.

A Chinaman was mysteriously hung last week near Davisville. No cause assigned.

Extensive operations will begin in the southern placers as soon as the season is sufficiently advanced.

Recent statistics show that Gilroy takes the lead of any township in California in the manufacture of cheese.

At San Quentin, last week, a noted desperado who boasted of having killed fourteen men, was captured by the police.

The society for the prevention of cruelty to children, is making a number of arrests in Stockton variety theatres.

Advices from Bitter Water state that a large number of cattle have been killed there recently to keep them from dying of clover bloat.

A terrible explosion occurred last week at the Eureka powder factory, by which eight Chinamen were horribly mangled and two killed outright.

Many farmers in the vicinity of San Juan have been compelled to resow grain in large quantities as a consequence of the ravages of the black worm.

Nevada.

Travel to Grantsville is on the increase.

There are hundreds of idle miners on the Comstock.

There are two restaurants in Grantsville run by Chinamen.

Nevada papers agree that the Comstock mines have petered out.

At Reno they are working the county prisoners on the streets.

There are now about one hundred and thirty persons in the town of Gold Mountain.

The farmers of Duckwater and Current creek, Nye county, are preparing to plow their lands.

The new quartz mill at Reno is progressing as rapidly as possible. It is expected to be in running order by April 1st.

The Alexander mine in Nye county opens bigger every day, and the stopes are simply wonders. In the incline the work progresses favorably, and soon it will be necessary to make mention of a seventh level.

The governor vetoed the bullion tax bill, to remit $73,000 of back penalties of the Con. Virginia and California mining companies. The action was unexpected and caused much excitement. The senate sustained the veto, by a vote of 14 to 11.

A company has been organized for the building of a narrow guage railroad from Bodie to the south end of Mono Lake, a distance of about forty miles. The road is to run to an immense timber tract, and the chief business will be freighting wood, timbers and lumber to Bodie.

Oregon.

A fire in Portland last week did $14,000 damage.

The fall of a heavy tree near Grand Cove mountain instantly killed a slumbering miner last week.

A collision between the steamer Claiscp and the barge Oregon, resulted in the killing of four sailors.

The Oregon and California railroad has recorded a mortgage in Oregon City for $2,000,000. Parties in Germany are the mortgagees.

The O. R. & N. company are going to erect a large warehouse and increased dock facilities at Astoria to cost from $6,000 to $10,000, which work will be commenced soon.

The Oregon Railway and Navigation company are vigorously pushing the work along their line beyond the Dalles. A very large force of men is engaged, and great activity is everywhere displayed.

An immense transfer boat is being built at Celilo for the purpose of transferring cars of the Northern Pacific railroad across the Snake river at Ainsworth. The boat will be 200 feet long, 36 feet beam and 7 feet depth of hold. There will be two tracks capable of holding six cars each, and its carrying capacity will be twelve freight cars each trip.

Idaho

Considerable prospecting is going on at the base of Mt. Estes.

The legislature has passed an act prohibiting the sale or use of opium.

Snow on the summit between Bonanza City and Challis is three feet deep.

The oil mill project is booming at Lewiston. A money bonus is offered for the establishment of one.

The owners of the Lembi mine in Custer county, are revelling in the possession of a rich bonanza.

There is a move on foot by the miners and others in the employ of the Custer company to create a hospital fund by each member contributing from $1.50 to $2 per month.

There is $20,000 worth of flax awaiting shipment in Lewiston, and 80,000 bushels of last season's crop has been contracted for to be delivered at various points on Snake river.

Washington Territory.

The farmers near Pomeroy were plowing last week.

The ladies of Dayton are helping to procure a fire engine for that town.

Prospects point to lively times in Cheney with the appearance of spring.

Arrangements are being made for several more new buildings in Cheney.

The O. R. & N. Co.'s force of graders still continue on their way to Colfax.

The First National bank of Dayton has been organized with a capital of $50,000.

The waters of Rock creek are said to be clogged up with the carcasses of dead sheep.

The ladies of Brooklyn, New York, are raising money for the founding of a hospital in Washington territory, under the auspices of the Episcopal church.

Montana.

Eggs, $1.50 per dozen at Benton.

Green grass is reported in Madison county.

Another church is contemplated in Benton.

The loss of sheep in Smith river is 28,000.

Epizootic is reported among horses in Missoula county.

Messrs. Piser & Fellows are opening a stone quarry in Meagher county.

The finny tribe are being taken by the hundred from the Beaverhead river.

There are one hundred head of cattle frozen in the mouth of Chip creek, corralled by the ice

It is estimated that the Musselshell valley has lost 4000 head of sheep up to the present date.

The Butte Fire department has fifty-three active members, and a balance of $918 in the treasury.

In the basin there are at the least calculation 150 acres of placer ground. Some estimate that there are 200.

The Alice Company is now employing over two hundred and fifty men—miners, mill men, and laborers.

An outfit of graders for the purpose of resuming work on the north end of the Utah & Northern railroad, are at Dillon.

The Yellowstone Bridge company are constructing a bridge across the Yellowstone river, near the mouth of Eight Mile.

In the Belt creek country a great many hides have been taken off dead cattle by persons other than the owners.

It is now believed that the loss of sheep in Meagher county will reach 20,000, 15,000 of which may be set down to Smith River.

The weekly shipments of silver from Butte per express indicate that $3,500,000 will be shipped by express from that city during 1881.

Con. Bray, of Argenta, is taking out daily ten or twelve hundred pounds of ore from the Legal Tender mine at that place that is good for $300 per ton.

The rapidity with which ranches are being located would indicate that the time is not distant when Smith river valley will be teeming with agriculture.

Work cattle will be scarce and dear this spring. The tough winter has laid many an old veteran out to rest on the snow, and his lowing will not be heard again.

Utah.

Provo has a building boom.

American Fork will have a racecourse.

There were 35 deaths in Salt Lake during February.

A postoffice has been established in Aurora, Sevier county.

The Utah Eastern railroad are putting up an immense building at Park City.

Farmers are busily engaged in plowing along the route of the Utah Central.

Six cars off the track at Kay's creek on Thursday, three being completely demolished.

The machine for lighting Ogden's stores by electricity will be shipped from Cleveland, O.

The largest batch of soap ever turned out in Utah, over 20,000 pounds, was made last week.

James Liddell, heavy merchant of Silver Reef, was driven from the place by the striking miners.

The smelter at Rebellion mine, Park City, has commenced running. There is over 300 tons of ore at the mill.

It is rumored that the Mormon church is to have another organ in Ogden, to take the place of the defunct Junction.

It is understood that the Christy group of claims at Silver Reef, will probably be purchased by a New York syndicate.

At Silver Reef, during the month of February the capacity of the Barbee and Walker mill has been increased by the addition of two amalgamating pans.

Mr. Allen, manager of the Starmont group of mines, at Silver Reef, was given five minutes to leave town, by the miners' union. He had refused to give striking miners $4 per day.

The Bullion mine at Tintic is showing up big. A shipment of ore has been made to the Sandy Sampling Mills, of fair average quality, and yielded 137 ounces of siver.

A very fine quality of black marble has been discovered within three miles of Salt Lake. The ledge is said to be 100 feet wide, and the marble is susceptible of the highest polish.

A contract has been made for putting in pipe from a point up Ogden canyon, about one and one-half miles above its mouth, where water will be taken from the river and brought into Ogden.

Reef Miner: More chloriding and prospecting is now being carried on than has been for two years past, and it will no doubt result in developing extensive ore bodies in mines which have heretofore lain idle.

The Rebellion mine, the new, big and promising bonanza of Park City district, is coming to the front in the proper manner—not in blowing up its stock of prospects, but in making actual shipments. During the present week, six car loads of its ore, shipped last week, have been sold in Salt Lake, bringing in over $4200 in hard money, the value being something over $70 per ton.

Colorado.

Bone fever has got to be an epidemic with Golden's youngsters.

Some beautiful native copper has been discovered on Jack mountain.

The boys of the Denver University are talking of building a telegraph line.

The Pueblo oil well is producing oil at the rate of about 150 barrels per day.

Several new claims are being worked on Gold Hill and in Pacific gulch.

A dispatch from Gunnison says Sheriff Harlan accidentally shot himself.

The Queen consolidated, with a capital stock of $600,000 is the latest venture.

Two gladiators of Gilpin wrestled in Central City for $800 Saturday. Ixey is the name of the winner.

Snow is three feet deep in Park county. But one mill is running. Miners are returning to begin work.

The reported strike of high grade galena in the Silver Wave lode, Pacific gulch, is now said to be genuine.

The gross earnings of the Denver and Rio Grande railroad for the month of February, 1881, were $317,681 50.

An important strike is reported in the Pearson shaft of the Big Pittsburgh, three feet of ore being exposed.

Miners in from Vermillion district report that the snow is fast disappearing from the mountain sides in that locality.

It is shown that the average cost of producing a silver dollar in Colorado during the past year was less than forty cents.

In Denver during the month of February permits were issued for 15 new buildings, the aggregate cost being $147,000.

In the Veto, on Seaton mountain, a 12 inch body of rich ore, averaging about $200 per ton, was disclosed the latter part of last week.

A couple of idiots in Denver fought a duel out on the prairie some few days since, one of them carrying away half an ounce of lead in his shoulder.

Mr. Mackey's Kent county lode, in Nevada district, is showing better ore than was expected. The stamp mill is averaging nine ounces of gold per cord.

Good coking coal has been discovered within three miles of Durango. It is claimed that the coal deposit is capped by a sheet of bog iron, which it is said further, contains brittle silver.

The Putnam Brothers report the finding in the Milkmaid mine, Custer county, of a solid piece of native silver weighing 23 pounds. In other words, they claim to have unearthed one piece of mineral worth $5,168.

The sale of the Little Ellen mine by George R. Fisher and John T. Talbott to the American Smelting company, included the Martha, Triangle and Cora lodes and the Little Ellen mill site. The consideration was $250,000.

Arizona.

Maricopa county is to fund its debt.

Phœnix is to have new and elegant county buildings.

Hundreds of miners are pouring into the Tombstone district.

Continued strikes of good mineral are reported from Globe.

The territory rejoices over the junction of the Pacific roads.

The legislature refused to regulate fares and tariffs on the Southern Pacific.

The elegant residence of J. M. Bryan, at Phœnix, was burned last week. Loss, $4,000.

There are sixty saloons and ten faro games in full blast in Tombstone, besides innumerable other games of chance.

Wyoming.

Boston capital is to build and stock the new bank at Laramie.

The real estate market in Cheyenne is very active just now.

A flouring mill is greatly needed in the Big Horn country.

Cheyenne's population is 3,468; of this number 861 are church members.

American cattle in the western part of the territory have been doing finely.

Business at Cummins City is reviving, and the camp itself is beginning to boom.

At a funeral at Laramie last week, the coffin was bourn to the grave by lady pall-bearers.

Fifteen young Bannock Indians have been sent to the Indian training school at Carlisle, Pa.

More buildings will be erected in Rawlins the coming season than during any one year in its previous history.

Several parties are talking of building substantial brick business houses at Green river, and the town looks hopefully to the coming season.

Poetic License.

Norristown Herald.

A poem just published in a New York newspaper asks: Do you hear the thrushes calling through the sunset far away? Do you see the bright leaves falling in the forest golden gay?" No, we don't. The giants of the forest, with naked limbs, stand gloomily shivering in eighteen inches of snow, and what the poet takes for the calling of the thrush is the soughing of the bitter wind through the leafless branches of the trees. Gay old "golden gay" forests we see this time o' year.

The Chocolate Man.

New York Times.

Emile Justin Menier, who cared not who made the nations' songs so long as he made their chocolate, and whose death was announced on Friday, was a genuine character, of whom many interesting anecdotes might be told. In nothing was he more thoroughly American than in his appreciation of the value and methods of advertising. The great beletered slabs of wooden chocolate spelling out his name have wearied the eyes of all civilized people, but his masterpiece in this line were naturally reserved for France. For years it has been at least impossible to stir abroad there without reading "De meilleur chocolate est le chocolat Menier" as once it was impossible here to get the cabalistic legend "S. T. 1860 X." off the tired retina. One day a Frenchman said to him that he liked his chocolate tolerably well, but it had one fault,—it grew white as it grew old. Menier took the bull by the horns, and the next day every newspaper and dead-wall in Paris announced, "Le chocolat Menier: the *only* chocolate that grows white as it grows old." It would be interesting to know how many million pounds of chocolate Menier have since been bought because of that remarkable quality. Whether Menier's chocolate does really grow white with age, and whether other chocolates do not do so as well, and whether doing so is or is not a recommendation, of course nobody ever knew. Menier was more than a mere manufacturer; he was, or thought he was, a statesman, his lobby being direct taxation, or the taxation of acquired property. One day he mounted the tribune in the assembly—he reached the eminence of a deputy after having first been an alderman of Paris—to defend his views and read a carefully prepared speech. There were many smiles and ironic interruptions,—for the Frenchman is everywhere more polite than in the chamber of deputies,—and at last, when he spoke of taxing "articles which deteriorate," Paul de Cassagnac cried, "Like your cocoa, for example." Menier's retort was at least equally witty, "The gentleman wishes to reproach me with my trade," said he "His uncle used my chocolate, and owes me a great deal of money: if the nephew will only pay the debt—" "You are a grossier personage," shouted de Cassagnac, in a white rage. M. Grevy at once interposed; a dozen deputies simultaneously shouted insults and sarcasms in a breath, half the members rose in their seats, and, in short, the scene was peculiarly French. How it might have ended the world will never know, for suddenly there was an interruption not at all germain which diverted every one's attention. A man rose in the gallery and shouted: "Vive Napoleon IV." Of course it was not a new rebellion; he was only a lunatic imperialist, as it was concluded, after he had explained to the police that he had long felt an incontrollable impulse to say something in the chambers, of which he had for weeks been a silent habitue, and the confusion acting upon his nerves like music on a canary bird, he seized the opportunity of relieving his mind.

The Right Means.

The fair administration of the means in question enabled Mr. Otto Eichhorn, 1413 N Ninth street, St. Louis Mo., to thus write: I had been a sufferer for the past six weeks with severe pains in the shoulder and spine so that I was unable to do any work. Advised by a friend I used St. Jacobs Oil. With the second application relief was had and a cure was effected in two days.

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U. S. DEPOSITORY.

FIRST NATIONAL BANK

OF OMAHA.

Cor. 13th and Farnham Streets.

OLDEST BANKING ESTABLISHMENT IN OMAHA.

(SUCCESSORS TO KOUNTZE BROS.)

ESTABLISHED IN 1856.

Organized as a National Bank, August 20, 1863.

Capital and Profits Over $300,000

Specially authorized by the Secretary of Treasury to receive Subscription to the

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OFFICERS AND DIRECTORS

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Augustus Kountze, Vice President.

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This bank receives deposit without regard to amounts.

Issues time certificates bearing interest.

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PASSENGER ACCOMMODATION LINE

—BETWEEN—

OMAHA AND FORT OMAHA

Connects With Street Cars

Corner of SAUNDERS and HAMILTON STREETS. (End of Red Line as follows:

LEAVE OMAHA:

6:30, *8:17 and 11:19 a. m., 3:08, 5:37 and 7:29 p.m.

LEAVE FORT OMAHA:

7:15 a. m., 9:15 a. m., and 12:25 p. m.

*4:00, 6:15 and 8:15 p. m.

*The 8:17 a. m. run, leaving Omaha, and the 4:00 p. m. run, leaving Fort Omaha, are usually loaded to full capacity with regular passengers.

The 6:17 a. m. run will be made from the post-office, corner of Dodge and 15th sorebts.

Tickets can be procured from street car drivers, or from drivers of hacks.

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SOLE MANUFACTURERS,

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They Have

REDUCED PRICES

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Are Unequalled for Volume and Fullness of Tone. The Quality of Which Surprises all who Test Them.

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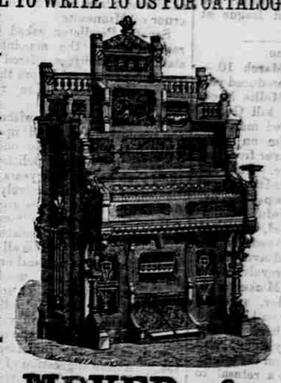

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