The Daily Crescent.

FIFTEEN CENTS A WEEK. NEW ORLEANS, MONDAY MORNING, JANUARY 20, 1851. VOLUME III.—NUMBER 275.

The Daily Crescent.

OFFICIAL JOURNAL
Of the Common of the Second Municipality.

Pub... and Daily Jour—Monday Excepted—
BY CROCKETT, PIRSOT & CO.
JOHN W. CROCKETT.....J. W. PIRSOT.....ROBERT A. KIPP.

OFFICE.....No. 88 St. CHARLES STREET.

TERMS OF THE CRESCENT:

DAILY—[illegible] per week, payable to the carriers, or Eight Dollars per year, payable in advance—half yearly and quarterly [illegible].

THE WEEKLY CRESCENT—Three Dollars a year, payable in advance. Single copies, and other terms on application, by sending [illegible] or subject to new orders.

TERMS OF ADVERTISING.

Inserted in the Daily Crescent, at the following reduced rates of charges, for every week, viz: [illegible] Square, of 12 lines, for One, or Four, days, [illegible] for each subsequent insertion, for contracts with [illegible] who have their cards changed fortnightly, or oftener, viz:

First insertion, per square, in old type	$2 00
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[illegible] Advertisements will be charged at the rate of Ten Dollars per square for the first insertion, and Five Dollars for each subsequent insertion. Contracts with parties who have their cards changed fortnightly, or oftener, will be made with accountants or advertising by the year, based upon the above rates. Regular advertisements, with the exception of those [illegible] Contracts, will be left at the Counting Room of the Crescent.

October 7, 1850.

The Ohio—Lieut. Schenck's Letter.

The papers have been filled with accounts unfavorable to the seaworthiness of this ship and her commander. The fact that she weathered the terrific storm is proof of her powers of endurance and his commanship. We publish Lieut. Schenck's reply to Mr. Benjn Mayer, who, it is fair to presume, understands better how to wield a pen than criticise the nautical attainments of a naval officer. The attempt to gain credit for the passengers, or any of them, at the expense of the ship or her commander, may "do for the marines." The Ohio is certainly a dirty ship, and we advise that she have a periodical scrubbing, but we are not aware that dirt interferes with the sailing power of a vessel.

U. S. STEAMSHIP OHIO,
New York, Jan 2, 1851.

To Benjn Mayer, Esq.:

DEAR SIR—Numerous engagements must be my excuse for not earlier making your communication to the Baltimore Sun, professing to give an account of the last voyage of the Ohio. I hope whatever I may feel bound to say to you will be received with a proper feeling, as I act strictly from a sense of duty in contradicting some of your statements calculated to injure my reputation and that of my ship.

You say: "The Ohio was dispatched on this voyage, carrying between three and four hundred souls, with four boats, all of which were not capacitated boating more than seventy-five or one hundred individuals."

I am prepared to prove that the Ohio is well provided with boats as most packet ships. The idea of a ship carrying from three to four hundred passengers, and a crew of one hundred or more, being provided with a sufficient number of boats to carry all off in case of wreck, is absurd. The boats of the Ohio are large, strong, pink-sterned boats, and, according to your own calculation, I should have at least fifteen or twenty of these boats to accommodate the passengers and crew, and with double the number of passengers, as is frequently the case, I would require double the number of boats. Now, please tell me, sir, where, on board the Ohio, I can conveniently stow thirty or forty boats. Neither send a tender with me at once. Again you say:

"Her pumps were altogether insufficient, as they jammed in the hour of danger."

The Ohio is amply and well provided with pumps, which were in perfect order when she left Havana, and which, under ordinary circumstances, would have been quite sufficient for any emergency; yet human foresight cannot provide against all dangers incident to a sea life, otherwise we would be as safe at sea as in our bed-rooms or shops. Thus,

"Being a vessel of seven thousand tons burden, she left Havana with but a single engine, whose capacity was evidently unequal to the propulsion and preservation of so large a mass of metal and timber in stormy weather."

This is mere assertion, made without any knowledge of your source. My impression was, when I left Havana, that my single engine was quite sufficient; and I must have some stronger proof to the contrary than your assertion, before I shall be convinced that I behaved improperly in attempting the voyage. However, we will leave that to shipmasters, shipbuilders and engineers; and if they agree with you, then the great advantage of double engines over single falls to the ground, and steamship owners may save themselves this enormous additional expense in future.

"She was inadequately supplied with spars and canvas, to ride out the gale when steam failed," etc.

If the frigate Congress should fortunately be dismasted during her present cruise, will any one blame the Government because it did not provide her with steam apparatus before she left? The Ohio is a steamship, and her rig is precisely what is required for a coasting vessel never more than five or six days at sea, and in no danger of getting short of fuel. If I were going to make a long voyage in her, where economy of fuel was an object, I should rig her differently.

"The leak and the water that proved nearly fatal, were not detected, we understand, until the fires were almost extinguished by the rising flood under the furnaces."

Is the captain bound to inform his passengers whenever he detects anything wrong on board his ship? I knew of the leak, hours before I communicated it to any one. I was reluctant to alarm the passengers, and, if it had not required their services, inevitable of them would not have known the ship had leaked at all.

"A vessel like the Ohio was kept afloat and brought into port, after she had been so strained as to break two or three of her 'hog braces,' by the efficient use of four sail boilers, or in other words, bailed out," etc.

With regard to the "hog braces," we were all deceived—some were broken—and if all had been, it was a matter of little importance. These "hog braces," are extra fastenings, with which but few ships are provided. Relating to the "sash buckets," they did us good service, certainly; and in the handling of them no man worked harder than yourself, but you appear to have forgotten that a large number of passengers were faithfully and constantly working at the pumps, to which we were going as much indebted as the "sash buckets." These pumps were never out of order, except when choked with coal dust; then a few minutes sufficed to draw the boxes and clear them, when they were again at work. Well do I recollect the music of their clatter throughout the long, long nights and days of our suffering. As unwillingness to discourage you all, who were doing your best to free the ship from water with the rude implements put into your hands, alone prevented my informing you that I had far more confidence in the service of the pump, than in your "sash buckets."

No one appreciates more highly than I do the services of the sailing master, (Lieut. Howard) but the General order issued by me, which you have seen, the suggestion for the organization which he carried out so efficiently, came from me; and it the General ever issued a general order on board my ship, disbanding the forces, I am only say he forgot, for the first and only time, what was due to me as captain of the ship. I pledge you my honor I never heard of this general order until I read it in your published account.

Mr. Maverick Johnson's kind and considerate deportment toward me, I can never forget—and I do not believe he ever said I told him the ship would go down in two hours. I declare, most emphatically, that I never said so, and that I never thought so.

After the gale was over, one of the engineers—not the chief engineer—did say, in reply to a playful question I proposed to him, that at one time he would not give 25 cents for the ship. As to his fear with regard to the machinery "dashing out the ribs and sides of the ship, every engineer denies having expressed any such apprehension; and I do not think there is one of them silly enough to entertain for a moment any notion so supremely ridiculous.

I again repeat, Mr. Mayer, that I make this reply under no unkindly feeling towards you; and now that you have done to alloy, in some measure, the very universal enthusiasm under which you were labouring at the time you published that account, if you will take the trouble to examine it carefully, I think you will admit that there is a good deal of exaggeration in all the details, growing out of misery and incorrect information furnished you by others. The Ohio is expected to be ready for sea by the 20th inst. After all she has gone through, I have greater confidence, and take greater pride in her than ever. I hope some time to have you with me, when you will feel compelled to admit that you have done injustice to as fine a ship as ever floated.

I am, very truly, your friend,
JAS. FINDLAY SCHENCK, Lt. U. S. N.
Commanding steamship Ohio.

BENJN MAYER, Esq., Baltimore.

Congress.

WASHINGTON, JANUARY 8.

SENATE.—Mr. Pratt presented the memorial of over one thousand merchants, and others, of Baltimore, praying the establishment of a line of mail steamers to ply between Baltimore, Norfolk, and some port in England. Referred to the Committee on Postoffices and Postroads.

The Chair laid before the Senate a communication from the War Department, with a statement of the contracts and purchases of that department for 1850.

A bill to extend to Notaries Public, in the District of Columbia, the same powers heretofore conferred on the Notaries in the Territories, was reported and passed, and a bill to change the time for holding the Circuit and District Courts of the United States for the Eastern and Western Districts of Pennsylvania, was also reported, considered, and passed.

A large number of petitions and memorials were presented, and a number of bills introduced.

Mr. Underwood moved to take up the joint resolution from the House, authorizing the assignment of land warrants under the recent law of Congress. After debate, the motion was withdrawn, to be renewed to-morrow.

The Senate then took up the bill to provide for the settlement of private land claims in California, and Mr. Gwin addressed the Senate over two hours in defence of his bill.

Mr. Benton commenced a reply, but gave way to the motion to adjourn.

And the Senate then adjourned.

HOUSE.—Mr. Bailey, from Virginia, Chairman of the Committee, reported bills of appropriation for the support of the Military Academy, Navy and other pensions, and the current and incidental expenses of the Indian and Postoffice Departments, and moved that it be made the special order to take them up to-morrow, and that they be printed.

Mr. Phelps, of Missouri, and Mr. Matteson, of New York, moved that the amendments which they proposed to the cheap postage bill be printed for the use of the House.

Several bills were read a first and second time and referred to appropriate committees. Among others was one authorizing grants of land in the State of Maine in aid of the St. Lawrence and Atlantic Railroad.

Mr. Stanton, of Kentucky, moved that, as this is the anniversary of the battle of New Orleans, the House adjourn; and the yeas and nays being called for, there were 94 in favor of the motion and 58 against it. So the House stands adjourned till to-morrow.

WASHINGTON, Jan. 9, 1851.

SENATE.—Mr. Pratt presented a petition of sundry citizens of Allegany co., Md., praying a modification of the rates of postage.

Mr. Pearce presented the petition of Alexander Murdoch, in behalf of the First Presbyterian Church of Baltimore, asking that certain duties paid on articles imported for that church may be refunded.

Petitions and reports of committees were presented.

A bill renewing the pension of Mrs. Sarah D. MacKay, of Md., was ordered to be engrossed.

A bill to alter and change the places for holding the U. S. Courts in Vermont.

Mr. Pearce said that Gen. Riley desired to make a present of some cannon to his native State, and, at his suggestion, he (Mr. P.) introduced a joint resolution relinquishing to the State of Maryland two of the cannon captured by the Brigade under the command of Gen. Riley, at the battle of Contreras, Mexico; and the same was considered and ordered to be engrossed.

The Senate then took up the bill to settle the private land claims in California, and after further debate by Messrs. Benton and Gwin, the bill was referred to the Committee on the Judiciary.

The Senate then, after a short Executive session, adjourned.

House.—Mr. Harris, of Illinois, introduced a bill in addition to the law of March 3, 1819, entitled an Act providing for the correction of errors in making entries in land offices, which was referred to the Committee on the Public Lands.

Mr. Chandler asked, but did not obtain consent to offer the following, viz:

Whereas, in consequence of the large supply of gold from California and other parts of the world, the proportion between that metal and silver is rapidly changing, thereby affecting their relative value, and rendering the latter metal an article of merchandise rather than currency, and causing its circulation as money to cease at its nominal value; and whereas, under these circumstances, the silver coins of the country are being largely exported, and in consequence of the premium offered for them by dealers in bullion, they are being rapidly withdrawn from circulation, thereby subjecting the banks and business community to great and growing inconvenience from the scarcity of these coins for the purpose of making change; therefore

Resolved, That the committee on Commerce be directed to inquire into the expediency of reducing the value of the silver coins of the United States, by diminishing their weight, or increasing the proportion of alloy to the same, or both, so as to prevent their exportation; and that they have leave to report by bill or otherwise.

The House proceeded to the consideration of the report of the committee of Elections; the amendment pending being that of Mr. Tuck, declaring that the seat made vacant by the resignation of General Wilson, of New Hampshire, belongs to Jared Perkins, (whig) and not to Mr. Morrison, (democrat) the sitting member.

Messrs. Disney, Hibbard, and McLane, advocated the side of Mr. Morrison; and

Messrs. Durr and Van Dyke that of the contestant.

Mr. Harris, of Ill., commenced a speech in favor of the sitting member, but, without concluding, gave way for an adjournment.

WASHINGTON, Jan. 10, 1851.

SENATE.—A message was received from the President of the United States, enclosing a report of the Secretary of the Navy, in relation to the discipline of the Navy and the abolition of flogging. Ordered to be printed.

A resolution was reported and adopted, ordering the printing of 3000 additional copies of the appendix to the report of the Regents of the Smithsonian Institute.

Mr. Douglas reported a bill to indemnify Oregon Territory for certain expenses in an Indian war.

The bill renewing the pension of Mrs. Sarah D. Mackay, of Md., came upon its passage, and after a long debate, was passed—yeas 32; nays 11.

The joint resolution relinquishing certain cannon captured at Contreras by the brigade of General Riley, to the State of Maryland, was read a third time and passed.

Mr. Shields reported a bill to make good to the State of Wisconsin a deficiency in the selection of certain lands granted to the State in 1846.

And, after a long debate, the bill was ordered to be engrossed—yeas 32, nays 10.

Messrs. Berrien, Underwood, Walker and others, made motions to take up particular bills, which were severally rejected.

And the Senate adjourned till Monday.

HOUSE.—Mr. Evans, of Ohio, introduced a bill authorizing persons entitled to bounty lands under the act of September 28th, 1850, to receive treasury scrip in lieu of land warrants—which was referred to the committee on Public Lands.

Mr. Johnson, of Tennessee, asked, but did not receive, unanimous consent to introduce a bill giving to every head of a family (man or woman) one hundred and sixty acres of the public domain, on condition of cultivating the same for a limited period.

Mr. Doty introduced a bill, which was referred to the committee on Public Lands, authorizing the States of Ohio and Wisconsin to locate the balance of land to which they are respectively entitled.

Mr. Bennet introduced a bill granting to the State of New York, for railroad and school purposes, a just and equal proportion of the public lands with that granted to other States—which was referred to the committee on Public Lands.

Several executive communications were laid before the House, when

The consideration of the New Hampshire contested election case was resumed.

After debate, the question was taken on the substitute offered by Mr. Tuck—that Jared Perkins, whig, is entitled to the seat made vacant by the resignation of Jas. Wilson, and decided in the negative—yeas 82, nays 105.

The question was then taken on the resolution of the committee of Elections—that G. W. Morrison is entitled to the seat which he holds as a representative from the Third Congressional District of New Hampshire—and it was agreed to: yeas 98, nays 90.

And the House adjourned.

WASHINGTON, Jan. 11.

The Senate is not in session to-day.

HOUSE.—Mr. Phelps introduced a bill granting lands to Missouri for railroad purposes. Referred.

The House then went into Committee of the Whole on the Cheap Postage bill.

After some time spent therein, the House adjourned.

TERRE BONNE STEAMERS.—From the Minerva we learn that the Music and the St. James are under full head of steam:

All the way Through—The steamer Terrebonne, Jas. A. Gaither, master, arrived at the basin of the Terrebonne Canal, at this place (Thibodaux) on Thursday night last. This is the first steamboat that has ever navigated the Bayou Terrebonne from its mouth to this place.

COGNAC—200 eighth casks and bbls. for sale by
ja18 I. W. ARTHUR & Co. 28 and 29 New Levee.

FIGS—1000 drums new Eleme, in store.
ja18 A. F. COCHRAN, 27 Tchoupitoulas st.

PEANUTS—100 bags fresh Penuts, in store.
ja18 A. F. COCHRAN, 27 Tchoupitoulas st.

NAILS—1500 kegs assorted brands, for sale by
ja18 E. J. HART & CO. 79 Tchoupitoulas st.

WINE BOTTLES—20 gross received, and for sale by
ja8 F. L. MAHONY.

SCOTCH ALE—Prime Scotch Ale, in quarts, for sale by
ja8 JOHN TOOLE, 25 Bank Place.

LEMONS—100 bxs. Marton Lemons, for sale by
ja8 R. F. NICHOLS & CO. 78 and 80 Camp st.

CEMENT—1000 barrels Newark and Denman's, for sale by
ja14 JOHN STROUD & CO. 148 Common st.

LIME—1500 barrels Thomaston, landing from ship Mary Cooker and bng. Amoret, for sale by
ja18 JOHN STROUD & CO. 148 Common st.

BRANDY FRUITS AND BRANDY CHERRIES—150 quarts now
ja18 A. F. COCHRAN, 27 Tchoupitoulas st.

TEXAS PECANS—In bags and barrels, for sale by
ja18 I. W. ARTHUR & CO. 28 and 29 New Levee.

CANDLES—300 boxes Pearl, Star and Tallow, for sale by
ja18 I. W. ARTHUR & CO. 28 and 29 New Levee.

OARUM—2000 bales, for sale by
ja7 Swelm ALFRED EKARNY & CO. 21 Magazine street.

RAISINS—400 whole, half, and quarter boxes, for sale by
ja18 I. W. ARTHUR & CO. 28 and 29 New Levee.

TOBACCO—300 boxes, assorted brands and qualities, for sale by
ja18 I. W. ARTHUR & CO. 28 and 29 New Levee.

CIGARS—275,000 common and fine Havana and Principe, for sale by
ja18 I. W. ARTHUR & CO. 28 and 29 New Levee.

ORANGES AND LEMONS—4000 bxs. Sicily, in prime order.
ja18 A. F. COCHRAN, 27 Tchoupitoulas st.

STARCH—300 boxes Fox's and Philadelphia, for sale by
ja18 E. J. HART & CO. 79 Tchoupitoulas st.

BROOMS—500 dozen Northern fancy, in store and landing, for sale by
ja18 A. D. GRIEFF & CO. 28, 40 and 42 Old Levee.

HOLLAND GIN—4 pipes Meder's Swan and Phœnix Gin, for sale by R. H. McALPIN,
ja18 4 Camp st. New Orleans, and 1 Canal street Row.

ENGLISH POTATOES—20 barrels, in the order, landing and for sale by
ja18 E. WOOD & CO. Post 21, 22 Mr.

LIME JUICE—6 barrels pure Jamaica Lime Juice, for sale by
ja18 E. WOOD & CO. Post 21, 22 Mr.

HIDES AND PELTRIES—60 Bear Hides, 11 Mink Peltries, for sale by R. H. McALPIN,
ja14 4 Camp street Row and 1 Canal street.

FIRE BRICK—300,000 English, Scotch and Pittsburg Fire Brick, in yard and landing, for sale by
ja14 JOHN STROUD & CO. 148 Common st.

CHEESE—300 boxes prime selected Western; 200 do. prime English Dairy, for sale by
ja18 A. D. GRIEFF & CO. 28, 40 and 42 Old Levee.

WINE—80 casks Bergasse Wine, in Customhouse, for sale by
ja6 FABRILLI & CO. 42 Common st.

LONDON AND DUBLIN PORTER—Of the best quality, and in pints and quarts, for sale by
ja3 JOHN TOOLE, 25 Bank Place.

DRIED APPLES—999 bbls prime, in store and for sale by
ja18 A. D. GRIEFF & CO. 28, 40 and 42 Old Levee.

OLD JAMAICA RUM—Of fine quality, in puncheons, for sale by
ja3 JOHN TOOLE, 25 Bank Place.

BARCLAY'S London Porter and Bass' Pale Ale—24 casks, just received and for sale by
ja8 JOHN H. ELLIOTT & CO. 6 Customhouse st.

ZANTE CURRANTS—40 tierces Zante Currants, now landing and for sale by
ja18 A. D. GRIEFF, 28 Camp st.

CISTERNS AND PACKING BOXES made to order, and lining done by
ja17 JOHN H. BRIGHAM, 128 Camp st. near Julia.

BLOCK SAND FOR BUILDERS, etc.—About 20 tons Block Sand, now landing from new schooner Fox 2, Sessum, master, for sale low, by
ja16 WM. J. DEWEY, 14 Carondelet st.

BUTTER—800 kegs prime Western; 100 half bbls do.; 400 firkins choice Goshen, in store and landing and for sale by
ja18 A. D. GRIEFF & CO. 28, 40 and 42 Old Levee.

ALGIERS GROCERY AND SHIP CHANDLERY STORE.—The undersigned is prepared for the present season to be supplied, and to meet the wants of his customers, the original his stock and store, and keeps with these facilities to meet the wants of his customers. He is prepared to furnish Ship, Steamboat and Family orders to the Grocery and Ship Chandlery line at city prices, and at the shortest notice. He keeps constantly on hand a full assortment of Fresh Groceries, Palm and Oil, Pitch and Turpentine, Oakum and Coal Tar, etc. Cordage of all kinds, and a general assortment of Hardware, Cutlery and Tin Ware, and Sheffield's Warranted Tools for carpenters' and coopers' use.

ja 15-3m* THOMAS HUGHES.

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CONTENTS: What is Consumption? Do Bronchitis How are they certainly distinguished? Mode of treatment and cure, Consumptive Cases Incurable, Cod Liver Oil and Syrup of Hypophosphites, Cases and Sea Voyages. Cod Liver Oil and Syrup of Hypophosphites effected remedies, and other prescriptions (testimonials.—No one can read the pamphlet without being benefited. Price 25 cents. Sold by Dr. Sherman, 102 Chartres and Union streets, and in the Drug Stores, New Orleans.

NEW ORLEANS CARRIAGE WARE HOUSE, No. 113 Gravier and 12 Union streets, opposite the St. Charles Hotel. CARRIAGES and HARNESS of every description always on hand. For sale cheap for cash or approved paper.—ALSO—Springs, Axles, Lamps, Bands, Cloths, Leather, Lamp and Varnish.
ja6 4m Cond. J. A. LUM & CO.

NEW FURNITURE STORE.—The subscriber respectfully informs his friends and the public that he has opened a NEW FURNITURE STORE at 128 CANAL STREET, (Bank house corner,) opposite the Episcopal Church, where he will constantly keep a selected stock of fashionable Housewood Furniture, Mahogany, Walnut, and Cherry Furniture, to which he invites the attention of purchasers, as he is prepared to call and examine his stock and prices.

Second hand Furniture constantly bought, exchanged and for sale at the old stand, No. 7 Barrone street, near Canal.
d8 1w Dalton

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THE undersigned having been appointed Agent for the old established house of "Arbouin, Marett & Co.," is prepared to receive orders for their very superior COGNAC BRANDIES, upon the most liberal terms, to be shipped in any quantity, or in any part that may be required.
d20 1f S. WOLFF, 39 Camp st.

French Language.

PROFESSOR A DUCHIRON.—Private Lessons in the above. Translations from English into French. Apply at the office of the Crescent, or at the corner of Annunciation and Prytania streets.
d21

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BATES FORDNEY, Proprietor—Corner Phœnix street, opposite Union.—Horses at all times to let, either in harness or saddle.

Several fine Horses on hand for sale. Also, a course lot of Kentucky Mules for sale, cheap for cash.
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Packages, Parcels, etc., sent to the Central Office, 69 Camp street, New Orleans, to HARDEN'S Express Office, New York, Boston, and the other Northern cities, is to our Agents in any of the cities above referred to, will be conveyed with safety and expedition to their destination.

REFERENCES:
Pascual J. Prieur, Esq. — W. L. Fisher, Esq.
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The long established Company, with the most ample means for the protection of the Public, continues to take RIVER, SEA and FIRE RISKS on the most liberal terms, at its agency in New Orleans, at the office of
d11 1y FISHBURN, PERKINS & CO. 67 Magazine st.

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An annual dividend to all policy holders, payable in cash; also, annual scale of Life Policies every five years;

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Insurance Companies upon the mutual principle are essentially exclusive, more especially those exclusively confined to Life, as they are based upon calculations warranted by experience, and from experience that the stability and success of this Company is placed beyond a question, may, in the advantageous arrangement she has made for an additional Guarantee Fund of $250,000, and to be used or loaned, as circumstances to National Insurance Companies always are, be increased.

The Extra Guarantee Fund of $250,000 remains permanent until the Company has accumulated a similar amount to take its place.

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d17

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