BROKE ALL RECORDS.

How the Washington Soldiers Shot While at Sea Girt.

A RESUME OF THE WORK DONE—PHENOMENAL SKIRMISHING DEFEATED PENNSYLVANIA AND NEW JERSEY AND GAVE THE FIRST REGIMENT THE TROPHY—INTERESTING FIGURES AND WORDS OF COMMENDATION.

Sorry it had not cleaned up everything at Sea Girt, yet intensely happy over the wondrous victory achieved in the New Jersey interstate contest, the detachment of the District National Guard that left the city on September 1 returned home on Saturday evening. The train stopped in the Pennsylvania station a minute or two after 6:45—its schedule time—and five minutes later the crowd that had been so closely associated for ten days was in disintegrated motion toward something like thirty-three dwelling places. Everybody seemed to have had a pleasant and profitable string of experiences and not a member of the party but was in much better physical condition for the encampment and the consequent exercise. Before leaving the train many of the soldiers gave expression to their feelings by warmly thanking Lieut. Harries, the team captain, and Capt. Parmenter, team quartermaster, for what had been done looking to the comfort of the detachment. Several of the team members were greeted by friends who had come down to meet them, and from these and others came showers of congratulations on the magnificent showing made by the four teams in that memorable struggle for the big bronze trophy, which, for the second time, has been won by the first regiment team.

THE FIRST REGIMENT'S SUCCESS.

To say that a great many people were surprised when they heard of the first's success would be to say too little. At Sea Girt there was a well-developed belief that the second New Jersey was a certain winner, and the belief had reasonable foundation. Ever since the second was defeated a year ago Capt. Decker has been telling to put in a team which could hardly fail to win; that he failed to get there reflects no discredit on him or his men. They have worked for success on the very ground over which the match was shot and had all the advantages which must necessarily follow that fact, but from the outset the pace was too rapid for them. Then there were other Jersey teams who might well be feared as competitors, but their poles were all too short to reach the tempting persimmon. But the most formidable rivals were the men sent to the range by the sixteenth Pennsylvania; one of the finest teams of six that ever faced targets. In the calculations of those Pennsylvanians, defeat was an unknown quantity; they had been winning for so long that the idea of being upset by anything less than a team of such "world beaters" as Massachusetts once had was hardly less than ludicrous. They were veteran shots and deemed themselves invincible, and yet how easily they fell down, before not only the first regiment, but before the engineer corps and the second regiment also.

A TREMENDOUS TUMBLE.

It was a tremendous tumble, and the bruises hurt so much the more because they were inflicted in a soldiers' contest. The day of military matches at known distances is passing away and the era of skirmish firing has arrived. In this latter work the District soldiers excel, and it was because of their proficiency in that practical branch of marksmanship that Pennsylvania and New Jersey had to succumb. Incidentally, it may be interesting to Washingtonians to know that Capt. Cash's team broke the skirmish team record into fragments, the average for each man being 92 per cent. When the official figures were made public it was seen that the first regiment was 129 points ahead of the keystone sharps and 201 points in front of the highest New Jersey team. The winning score last year was 1,242, but the team that made that score this year was seventh on the list.

THE SKIRMISH SCORES.

THE STAR has already published the individual known distance scores of the local teams. The skirmish scores were not accessible until Saturday. They will be found in the following tables:

First regiment—

	Known dis ance.	Skirmish.	Grand total.
Capt. Cash	87	171	258
Lieut. Harries	88	160	248
Lieut. Boteler	84	161	245
Corp. Appleby	84	159	243
Pvt. Cash	77	161	238
Pvt. Hinebaugh	83	158	241
	483	981	1,496

Engineer corps—

	Known distance.	Skirmish.	Grand total.
Pvt. Wetherald	84	160	244
Corp. Potter	78	162	240
Sergt. Butterly	83	166	249
Sergt. Dickey	83	60	143
Pvt. Scott	83	159	242
Corp. Smythe	83	157	240
	496	864	1,360

Second regiment—

	Known distance.	Skirmish.	Grand total.
Capt. Bell	84	153	237
Sergt. Laird	78	145	223
Sergt. Rotramel	86	129	215
Cole	81	136	217
Corp. Pace	78	147	225
Pvt. McClain	75	139	214
	473	854	1,327

Sixth battalion—

	Known distance.	Skirmish.	Grand total.
Lieut. Toulinson	69	120	189
Pvt. Kirk	76	130	206
Pvt. King	97	140	237
Corp. Davenport	72	64	136
Pvt. Swigart	74	142	216
Corp. Ellsworth	77	89	166
	435	715	1,150

THERE ARE NO GRIEVANCES.

None of the members of the brigade team have any complaints to make as to the Hilton and Soldier of Marathon matches. The team did not go to Sea Girt with any idea that it held a first mortgage on those trophies and, consequently, there was no disappointment when Pelouze got away with Hilton. Both the New Jersey and District teams went in to put up a soldierly fight with soldiers' weapons; both used the service Springfield and the service ammunition. New York, of course, used the quick-twist Remington and special ammunition; Pennsylvania used some of the service Springfields and some of the special Springfields and fired only special high grade ammunition. Thus was New York beaten at her own game. The fact that both the District and Jersey held their own at 200 and 500 yards showed that the difference between factory and "special" ammunition was not serious at those ranges, but the disparity showed itself unmistakably at 600 yards. There the "special" stuff went right home, while the service ammunition—weakened in the quality of powder, the weight of the charge and the weight of the bullet—failed frequently to hold elevation. That the men who composed the District team were not inferior to their competitors was clearly and satisfactorily shown at the two first stages and by the fact that in the Soldier of Marathon contest the District was but eight points behind New York at the finish. It is not improbable that by next year the brigade team will be equipped so as to be on more nearly even terms with New York and Pennsylvania than it now is.

THEIR OWN OX WAS GORED.

New York swooped down on Sea Girt last Friday morning in what seemed to be overwhelming force, but departed a few hours later in a most unostentatious manner. When, a year ago, New York won the Hilton trophy from the District of Columbia some of the New York papers made critical reference to the fact that the District riflemen failed to cheer exuberantly for the victors; said that the Washingtons sulked and took their dose of defeat with wry faces. How was it this year? When it became apparent that Pennsylvania had won both of the big N. R. A. trophies the New Yorkers removed themselves from the field without any sound other than that caused by the clanking sword which moved around in company with Brig. Gen. Whitlock, the New York inspector general of rifle practice. There were many first-class fellows on that New York team and they fraternized lovingly with the D. C. men before the matches, but they find it very difficult to swallow the medicine they wanted the District to take with a smile.

BUT THE SPOTTERS WERE THERE.

Some of the Pennsylvania marksmen tried to work in a little sharp practice in the regimental match. Each competitor was limited to twenty rounds of ammunition for each skirmish run, but as misses are easily possible and as by the Jersey rules only the lowest shots are deducted when there are more than twenty hits on the target two or three of the sixteenth's team put a few extra cartridges in their pockets, where the inspecting officer's eye could not penetrate. They were not then aware that the District teams had a corps of spotters at work, men who sat at the 600 yards firing point and counted the number of shots fired by each man. When each run was completed the adverse report, if there was any, was made to the range officer. But for the "spotters" Pennsylvania would have had a score of 1,345 instead of 1,335. Two New Jersey teams also broke through the regulations and lost, one five, the other ten points.

GEN. WINGATE ON SKIRMISH FIRING.

"You Washington guardsmen skirmish admirably," said Gen. Wingate, president of the National Rifle Association, to a District officer at Sea Girt. "It is commendable work," the general continued, "for it is the true soldierly method of rifle shooting. In the service there would be comparatively few opportunities to use the rifle at known distances, and unless we make skirmishers out of first-class known-distance experts many years of practice will really be of no avail. Within a year or two there will be no important military match in this country that will not in its terms include one or two skirmish runs. Firing at fixed targets at set distances may amuse the rifle clubs of the future, but the soldier will do little else than skirmish."

THESE DESERVE MUCH CREDIT.

When the sixth battalion desires to organize a rifle team it will have a lot of good material to draw upon. People who have read of the doings of the sixth battalion men at Sea Girt may not perhaps be aware that those men were all from one company—Capt. Bassett's. Lieut. Tomlinson is one of the company officers, and as he is an enthusiastic rifleman he has worked up a great deal of interest in that important branch of the soldier's training. Several of these enthusiasts made up their minds that they ought to go to Sea Girt with the brigade team and in a little while they had a team of their own. They paid for their railroad transportation and subsistence, and not only behaved admirably in camp, but gathered in a great store of the best kind of experience. Out of that experimental and gritty team there will probably come four or five first-class shots.

SECURED SOME MINOR PRIZES.

Only a small proportion of the Washington riflemen at Sea Girt participated in the individual matches. This was due to the fact that most of the time had to be devoted to regimental and brigade team practice. The few local men who did enter carried away their share of prize money. When the team started for home on Saturday no one knew precisely what the winners had captured, but by tomorrow official notification will be received.

PERSONAL MENTION.

Too much praise cannot be given Capt. Parmenter for his efficient administration in the quartermaster department. He did all that was possible under the circumstances to make comfortable every member of the detachment, and the probabilities are that he succeeded in every case. No duty was too arduous, and in spite of the burden that continually rested on him he was always anxious to assist anybody else who seemed to be in need of assistance. If he is not a model quartermaster, then the model has wings.

Another of the workers who hustled incessantly was Capt. H. B. Cilley, adjutant of the second regiment. He was not of the detachment when it left Washington, but he reached Sea Girt two or three days later and remained in camp until Saturday. He had charge of the "spotter's" corps and cheerfully rendered excellent service.

Col. Clay astonished the natives who saw him handle a rifle. Last year the colonel was a center of attraction, but he received more attention during the past two weeks than he did in '91. Neither the Jerseymen nor Pennsylvanians could understand how he skirmished with but one arm, and when the colonel started out to make a run all the eyesand glasses on the range were directed toward him. On two occasions Jersey officers endeavored to get rid of their twenty cartridges faster than the colonel could, but they failed.

Many kindly inquiries were made by New Yorkers and New Jerseymen as to the physical condition of Maj. J. M. Pollard, who for two years has had command of the brigade team. The New Jersey Rifle Association had him on its list of range officers for the Sea Girt meeting, and there were frequent expressions of regret at the major's non-appearance.

To name one-half the Jerseymen who were courteous in their behavior to the Washington contingent would be to print a roster of the state troops, but it is only fair to mention Gov. Abbett, ex-Gov. Green, Gen. Spencer, Gen. Howard, Col. Van Cleef, Col. A. R. Kuser, Col Felton, Col. Earley, Col. Owens, Col. Lutrel and Col. Gaunt. They and many others exerted themselves to make the visit of the Washingtonians one of unruffled pleasure. And they succeeded. They had better stay away from Washington.

NEARLY A DISASTER.

The Servia Comes Near Running Down a Vessel in a Fog.

The Cunard steamer Servia, Capt. Dutton, from New York September 3 for Liverpool, arrived at Queenstown yesterday morning. The captain reports that 3 a.m. on the 6th instant, while in longitude 55 degrees west and while the vessel was going at a dead slow rate of speed owing to the prevalence of a dense fog, the lookout suddenly espied the dim outlines of a sailing vessel just ahead. The signal to reverse the steamer's engines was instantly given, and as quickly obeyed, but the two vessels were so close to each other before their proximity was discovered that it was impossible to check even the slight speed at which the steamer was running at the time before they had come together.

The sailing vessel was the ship Undaunted, Capt. Lewis, which sailed from Shields on July 31 for New York, and passed the Lizard on August 7. Owing to the moderate speed at which the Servia was proceeding the shock of the collision was rather slight, the hull of the sailing vessel received a sliding blow. The officers of the Servia succeeded in bringing the steamer to a full stop in a very short while, and at once set about the work of finding out the identity of the sailing vessel and if she had received much damage by the collision and was in need of assistance. The Servia remained on the spot for three hours, and after much difficulty, owing to the dense fog, was enabled to communicate with the captain of the Undaunted, who, much to the relief of those on board of the Servia, reported that the ship had not been damaged and that no assistance was required.

An examination which was started on the Servia immediately after the collision revealed the fact that the steamer had also escaped undamaged.

The impact of the two vessels was so slight that most of the passengers on the Servia, who were asleep at the time, were not aware that anything unusual had happened. Only a few of them were aroused from their slumbers by the bustle of the crew as they hurriedly responded to the orders given by the officers. Several of the passengers had curiosity enough to dress themselves and come on deck to discover the cause of the commotion, but their anxiety was soon allayed when they found that there was not the slightest danger to be feared.

The fog continued for two days and the steamer had to proceed very slowly and cautiously.

CHARGED WITH MAIL ROBBING.

Arrest of Roland A. Hewitt of Atlantic City.

Roland A. Hewitt, chief clerk of the distributing department in the Atlantic City, N. J., post office, has been arrested by United States Postal Inspector D. Griggs, charged with robbing the mails. During the season the post office officials have received a great many complaints from residents and visitors regarding the loss of special delivery letters, but the cause of their disappearance was a mystery. Special detectives were detailed to ascertain, if possible, the person who was systematically robbing the mails.

Hewitt has been connected with the department since 1887 and has always enjoyed the confidence of the postmasters under whom he served. The method of detecting the thefts were by the usual decoy letters, and Inspector Griggs states that the evidence is so convincing that there is no doubt of the prisoner's guilt.

Hewitt, however, says he is not guilty and claims that he will be able to establish his innocence. He was taken to Camden, where he will be held for a hearing before United States Commissioner James Cassidy. Hewitt is the young man who recently made a trip to Baltimore and Washington on a bicycle. He has many friends in both cities.

A Mandamus on Mr. Peck.

Norton C. Chase of Albany has served Chas. F. Peck, commissioner of the New York bureau of labor statistics, with an order granted by Judge Edwards, at Hudson, requiring him to show cause before Judge Fursman, at Kingston, today why a writ of mandamus should not issue directing him and his assistants to diligently search the files and papers and records in his office which include the returns made by manufacturing establishments in the city of New York, on which Mr. Peck's recent tariff report was based, and make and furnish said petitioner a transcript therefrom, such transcript to include the names and addresses of the corporations who made such returns.

Nominated After a Long Deadlock.

The deadlock in the republican congressional convention for the new twenty-fourth district of New York, comprising the counties of Jefferson, Lewis and Oswego, was broken this morning when Charles A. Chickering, of Lewis county and ex-clerk of the state senate, was nominated on the seventy-second ballot.

George Bradley, only son of Col. W. O. Bradley of the national republican executive committee, handled of typhoid fever at his home in Lancaster, Ky. He was twenty-three years old and his father's law partner.

REVOLT ON LONG ISLAND.

Oystermen Oppose the Landing of Normannia's Passengers on Fire Island.

The work of transferring the cabin passengers from the Normannia to Fire Island off Long Island began yesterday. The Stonington, which had been tendered by J. Pierpont Morgan, was carefully examined yesterday by the health officer and others, and found to be unseaworthy. The Stonington went down Saturday, and during the same day a number of the Normannia's passengers were put aboard. She laid alongside the Normannia during the night, and was to start for Fire Island with her cargo yesterday. Much regret was expressed by Mr. Boas, general passenger agent of the Hamburg-American Company, when he learned of her uselessness. The Cepheus of the Iron Steamboat Company was chartered by Commissioner Allen and J. Sergeant Cram to remove the passengers from the Stonington to Fire Island.

The passengers were placed on the Cephens in the afternoon. Dr. Jenkins telegraphed to the governor: "Have possession of Fire Island and have transferred first and second cabin passengers of Normannia. Placed them on board of the iron steamboat Cepheus at 3:30 this afternoon. They are now on their way to Fire Island."

THE TRIP TO FIRE ISLAND.

A dispatch from Fire Island says: "The first news of the Cepheus had been received a little after 5 o'clock in the afternoon, when a dispatch came to hand saying the iron steamboat was off Point Lookout with 267 cabin passengers on board. This was a great surprise and annoyance to Mr. Wilson, president of the board of health, who had sent special orders to have the Cepheus arrive at Fire Island as near noon as possible, and in no event to leave quarantine later than the noon hour. Mr. Wilson had already arranged with Capt. Charles Wickes of Fire Island life-saving station to pilot the Cepheus across the bar.

"At first Capt. Wicks had demurred, and had finally told Mr. Wilson frankly that Superintendent Arthur Dominy had threatened him with the loss of his place if he brought the steamboat in. Mr. Wilson then promised him a place which would pay him $1,200 a year in case he lost the $900 position he already held for bringing the Cepheus over the bar. Wicks agreed to this, but when the Cepheus appeared off the bar at 6:45 he had not turned up. When it was quite dark he appeared and said it was impossible for him to bring in the Cepheus or even to go out and explain the situation.

"In spite of his protestations it was evident that Capt. Wicks had been intimidated. An hour later word came from Fire Island observatory saying that the Cepheus lights were disappearing and that she had evidently put back toward New York. Meantime the watchers concealed in the shadows about the hotel kept up their vigilance, while Mr. Wilson, after sending appeals to New York for special policemen to be sent down on an extra train, had the fire buckets placed at handy points on the piazzas, and the watch arranged for the night was begun."

PROTESTS FROM LONG ISLAND.

The sale of Fire Island to the state for quarantine purposes created a great hubbub among the people of the towns of Islip and Babylon on Long Island, who predict all kinds of dire calamities as the result of landing passengers from vessels infected with cholera upon the beach. Saturday night after the news was received that Gov. Flower had given orders to buy the island, the board of health of the town of Islip, in which Fire Island is, called a mass meeting of citizens of the town to protest against the landing of passengers at any place within the town jurisdiction. Suffolk Hall, where the meeting was held, was crowded when Supervisor W. H. Young, the president of the board of health, called it to order.

Speeches were made by many prominent residents, who denounced the proposed use of the island, predicting great injury to the property adjoining and the ruin of the oyster and fish industries of the great South bay. A committee consisting of Supervisor Young, Justice Clerks Stodley O'Brien and Howell, Dr. W. A. Baker and J. S. Gilbert, constituting a board of health, was appointed to go to Fire Island with twenty deputy constables to protest against the use of the island for quarantine purposes and resist the landing of passengers. They left in sailboats late at night, arriving there in the morning. The deputies were placed on guard when President Charles G. Wilson and Dr. Cyrus Edson of the New York board of health, who had come to Babylon by a special train, arrived in a sailboat at 3 o'clock in the morning.

They were quickly surrounded by the deputies, who made demonstrations against D. S. S. Sammis, owner of Fire Island, making all kinds of threats against him for selling it. President Wilson informed Mr. Sammis that Gov. Flower had authorized the purchase for $210,000, and that he had a certified check for $50,000 to pay as soon as the papers were signed. Mr. Sammis then turned it over to President Wilson, as the representative of Health Officer Jenkins, all the guests and most of the servants having left during the afternoon. When President Wilson appeared after breakfast the board of health and a hundred others from the mainland, the crowd, mostly boys and men, made angry demonstrations, using threats against the state, Mr. Sammis and everybody concerned. Coroner W. H. Moore of Bay Shore continually harangued them.

At 11 o'clock President Wilson met the board of health, explained all the circumstances of the purchase and the intended use of the island. Supervisor Young and Dr. Baker stated that it would ruin property and industries, endanger the health of the adjoining communities, and asserted that the local board of jurisdiction was paramount to the state board and would resist any attempt to land passengers.

LAWLESS AND RECKLESS.

The men from Islip and other point on the main shore decided to bid defiance both to the bidding of Gov. Flower and the instructions of the state board of health. They seem to have become utterly lawless as well as reckless. As it grew dark men who had been concealed in the shadows of the outbuildings began to move about more freely, as if they were certain of concealing their identity. Pickets were posted and a regular system of signals was arranged. There was no telling the exact number of men thus engaged on the island, but there certainly could not have been fewer than fifty, and there may have been double that number.

A taste of the temper and cunning of these fellows had already been afforded President Wilson and his associates. A search being deemed advisable piles of inflammable materials had been found heaped up against either end of the Sammhaide hotel, which, if lighted, would have destroyed the building in a very short time, for, being old and dry, it would burn like tinder. When the machination of the men was fully understood Mr. Wilson promptly divided his associates of the health department and the newspaper men into watches of six men each, who would patrol the building throughout the night, each watch doing duty three hours at a stretch. Even President Wilson stood his turn, and when this arrangement was effected all hands felt more comfortable.

SULLIVAN AGAIN AT HOME.

A Crowd of Old Friends Wait for Him at the Depot.

John L. Sullivan arrived at the Grand Central depot in New York yesterday afternoon on the Chicago and Saratoga special. The train was due at 2:10 p.m., but, owing to a smash up of several freight trains at Catskill, was delayed. Several hundred persons gathered at the depot several hours before the scheduled time of arrival and patiently awaited the coming of the ex-champion. When the Saratoga special pulled into the depot the cry went up "Here he comes," and when Sullivan stepped from the car a cheer went up that reassured the pugilist and showed that he still held a warm spot in the affections of many.

Sullivan agreeably disappointed the crowd in that he was sober. He was neatly clad in a dark gray suit and wore a black derby hat. With the exception of a scar on the bridge of his nose and a slightly reddened and puffed face, he looks as well as ever. His step was quick and elastic, his air jaunty as he walked to the Victoria Hotel, a block from the depot, followed by the cheering and now augmented crowd.

Sullivan on reaching the hotel went immediately to his room to wash and rest. He was warmly received by his old host and friend, Matt Clune.

Sullivan, it is claimed, has not been drinking whisky for several days, confining himself yesterday entirely to malt liquor, and that he partook of very sparingly. On the way to this city he avoided talking with his fellow-passengers as much as possible. The passengers on the train describe his conduct as admirable, and nothing but expressions of sympathy were heard on all sides. His position he feels keenly. He lives in the very recent past, and if he has any fixed plans for the future he is loth to talk about them.

During the performance of a wild west show at Rockford, Ill., Mrs. James Fisher of Durand, Ill., was shot and fatally wounded. She was looking at the cowboys firing with supposed blank cartridges, when a bullet from one of their pistols passed through her body. The entire company is under arrest.

RUN DOWN IN A FOG.

Rear End Collision on the Fitchburg Railroad at West Cambridge Junction.

A through freight express train, west bound, on the Fitchburg railroad ran into a passenger train standing on the out-bound track at West Cambridge Junction, Mass., Saturday night, telescoping the rear car, killing eight persons outright and injuring nearly thirty others, three of whom are reported to have since died. Passenger train No. 131, due to leave Boston at 10:15 p.m., started on time. When West Cambridge junction was reached the engineer found it necessary, owing to the dense fog, to run close to the cross-overs in order to see if he had the right of way from the signal tower, which is located close by.

The passenger train was said to be five minutes late, and about the same hour the local passenger train from Waltham, scheduled to leave there at 11:30 o'clock, was due at West Cambridge junction also. The west-bound train, which had left Boston, had come to a full stop, in order that the east-bound train from Waltham, which had the right of way, could pass that point before it crossed over to the Watertown branch.

While standing near the cross-over the express freight train, which was bound west, came thundering along, and just as the passenger train started to cross to the Watertown branch the freight train crashed into the rear of the passenger train. The passenger train engine and the forward truck of the smoking car No. 72, had passed over on the branch track, which left two passenger cars on the cross-over, and one, the fatal car, standing on the main west-bound track.

The engine to which the freight train was attached was a powerful eight-drive-wheeler of the Mogul pattern. When the engine struck the rear car it entered it like a wedge, splitting it into two parts, each of which fell outward upon the tracks, while the roof of the car lodged on the top of the locomotive. The recoil of the locomotive drove the heavily loaded freight cars backward, and although the two cars nearest the engine, which were a refrigerator and a Burton stock car, were not injured, the ten or twelve cars behind them were smashed into kindling wood. Several of those were loaded with lumber and this was strewn all along the track. The cars were piled upon one another in indescribable confusion, completely blocking both tracks for fully 100 yards. As soon as the accident occurred word was dispatched by telephone to the various police stations in Boston, Somerville and Cambridge, asking them to send surgeons to the scene. Among those who quickly responded were Drs. McCarthy and Dwyer of Cambridge. The train dispatcher's office in Boston was notified at once. Supt. Adams was quickly on hand and gave instructions to have all the medical assistance available sent by a special train.

A complete list of the killed, as far as known, follows:

S. J. Sullivan, aged fifty years, a pawnbroker of No. 12 Norman street, Boston.

Leon C. Raymond of Winchendon, brakeman on the freight train.

John Hudson, aged fifty-one years, of Watertown, leaves a widow and eight children.

James Lane of East Watertown.

John H. Barnes, Maple street, Newton.

Miss Retia Files of Waltham.

Benjamin Tuck, an old man of Waltham, died on the way to Cambridge Hospital.

Miss Mergerie Adams of Waltham, a watch factory employe, died yesterday at the hospital.

H. I. Merrifield of Watertown, died at his home.

A brakeman had been sent back to signal the freight, but the fog hid him.

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