

MEETING OF CONGRESS.

This body assembles on the first Monday in December next, and the session promises to be one of interest. Meeting after the monetary crisis that occurred in New York, financial schemes will be abundant, and there will be a strong pressure from the West for an increase of currency, and more freedom for banking. There will be an effort made to repeal the 10 per cent tax on the circulation of State Banks. This was imposed during the war to aid the legal tender currency issued by the Government. We do not believe it was intended to operate in favor of National Bank circulation. The law operates to restrict the volume of currency. Its repeal would have a very beneficial effect in these stringent times. State institutions can furnish a safe currency by proper laws requiring the deposit of bonds to secure circulation. Much relief is expected from the repeal of this tax, and there will be a powerful influence brought to bear on Congress to obtain this act of justice to the States.

There appears to be a prospect of an early resumption of specie payments, and members of Congress will hunt up all of Col. Benton's old speeches and repeat them in their speeches. To resume now would cause a greater pressure, and bring ruin on the country. The circulation of silver would do some good, but any sudden resumption is not to be thought of now. Its effect would be to lower the value of all descriptions of property, and to parties in debt, would take a great deal more of their lands, stock, &c., to pay gold for a debt contracted in currency. We do not think Congress will favor any such a measure, under existing circumstances.

The questions connected with cheap transportation will engage a good deal of the time and attention of Congress. That body will not assume to control the tariff on the railroads. There will be many urging such a course, but nothing will be done directly favoring a reduced system of freights. There is one thing that Congress will probably do. They may undertake the improvement of canals so as to furnish cheap outlets for the products of the West, which if done, will have the effect to make railroads lower their charges. We hope this will be done. What is a Government for, if it be not to advance the good of its people? It has always been our opinion that the public money could not be expended

in the support of the army and navy—millions go to keep thousands of unnecessary officers in the public service—much of this should be retrenched. The prosperity of the country can be much improved by expending the public money for works of internal improvement, thereby aiding the cheap transportation of the products of the soil. In Europe great attention is paid to the opening of channels of communication, and almost all the great works there have received a liberal outlay from the Government. The nonsensical opposition of strict constructionists, so-called, of the Constitution has retarded the progress of the United States and checked internal improvements that would have been of immense advantage to the very sections that the opposition came from. We believe that the General Government has failed to do, in this regard, what was due to the interests of the nation, and we hope that the government will come up to the requirements and necessities of the hour, and vote money liberally to aid in public works that will enable the producer to get what his labor raised to market without its being consumed in high freights. What are governments established for unless it be to promote the welfare of the governed? And in no respect can that be done more efficiently and beneficially than in affording facilities to trade and commerce and cheap transportation for the products of the cultivation of the soil. We trust that our statesman will be equal to the responsibilities, wants and necessities of this period in our history and do their duty to the country, disregarding all the clamor of demagogues.

Some important legislation in aid of various railroad enterprises will be attempted, and with proper restrictions, we are clearly in favor of extending such assistance as is necessary to complete great continental highways. Of course we favor aid to the Northern Pacific Railroad, and it will be of the interest of the Government to be very liberal to that enterprise. The Company has built 500 miles of the road without any aid in money from the Government, and as it is a great highway to the Pacific and passes through a country where the Government owns millions of acres of land, the value of which will be greatly enhanced thereby, we think it right and proper that so great an undertaking should be aided. Without a railroad these Gov-

ernment lands will be worthless for ages, but so soon as the road passes through them, a market is created and room made for the thousands of immigrants that are pouring in annually to this country from the Old World. These immigrants come here to secure cheap lands, but unless the area of country is extended, they will be forced to settle where population is thick, and lands consequently high priced. But, it is hardly necessary for us to comment further on these advantages that accrue to the Government by aiding the Northern Pacific Railroad, as the subject will doubtless be presented in far stronger terms to Congress than we are capable of doing. We desire, however, to contribute our views and we believe of this section, so as to assist this great enterprise that is to accomplish so much for the real advantage of the nation.

The approaching session of Congress will be highly interesting, and the importance of its action on a great many questions cannot well be over estimated. We indulge a strong hope that Montana will receive benefit from the legislation of this session. Her position demands it, and as her share has been small in the past, it is but justice that it should be large now.

NORTHERN PACIFIC RAILROAD

We have assurances from a reliable source East that the failure of Jay Cooke & Co. will not alter any of the plans of the Company in the prosecution of the work next season. The building will go on more rapidly in fact than heretofore. Stockholders, bondholders and officers of the Company are all combining now to push the road, and we are assured that it is the intention to do all the freighting for Montana next season. Work on the 205 miles to Yellowstone Crossing will be begun at the earliest practicable moment next spring and be pushed vigorously. Very soon intelligence of the conclusions of those interested in the Northern Pacific will be furnished the public, and exact information of what they propose to do in the future will be known. The road will not stop where it is, but work will go on regularly hereafter till completed. Of this we feel assured, and the information on which this opinion is based comes from a source not to be questioned. We may be at liberty to say more on this subject by the next issue.

ELECTION IN OHIO.

At the recent election in the State of Ohio the Democrats have elected a majority of the Legislature and the Governor. This insures the re-election of Senator Thurman to the U. S. Senate, and makes him a very prominent figure also. The election in New York comes off on the 4th of November, and from all appearances the Democrats will carry that State. The fortunes of unadulterated Democracy are reviving, and it may be that at last after all the struggles of the last twelve years the party may again come into power. The back pay steel, as it is called, and the increase in the salary of the President, are having great influence in elections, and there is no question that the people are very indignant at the idea of increasing salaries when the country is oppressed in all its business relations.

A UNITED STATES Custom officer named Wolf, stationed at Osage, Washington Territory, has been guilty of extraordinary extortion. J. A. Haynes the Dominion collector, on the opposite side, owns herds of cattle, which roam over the prairie divided by the boundary line. Some of the cattle followed the bunch grass into American territory, and were never molested until Wolf's appointment. A few days ago the latter seized a large number, and when Haynes crossed to recover them, he was hurried before Schanck, a United States Indian agent, and compelled to pay \$150 and costs. What right an Indian agent had to impose such a penalty for a constructive breach of the Custom laws is not apparent, and it would be interesting to know what became of the \$150.

COUNT DE CHAMBERD, whom the monarchists of France are trying to make King, is the recognized representative of the old Bourbon dynasty. His father was the Duke de Berry, who was the presumptive successor of Louis XVIII, and his mother was a Neapolitan adventress. The Duke was murdered before his son and heir was born, and in the widowhood of the Duchess closed in dishonor. The would-be King is 52 years of age and not much of a man at that. It is a remarkable fact that the Orleansists, who murdered his father, are among his supporters for the throne.

Twenty-five or thirty wagons, loaded with freight, have left this place for Montana within the last five or six days. Many of them took away fruit, which had to be carefully packed to keep from freezing. [Corinne Reporter, 21st.] GOLD opened in New York to-day at 1.65.

The Mineral Wealth of Montana.

The able address of Major Maginnis before the Gallatin County Agricultural Association is published in full in the Montanaian of the 22d inst. We should be glad to reproduce it if our space would admit. Referring to the inexhaustible mineral wealth of the Territory, Mr. Maginnis says: "Last year the product of our placer mines reached the sum of eight millions. In spite of the cry of hard times this year, I am told by the expressman and the bankers that the product will be quite as large. Nor is there any fear that this industry will dwindle in the future. No, not for the next fifty years! As old ground is exhausted, new places are found. As old methods fail, the flame and hydraulic become profitable. There will be, of course, fewer owners and not so much free and lavish expenditure as in our old times, but the average yield will be nearly the same as now for many years, and the number of men engaged in placer mining will never be less than now. Indeed, I think that mines will be worked that are now idle, and to prevent the wholesale gobbling and pre-emption of those which are now going on, closing miners out of diggings in which they make at least winter expenses, and put many a dollar in circulation, I think the present Mineral Land Act ought to be amended, or in part repealed. As for quartz mining, I think that can hardly be said to have begun. There are veins enough of gold quartz alone in this Territory to profitably employ twice the number of men that now find occupation in the placer mines. After these, or rather before these, come our great silver-bearing lodes, the number, extent and richness of which are beyond conception, and in which, I believe, we have the richest Territory on the earth.

People's National Bank.

This morning we publish the report of the People's National Bank, of Helena, of which Mr. Geo. W. Fox is President and Mr. C. J. Lyster Cashier, and point with no little pride to the showing of the condition of this institution on the day preceding the inauguration of the financial crash in the East. The report of the bank shows to satisfy demand deposits of \$50,891.44, it had on hand \$34,684.27; it had in the hands of correspondents and reserve agents \$60,020.70, in gold in transit to market \$40,075.93. This would show, of ready money, the aggregate sum of \$134,426.75, as against \$131,002.07 of deposits, demand and in transit. We concur with the Herald "that all will agree that a more wholesome exhibit could not be easily made." The report also shows that the bank has been in operation little more than three months, having commenced business June 2, 1873, and its earnings for that time foot up \$5,441.90—a fair sum for a new beginner in so short a time." [Gazette.]

Ex-President Johnson's Bank Account.

Ex-President Johnson arrived in the city yesterday from his home at Greenville. He has not yet fully recovered from the effects of his malignant attack of cholera last July, but is convalescent. He hopes in a short time to be in the enjoyment of his usual good health. As the press throughout the country has contained various statements relative to his probable loss by the suspension of the First National Bank of Washington, we gathered the facts in the case from him, and are authorized to state that when the bank suspended the ex-President had on deposit \$73,000. He regards its recovery as a matter of doubt. If it proves an actual loss, it will not exhaust his resources.

WILLIAM ALLEN, Governor-elect of Ohio, is a native of the State which has repeatedly honored him, and a lawyer by profession. His experience in Congress was as a representative in the Lower House from 1833 to 1835; and he was twice elected to the United States Senate, serving from 1837 to 1849. Although somewhat advanced in years, he retains, in a remarkable degree, the freshness of youth and his usual vigor of intellect, as fully demonstrated in his late admirable and successful canvass.

MARSHAL BAZAINE, in his justification of his military course during the Franco-Prussian war, accuses his lieutenants of imperfectly executing his orders, and asserts that they have turned against him to shield themselves from blame and punishment. He declares himself guilty of no act, either of commission or omission, for which his conscience reproaches him.

THE Union County (D. T.) Courier republishes an editorial that first appeared in the AVANT COURIER entitled "Government Aid to the Northern Pacific" and gives credit to the Bismarck Tribune for instead of the paper. As the article is being extensively copied our paper ought to have credit for it. No doubt the error was wholly unintentional.

Government Aid for the Northern Pacific Railroad.

In his address before the District Fair Association, at Gallatin City, recently, Delegate Maginnis referred to the Northern Pacific Railroad, the situation in which it was placed by the late suspension of its promoters and backers, its future prospects, etc. The Montanaian, which prints the major's address in full, reports his utterances as follows upon this subject:

The could give no intelligent guess as to what might be done in the case of that road. He thought that in the face of the present anti-railroad excitement in the States, it would be impossible to get Congress to vote a subsidy. But he thought a reasonable and plausible argument might be made to show that it would be necessary for the Government to take hold and build the next five or six hundred miles in order to settle the country. To save the expense of a costly and useless expedition, and the construction of forts and equipment of troops. He thought that only the road could settle the country, and that even if the Government did not wish to complete the road, its construction through the Sioux country was a military necessity. The speaker presented this general and original view with much force, and we only hope that he may be able to convince members of Congress as easily as he did his hearers, that it would be an economy invested of an expense to the Government to build the road through the Sioux nation and thereby to settle Montana. But while the speaker thought this to be the most plausible ground on which to apply for aid, he said that he had but little hope that it would be granted at present.

The argument referred to by the Major could not only be made a reasonable and plausible one, but a strong and convincing one. We do not think it impossible on this basis to persuade the Government that it would be an act of economy on its part to assist the construction of the Northern Pacific for the distance of six hundred miles west of the Missouri, its present terminus. That would carry the road through the entire reach of Indian country most troublesome and expensive for Uncle Sam to govern, and prove not only a great convenience but a big saving in the end in the settlement of the Indian problem in the Northwest.

We believe that the Northern Pacific Company—as anxious as we know the railroad authorities to be to reach the settled portions of Montana—would release their land grant of the six hundred miles proposed, conditioned upon the government guaranteeing the interest upon the bonds sufficient to build that distance of road. On this or some similar basis let the Northern Pacific apply to Congress at the approaching session for the aid, or rather exchange, suggested—an exchange which would greatly assist the railroad and at the same time prove of inestimable benefit to the Government. Facts and figures could be collected and presented to Congress which it is not unreasonable to suppose would secure favorable legislation for the project we have but rarely marked out. A guarantee by Government of interest at the rate of 5 per cent, on bonds not to exceed \$15,000,000 in amount would probably answer. This would allow \$25,000 per mile for the 600 miles. The interest on the sum total would amount to but \$300,000 per annum—a sum which would be more than offset by the amount saved the Government every year in military and Indian expenditures in this Territory alone. Let this matter be brought to the attention of Congress at the opening of the session in December. If it is properly presented it is not too much to expect that early and favorable action will be taken, and another year see the railroad completed.

TERRITORIAL ITEMS.

New North-West, October 25: Rev. L. Van Gorp, for some years stationed at Helena, has been in Deer Lodge the past few days and will officiate at the chapel on Sunday. Father Van Gorp goes hence to St. Ignace Mission where he will remain in charge of the mission, Father Palladino being transferred to Helena.

Mr. Corbin informs us that during the recent storm, now drifted in Heavener Canyon four or five feet deep in places, and passage way had to be shoveled for the coaches. Hence the detention of mails. This, we believe, is without precedent as the canyon is usually open all winter. There will be plenty of the weather and good roads yet before the holidays.

The Penitentiary on Thursday evening was the scene of an unusual and interesting ceremony. One of the prisoners, Wm. Whiting, having experienced that conviction of sinfulness not set forth in the flogging of the jury, and aspiring to a better life, solicited the Sacrament of baptism, and the same was administered by Rev. J. A. Van And, assisted by Rev. Hugh Duncan. In the presence of witnesses and his fellow prisoners. It is described as having been an interesting and most impressive scene. The work of the clergy and Christian women who have presided in and maintained a Bible class among the convicts for several months is its return.

Independent, October 25: Between 16,000 and 17,000 tons of hay have been put up this season in the Deer Lodge Valley.

The Presbyterian Church Building Committee invite proposals for laying the foundation for the Presbyterian Church. Apply with-out delay to Thos. Aspling, Sr.

The body of a young man named Abraham Wessan was found in the Missoula river last Sunday, with nothing but the underclothing upon it. He had been well known in Missoula. Whether his death was the result of accident or not, has not been reported.

Threshers are now busily engaged throughout the Valley. The average crop is good though in some cases it is unusually light, owing to the visit of the grasshoppers about the time the grain was heading out.

The cold weather that has prevailed for a week past has greatly retarded mining operations throughout the county and indications are that all hydraulic mining will be suspended by the 10th of November.

One day last week as Judge Woodcock, of Bear, was descending a ladder in his mine one of the rungs broke and he fell a distance of forty feet to the bottom of the shaft but escaped with only a few slight bruises and a sprained ankle.

Col. J. L. Sharp and wife left this (Saturday) morning for the East. They have the best wishes of a host of friends for a safe and pleasant journey and speedy return. Having been resident of the city for several years and permanently identified with the business interests and social advancement of our city, they will be greatly missed.

The people of Deer Lodge have contributed something over \$500 in money provisions, furniture, etc., to Rev. G. J. Coffin, whose

house with all its contents, was burned last week. Messrs. J. B. Wilcox and Peter Langling took an active part in collecting aid, and it affords us pleasure to record their success. This amount does not cover Mr. Coffin's loss, but friends in other portions of the country will, no doubt, contribute something.

"Dutch Henry" who founced a ball from Pat. Dooley's shoulder, while in charge of officer Birmingham, took advantage of the situation and left for Tacoma or some other resort, taking with him a valuable horse and saddle which had been furnished him on which to cross the river. The exact date of his departure we have not learned, but believe he has made good his escape.

Montanians, October 27: For some days a spirited and successful tug has been conducted by Reverends Maginnis and Van Osborn at Meadow Creek. We understand about all the citizens of that section have professed religion, and the church has gained many converts.

Semuel Ayres, convicted at the June term of the District Court, Lewis and Clark county, and sentenced to two years imprisonment in the penitentiary for the crime of grand larceny, was paroled by Governor Potts on the 21st inst., on the recommendation of the Directors of the penitentiary.

More snow fell during the last storm in the Valleys than fell in Virginia and on surrounding mountains. The snow was several inches deep on Sinkingwater, and in the Meadow Creek and Willow Creek valleys quite a depth of snow (12 inches reported) remained on the ground several days. This is unusual as heretofore the valleys have remained free from snow long after this section was covered with a winter coating.

We understand the snow is as deep in the Boulder and Big Hole mountains as it was at any time last winter. Considerable interest is felt for several prospectors that are in the mountains. They are very high up and it is feared they will not be able to get out. Snow is reported 6 feet deep at the New Willow Creek mines, and at the head of South Boulder 10 feet deep.

John Wyatt brought up, Saturday, 350 ounces of gold and silver bullion, taken from Iron Rod tailings—the tallings are paying \$25 per ton. Wyatt and J. Palmer have leased the Iron Rod Lodge and mill from Ellis, Porter & Co. for five years; have men at work in the Iron Rod tunnel and are taking out some good ore. Mr. Wyatt has bought the Stiles place, and Mr. S. we understand, is going west.

LETTER FROM WASHINGTON.

The Financial Crisis—Why We Suspend the Northern Pacific—Prospects of the Road—Col. E. M. Black.

WASHINGTON, Oct. 30, 1873. Editor Courier: You ask me to write you once a week something for publication; this is my beginning, and for 52 weeks, unless you sooner cry "hold, enough," I shall inflict upon your readers a column, more or less, of the effluvescences of the Capitol.

We are just beginning to stagger to our feet after the great financial crash and panic of 1873—the most disastrous in its effects ever known in the annals of the country—a better feeling prevails in all circles of business, and it is believed the storm has spent its fury. Already the skies begin to brighten, and the clouds are clearing away. New York that were obliged to suspend during the panic have resumed business, and business is resuming its old channels, and things are going on much as if "nothing had happened." The season of financial excitement is succeeded by a well developed energy in the discussion of causes and various fallible modes of relief. It is curious to see how suddenly the national pack has veered from Cassarian and new political departures to monetary affairs. When the pack is so affected the public have little room to entertain the spangled guests of poverty; no political revolution so imminent but can be overshadowed by a sudden change of valis.

In their extremity it is pitiable to witness how helplessly the people turn to Washington. All remedies and all schemes center in the Treasury. Well, we want to assure them that we have no money. That with a fair credit we went through the Treasury and couldn't raise five dollars. In consequence we have been compelled to suspend. Not because we were over-loaded, as Shaw would say—with Pacific bonds or other railroad securities. Perhaps it is needless to say that we never over-loaded with anything or an kind of bonds, but twice: once, when Fremont had us tied up by the thumbs for eating a sweet potato rump—Fremont had no conscientious scruples about sweet potatoes; and the second time when we got married. However, on either investment we never declared a dividend. Now, there is a great deal of talk about weakness and want of confidence. Well, we want to say that we have just confidence enough to carry well, let's see—we would like to know by practical test just how many bonds we could carry.

As for stocks we know something about them too. We were persuaded to invest a little surplus in stocks once, on the assurance that we could double our money in a year. Well, we bought into Petroleum; the Company proved a sell—a no oil, no getting our money back—but we "doubled" our loss. How? We had nothing to buy with, and had just twice as much left, and we have this further consolation that two of the arch traitors who swindled me are doing the State some service at Sing Sing.

Now, we have been studying the financial business over and think we understand it. We have read the Herald's quotations—eight columns solid non-parallel—every evening just before going to bed, and it wasn't "dead broke," we'd be a broker. Our half that wears a redingote woke up the other night and being a little restless because we had no funds with Jay Cooke & Co., asked what they meant by saying that gold was weaker? Here was our opportunity to show that the eight-column articles of the Herald had worked the fore-board, and we commenced at the beginning, and reviewing the spirit of the times, explained how money was required to move grain, remarking at a length on the expediency of an early resumption of a more substantial circulating medium, winding up with the present stringency, when everything is tied up in worthless and depressed stocks, showing how, while petroleum was easy and whisky steady, and gold very much down in the mouth, all that was necessary was plenty of currency to move grain, you know, and it was all right again. But women never can understand finance, though say with knowers

dollar, when she sees it, as quick as any body. Then we took a suppositious case, which we thought sufficiently near the point, and I draw my salary, and for a time I am long on currency. Then I pay board and wash bills, and by borrowing a little manage to buy a decent overcoat. I am then "short." Nothing could be simpler. When my paper has matured I go to the street and see all over the Treasury building for a loan. I bill over the market, and throw out more paper to cover my shorts. I "buy" it because I am not in a condition to "short" it. Not having any available securities, as a gold watch or a diamond pin, I fall to cover, I am panic. Then my wife duns me for money to buy wood and coal, and I suspend. Perfectly plain. Now, why do I fail? What do you think she said? The fact is, she was asleep all the while, but she intimated next morning that I had talked too much.

The telegraph has informed your readers how we "busted," and how the fragments we gathered up several baskets full, but it is not in the line of telegraphy to picture the scenes and incidents of the streets. It is worthy of comment that while individuals have indulged in questionable language, and the ink lips of the press have run black with the drippings of adulation, our Banking institutions were never more popular and attractive than during the past two weeks. The doors were literally thronged by an enthusiastic populace, many of whom waited for hours to get a view even of the "paying table."

But to be more serious. The present indications are good, and they are good for your particular locality, for notwithstanding the failure of the great banking house that seemed for a time to be the heart and soul of the Northern Pacific Road, its failure can't for any protracted period delay the completion of the road, as I heard a prominent financier and politician say, only a day or two since—"the failure of Jay Cooke & Co., and a dozen other of the banking houses of the country, can't affect their completion. The road, Capital will seek its best investment, and there is none better than the Northern Pacific. Mark my words; within a year it is in the hands of men who will complete it, and run it as when completed it cannot run itself."

I see by a recent telegram that work on the north and west end has not suspended, and that the contractors expect to complete the connection between the Columbia river and Puget Sound at Tacoma within the next sixty days. I do not know that there is anything new or of particular interest in Territorial affairs to write about or that is likely to interest your readers. I often meet here one of your most prominent citizens, Col. E. M. Black, who has become a sort of transient resident here, and to whom we cling as one of our own, and who is almost universally known to our citizens, and as an unweariedly respected and esteemed as a citizen. His genial nature, social habits, and enlarged business knowledge, has made him prominent among business men, financiers and politicians here, as well as among those who come from abroad. He is clear headed, far sighted, and a safe adviser and friend. He has several times been called in consultation both here and in New York with leading business men, and financiers during the late crisis. If you have any more such, and can spare them, send them along, we need them these troublous times.

MISSOURI.

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LEGAL ADVERTISEMENTS.

[No. 230.] APPLICATION FOR PATENT. U. S. LAND OFFICE. HELENA, M. T., August 16, 1873. NOTICE is hereby given that GEORGE W. FRANK, LEWIS E. F. MORRIS, whose post office address is Helena, Gallatin county, and GEORGE W. HON, THOMAS E. HON, WILLIAM HON, and AMOS A. BAYNE, whose post office address is Helena, Madison county, M. T., have filed in the office of the Commissioner of Patents, under the act of Congress, approved August 2, 1870, a petition for a patent, under the Mining laws of Congress, for certain claims in the Northern Pacific Mining District, Madison county, Montana, in the following sections, to-wit: Sections 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 70