MORE TARIFF TALK.

Continuation of the Debate on the Morrison Bill in the House.

The Shipping Bill Under Discussion in the Senate.

THE SENATE.

The bill reported by Mr. Frye, from the committee on commerce, to remove certain burdens on the American merchant marine and encourage the American foreign carrying trade was the principal event of the proceedings in the senate yesterday.

Mr. Beck addressed the senate on the bill, first having the clerk read the amendment heretofore submitted by Mr. Vest, which Mr. Beck said reflected the views of the minority of the committee. That amendment provides for the admission of shipbuilding material free of duty and the admission to American registry of ships bought abroad.

He claimed that protection had ruined American commerce; that the shipowner has to pay more for his ships, and has to pay higher wages for his sailors.

By the course we had been pursuing, he said, we had been supporting 100,000 sailors in English ships, when we might better have an equal body of vigorous and hardy American sailors who would be ready to man American vessels of war when an emergency demanded.

Mr. Beck, in conclusion, remarked that we should reverse our system of taxation, even if we had to follow the example of England. We should allow our people to buy their ships wherever they could get them cheapest.

Mr. Frye inquired whether the senator from Kentucky regarded the law confirming the coastwise trade to Americans as part of the infamous navigation laws to which he had alluded.

Mr. Beck replied that the coastwise trade was competition of Americans with Americans. So long as other interests were so strongly protected he would not allow any interference with the coastwise trade.

Mr. Frye remarked that no American would go across the ocean to buy a ship which he could not use whenever he pleased.

Mr. Frye then rapidly reviewed the history of the navigation laws and showed the effect produced on the shipping interests of America relatively to those of England by the application of steam to ocean purposes, and by the adoption by England of the compound engine, resulting in economy of coal and the displacement of the fleet old-time American clippers. He argued that the difficulty with Mr. Beck's and Mr. Vest's proposition for free ships was that after they got the free ships they could not sail them in competition with English ships because of the difference in the rates of wages paid on English and American ships. He cited, in illustration actual figures, taken from the pay-rolls of wages paid on an American steamship sailing from Philadelphia and an English steamship of the like capacity sailing from Liverpool. The first officer got on the American ship $89 a month, on the English ships $58. The second officer received on the American ship $63, on the English $48. The same relative difference runs through the other classes of employes down to the seamen, who on the American ship received $25 a month, and on the English ship $19. The difficulty, therefore, Mr. Frye insisted, was in the scale of American wages, and while American wages remained what they were the difficulty with Mr. Beck's proposition would remain. When men were sailing under foreign flags they took the pay of the foreign ships; when they came to work on American ships they wanted American wages.

A first-class iron ship would last fifty years. England had protected herself for a century. From 1806 down, America had tried to get permission to enter her ports, and it was only in 1849 that we succeeded in getting a reciprocal arrangement, and then each side reserved its own coasting business. Had the United States not done that our coasting business would, to-day, be done entirely by Canadian vessels. Our coasting vessels of 3,000 tons and upward, Mr. Frye said, now consisted of fifty vessels of as fine a quality as ever were made.

In the event of war, we were stronger, with those vessels, than we were in 1861; and our ships had better men, better equipments, and were better prepared for an emergency than the same number of merchant ships of any other nation.

Mr. Dawes, from the committee on appropriations, reported the Indian appropriation bill, and gave notice that at an early opportunity he would call it up.

Pending debate on the shipping bill, the senate (at 5:20 p. m.) adjourned.

THE WASHINGTON MONUMENT.

The joint resolution introduced by Mr. Morrill on Tuesday relating to the Washington monument dedication ceremonies was read a third time and passed. It appropriates $25,000 to defray the expenses of the celebration.

Mr. Morrill explained that some appropriation was necessary, as even a cannon could not be fired without involving expense, which had to be accounted for.

THE HOUSE.

The house yesterday continued the discussion of the Morrison tariff bill, Mr. Dingley being the first speaker, concluding the remarks commenced on Tuesday. He answered the arguments made and controverted the propositions laid down by Messrs. Cox, Hurd and others, that the decline of American commerce was the result of a protective tariff. On the other hand, he said, our shipping in the coastwise trade, the only branch of our marine "protected by law," has highly prospered and during the past fifteen years had increased in effective tonnage twenty-five per cent, estimating one ton of steam as equivalent to three of sail. This increase has been three times as great as that of the home fleet of the United Kingdom, and our coastwise marine was three times as large as that of England and five times as large as that of any other nation. Our shipping in the foreign trade, however, had steadily declined since 1855, at which time the great revolution from wood to iron and sails to steam took away from us the natural protection previously afforded by our cheap timber, an advantage for England which she was able to use, because of the fact that in 1849 we had admitted her vessels to participate on equal terms in the carrying of our exports and imports. Practically, therefore, 1855 marked the adoption on our part of the principle of free trade in the carrying of our exports and imports. What had been the result? In 1855, 75½ per cent. of our exports and imports was carried in American vessels. The very next year we began to loose our foreign carrying trade and the decline went on from year to year, and under the tariff for revenue only, at the rate of 1½ per cent. per annum until in 1860 only 65½ per cent. was carried in our vessels. The decline during the war was about 38 per cent., and since the war the decline had been about the same per annum until our percentage has fallen to about 16 per cent. Our coastwise trade has been saved only because it has been protected.

Mr. Hewitt, of New York, made an extended speech in behalf of the bill. After complimenting Mr. Hurd for his able argument and announcing his own change of belief from protective to free trade he claimed that protection had worked injury to the working men in Pennsylvania; that many works were closed because there was an over production, and that he himself as a manufacturer was forced to reduce the wages of his workmen or stop work.

Mr. Kelley. Thank you most profoundly, most heartily, for indorsing my doctrine that production has so far outrun consumption the world over that the proportion in which the joint production of labor and capital should be distributed must be readjusted.

"The Lord delivered him into my hands," replied Mr. Hewitt. The gentleman says that protection has been unable to prevent over production. That is the point of his remark. I go further and say that protection creates over production—that this is the logical end and conclusion of protection.

He then went on to consider the manner in which the condition of laborers could be improved. The trades unions, he contended, were the shield and the armor and the protection of the workingman, and they are all the protection which he needed. But in this country trades unions were paralyzed by protection.

Mr. Kelley said that he accepted entirely the gentleman's proposition; that the means of distribution were unable to carry out the results of the means of production. The only remedy for the laborers for free trade England or protected America was a better distribution of the joint proceeds of capital and labor.

Mr. Morrison. That is to be obtained under a low tariff.

Mr. Hewitt said that the gentleman from Pennsylvania had come over to his ground on the silver bill and on the the bill for reducing the rates of duty on works of art; and expressed the expectation that the gentleman would soon join in the work of tearing down that temple which owed so much of its durability to him.

Mr. Hewitt closed his speech with an eloquent peroration, in which he pictured the happy results which would follow to the laborer from a judicious reformation of the tariff, and at its conclusion he was warmly congratulated by his party colleagues.

Mr. Warner, of Ohio, after a discussion of the economic principles which should govern in the framing of a just tariff law passed on to a consideration of the Ohio platform, and reiterated the statement made by him yesterday that the Morrison bill was not in harmony with that platform. Did they mean free trade or tariff for revenue only, or did they mean to adopt the principles and policy laid down in the Ohio platform. It had been indorsed by every representative from Ohio, except one, and he [Mr. Hurd] had fallen 2,500 votes behind his ticket in consequence.

Mr. Culberson, of Texas, made a strong argument in support of the bill.

Mr. Millikin, of Maine, in a brief speech, replied to and combatted the propositions laid down by Mr. Culberson, and argued that a protective tariff gave the poor man a home, instead of a hovel; good clothes, instead of rags, and meat, instead of broth. The question raised was simply between free trade and protection.

Mr. Cutcheon, of Michigan, opposed the bill as being wrong in principle, unscientific in construction, hurtful in its tendencies, and destructive in its effects.

Mr. Dorsheimer, of New York, was accorded the floor, and then the committee rose.

JOINT RESOLUTIONS PASSED.

A joint resolution was passed authorizing the secretary of war to loan tents, &c., to soldiers' reunions, and to grant condemned cannon for monumental purposes on proper application; also one authorizing the President to appoint two lieutenants from the sergeants of the signal corps.

O'FERRALL VS. PAUL.

Mr. Lowry, of Indiana, from the committee on elections, submitted the report in the Virginia contested case of O'Ferrall vs. Paul, and it was laid over for the present. The resolution which accompanies the report declares the contestant entitled to the seat.

At the night session Mr. Wait, of Connecticut, spoke in opposition to the tariff bill, saying that it was a free trade measure, though it approached its object in a zigzag course. It was as disastrous in its purpose as though all duties were repealed at once by a single stroke. He believed in protection to industries of every kind, and in the elevation of American labor and American manhood. He hoped that his political associates would not be stampeded by this democratic onslaught.

Mr. Ray, of New York, made a strong appeal for a protective tariff, and branched off to declare his contempt for the Anglo-mania which was spreading throughout the country, which had led the New York court of appeals to adopt the silken gowns of English courts, and which induced members to ask congress to copy the English free trade principles. He did not despise England, but he did despise her policy and her treatment of the inhabitants of Ireland. He was several times interrupted by applause in the galleries.

NOMINATIONS.

The President sent the following nominations to the senate yesterday:

Henry W. Cannon, of Minnesota, to be comptroller of the currency, vice John Jay Knox, resigned.

James A. Connolly, of Illinois, to be solicitor of the treasury. Mr. Connolly is at present United States district attorney for the southern district of Illinois.

Charles H. Stoll, of Kentucky, to be collector of internal revenue for the seventeenth district of Kentucky.

CONFIRMATIONS.

The senate in executive session yesterday confirmed the following nominations:

Thomas Were Fox to be consul at Plymouth, England.

Second Lieut. Charles H. Lester to be first lieutenant.

First Lieut. George W. H. Stouck to be captain.

First Lieut. William Quinton to be captain.

Capt. Dangerfield Parker to be major.

Maj. Richard T. O'Beirne to be lieutenant colonel.

Lieut. Col. Peter T. Sinaine to be colonel.

Capt. Charles C. Raum to be major.

Maj. William T. Gentry to be lieutenant colonel.

A large number of postmasters were also confirmed.

THE POSTAL TELEGRAPH BILL.

Amendments to the Senate Bill Agreed Upon by the House Committee on Post Offices and Post Roads.

The house committee on post offices and post roads yesterday unanimously agreed upon a bill "to secure cheaper telegraphic correspondence," and directed Representative Rogers to report it at the first opportunity. The bill is based on the senate bill, and consists of a number of the provisions of that measure, with amendments to others. The provision creating the office of fourth assistant postmaster general is eliminated, as are all of the sections of the senate bill providing for the construction of a government postal telegraph system in case no contract is made with a company. The section of the senate bill relative to rates is considerably amended. It provides that the rates for the transmission of telegrams, excepting service and government telegrams, shall be prepaid by telegram stamps or stamped paper; and the maximum rates for telegrams of twenty words or less, exclusive of date, address, and signature; when the distance of transmission is 1,500 miles or under, 25 cents; for every 250 miles or fraction thereof in excess of 1,500 miles an additional rate of 5 cents may be charged; and between the cities of New York, Philadelphia, Boston, Baltimore, and Washington and such other points separated by short distances as may be from time to time designated by the postmaster general, the rate shall not be over 15 cents, day or night, provided, that no rate shall exceed 50 cents; for telegrams to be transmitted by night, except as above stated, the charges shall be one-half the day rates. All words shall be counted except the date, address and signature, and for every five additional words or less one-fifth additional rate may be charged.

The provision relative to penalties amended to read, "For failure or neglect to promptly and carefully transmit any message the contracting company or companies shall be liable to the parties injured thereby in the penal sum of $100, together with actual damages sustained by reason thereof, to be recovered by the party injured in a civil action before any court of competent jurisdiction."

A provision is inserted that no contract shall be made with any company which has not 1,000 miles of telegraph line in actual operation. The postmaster general is directed to make all necessary rules and regulations for carrying on the provisions of the proposed act.

Rolls of Revolutionary Soldiers.

The secretary of the interior sent to the senate yesterday, in response to the resolution of the senate, a letter from the commissioner of pensions with reference to the rolls of revolutionary soldiers. The commissioner says he has in his possession such rolls from the states of New Hampshire, Virginia, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, and certain other states the names of which he does not specify. He says it is believed that these rolls were loaned to the war department by the different states for the purpose of searching claims for pensions of revolutionary soldiers, bounty land warrants, and other claims; that at this time they possess no intrinsic value and are retained by the government for no specific purpose, there not being now outstanding any claims of the revolutionary war, and that the originals might be returned to the several states if they presented good reasons for asking for them, and if congress provided for the making and preservation of copies.

Duty on Works of Art.

Mr. Albert Bierstadt, the artist, of New York, had conferences with members of the ways and means committee yesterday, of whom he asked that works of art be placed on the free list instead of being taxed 10 per cent. ad valorem, as is proposed in a bill recently reported from that committee. He said that the admission of works of foreign art free of duty would tend to enrich this country, and that the competition would encourage American artists. He expressed the opinion, however, after the interview, that if any bill was passed it would be the one reported from the committee levying an ad valorem tax of 10 per cent.

ATHLETIC PARK—To-day, ladies' day.

Bills and Resolutions Approved.

The President has approved the bill for the relief of F. G. Schwatka and wife; the joint resolution relative to the unveiling of the statue of Chief Justice Marshall; the joint resolution granting certain publications to the Cincinnati law library; the bill authorizing the construction of a railroad bridge across the St. Croix river, in Wisconsin, and the bill granting a pension to the widow of Rear Admiral D. S. McDougal.

Gone to See the Thetis Off.

Secretary Chandler left Washington for New York yesterday to witness the departure of the Thetis, the flagship of the Greely relief expedition, this afternoon. The secretary has invited the members of the cabinet, Assistant Secretary of State Davis, Admiral Porter, the chiefs of bureaus of the navy department, and Senators Hale, Miller, and Allison to accompany him.

To Visit the Carlisle Indian School.

The senate and house committees on Indian affairs and several of the members of the house committee on appropriations have accepted invitations to visit the Indian school at Carlisle on Saturday, May 10.

Poison

In the blood will nearly always show itself in the spring. If it does not come in the shape of blotches, pimples, eruptions, &c., it causes a dull and heavy feeling, indisposition to exertion, loss of appetite, and a general letting down of the system. Nature at this juncture requires some assistance to help throw off this poison and clean up the organism for the trying summer weather. For this there is nothing better than SWIFT'S SPECIFIC.

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Miscellaneous.

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Ayer's Sarsaparilla

Is the only powerful and always reliable blood-purifying medicine. It is so effectual an alterative that it eradicates from the system **Hereditary Scrofula,** and the kindred poisons of contagious diseases and mercury. At the same time it enriches and vitalizes the blood, restoring healthful action to the vital organs and rejuvenating the entire system. This great

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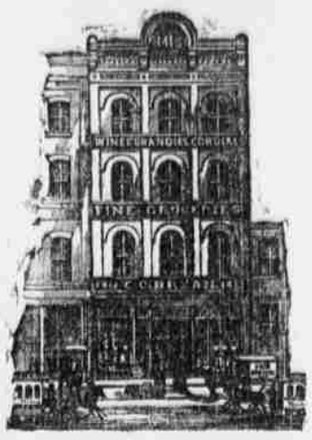

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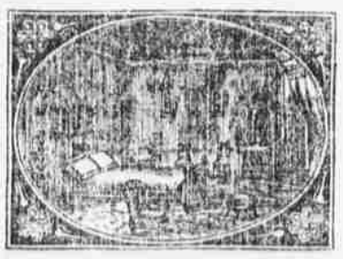

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For Erie, Canandaigua, Rochester, Buffalo, Niagara, 10 p. m. daily, except Saturday, with Palace Cars Washington to Rochester, and Washington to Buffalo. Train leaving Washington on Saturday night will not run beyond Renovo.

For Williamsport, Lock Haven, and Elmira, at 10 a. m. daily, except Sunday.

For New York and the East, 3.15 a. m., 10.30 a. m., 1.40, 4.00, 10, and 11.15 p. m. On Sunday, 4.00, 10, and 11.15 p. m. Limited Express of Pullman Parlor Cars, 9.40 a. m. daily, except Sunday.

For Boston without change, 1.40 p. m. every week-day. On Sunday, 4 p. m.

For Brooklyn, N. Y., all through trains connect at Jersey City with boats of Brooklyn Annex, affording direct transfer to Fulton street, avoiding double ferriage across New York city.

For Philadelphia, 3.15 and 10.30 a. m. 1.40, 4, 10, and 11.15 p. m. On Sunday, 4.00, 10, and 11.15 p. m. Limited Express, 9.40 a. m. daily, except Sunday.

For Baltimore, 6.50, 8.15 9.40, 10, 10.30, a. m., and 1.40, 4, 4.25, 4.40, 6.30, 7.40, 10, and 11.15 p. m. On Sunday, 9.40, 10.30 a. m., 4, 6.30, 7.40, 10, and 11.15 p. m.

For Pope's Creek Line 6.50 a. m. and 4.40 p. m. daily, except Sunday.

For Annapolis 6.50 a. m. and 4.40 p. m. daily, except Sunday.

ALEXANDRIA AND FREDERICKSBURG RAILWAY, AND ALEXANDRIA AND WASHINGTON RAILROAD.

For Alexandria, 6.15, 7.20, 9.25, 11.05, and 11.35 a. m., 2.05, 4.25, 5.25, 8.05, and 11.35 p. m. On Sunday at 6.35, 9.25, 11.05, a. m., 8.05 p. m.

For Richmond and the South, 6.35 and 11.05 a. m. daily, and 8 p. m. daily, except Sunday.

Trains leave Alexandria for Washington, 6.05, 6.35, 10.10, and 10.50 a. m., 1, 3.05, 3.22, 5.10, 7.05, and 10.40 p. m., and 12.10 midnight. On Sunday at 8.05 and 10.10 a. m., 7.05 and 10.40 p. m.

Tickets and information at the office, northeast corner of Thirteenth street and Pennsylvania avenue, and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.

J. R. WOOD,
General Passenger Agent.
CHARLES E. PUGH, General Manager.

BALTIMORE AND OHIO RAILROAD.
THE MODEL FAST LINE AND THE ONLY LINE BETWEEN
THE EAST AND THE WEST.
VIA WASHINGTON.
DOUBLE TRACK! JANNEY COUPLER! STEEL RAILS!

Schedule to take effect SUNDAY, NOVEMBER 18, 1883.

Leave Washington from station, corner of New Jersey avenue and C street, by Eastern Standard or 75th Meridian time.

For Chicago, Cincinnati, Louisville, and St. Louis daily at 3:05 a. m., 10:15 a. m., 10:10 p. m., with through coaches and Palace Sleeping Cars to above points, without change; 10:15 a. m. daily to Chicago, except Saturday.

For Pittsburg at 10:15 a. m. and 8:40 p. m. daily; 8:40 p. m. to Pittsburg, Cleveland, and Detroit, with Sleeping Cars to Pittsburg.

For Toledo and Detroit, via Monroeville, 10:15 a. m. daily, with Sleeper for Toledo, via Wheeling and Lake Erie Railroad.

Trains for Philadelphia and New York at 8:10 a. m. daily except Sunday, 3 p. m. and 10 p. m. daily, with Parlor and Sleeping Cars attached.

For Baltimore on week days 5, 6:30, 6:40, 8, 8:10, 9, and 10:05 a. m., 12:10, 2:20, 2:35, 3, 3:30, 4:30 (45 minute train), 4:40, 5:30, 7, 8:10, 10, 10:15 p. m.

For Baltimore on Sundays, 6:30, 8, 9, a. m., 1:25, 2:35, 3, 4:40, 5:30, 7, 8:10, 10 p. m.

For Annapolis, 6:40 a. m. and 12:10 and 4:40 p. m.; on Sunday, 9 a. m. and 4:40 p. m.

For way stations between Washington and Baltimore, 5, 6:40, 9 a. m., 12:10, 3:30, 4.40, 7, and 10:15 p. m. For stations on Metropolitan Branch, 7:40 a. m. and 3:45 p. m. daily except Sunday; 4:45 p. m. daily; for principal stations on Metropolitan Branch, 8:30 a. m. daily except Sunday; for Lexington, Staunton, and Valley Branch, 8:30 a. m. daily except Sunday, 8:40 p. m. daily; for Frederick, 8:30, 10:15 a. m., 4:45 and 5:45 p. m. daily except Sunday.

For Hagerstown, 10:15 a. m. and 5:45 p. m. daily except Sunday.

For points on S. V. R. R., 10:15 a. m. daily.

Trains arrive from the West daily, 6:20, 7.50 a. m., 2:25, 9:40 p. m.

From New York and Philadelphia, 2:55, 8:30 a. m. daily, 8:20 p. m. daily except Sunday.

From Annapolis, 8:20 a. m. and 1:50 and 6:37 p. m.; Sunday, 10:40 and 6:37 p. m.

From Lexington, 6:20 a. m. daily, and 2:15 p. m. daily except Sunday.

From Frederick and intermediate points, 8:25, 10 a. m., 2:15, 4:20 and 8 p. m. daily except Sunday; 8 p. m. daily from Point of Rocks.

Trains leave Baltimore for Washington at 2, 4:40, 6:30, 7:15, 7:30, 9, 9:10, and 10:30 a. m., 12:15, 2:50, 4, 4:40, 5, 6:25, 7:30, 9, and 10:15 p. m.; on Sundays, 2, 4:40, 7:30, 9, 9:10 a. m., 1:30, 5, 6:25, 7:30 and 9 p. m.

All trains from Washington stop at Relay Station except 4:30 p. m.

For further information apply at the Baltimore and Ohio Ticket Office, Washington Station, 619 and 1351 Pennsylvania avenue, corner of Fourteenth street, where orders will be taken for baggage to be checked and received at any point in the city.

W. M. CLEMENTS, M. of T., Baltimore; C. K. LORD, G. P. A.

WASHINGTON, OHIO AND WESTERN RAILROAD COMPANY.

Trains arrive at and leave from B. and P. (Sixth street) Depot as follows:

Accommodation arrives 8:30 a. m. daily.
Mail arrives 7:25 p. m. daily except Sunday.
Mail leaves 7:2 a. m. daily except Sunday.
Accommodation leaves 4:25 p. m. daily except Sunday.
On Sundays only a train will leave at 8:05 p. m.
Time, 75th meridian.
Commutation tickets not honored on Sunday trains.
S. M. BROPHY, Superintendent.

Steamboat Lines.

LOOK AT LOW FARES.
Fortress Monroe and Norfolk.

Fare 50 cents. NORFOLK and FORTRESS MONROE. Steamer JANE MOSELEY leaves Washington for Norfolk and Old Point Monday, Wednesday, and Friday at 5:30 p. m., making close connection with steamer for New York and Richmond, Ocean View, Virginia Beach, and all Railroad Lines South.

POTOMAC RIVER LANDINGS. Fare, 25 cents. Steamer J. W. THOMPSON leaves Monday, Wednesday, and Saturday, at 7 a. m.

For information apply at General Office, 618 15th street, or at company's wharf, foot of 6th street.

ALFRED WOOD, Secretary.
GEO. B. PHILLIPS, Superintendent.

DAILY LINE TO NORFOLK, FORTRESS MONROE, AND THE SOUTH.
STEAMERS GEORGE LEARY and EXCELSIOR.
SUMMER SCHEDULE—MAY 1 TO SEPT. 30, 1884.

Steamers will leave Seventh street wharf as follows:

LEARY ON MONDAYS, WEDNESDAYS, and FRIDAYS at 5:30 p. m., making no stops between Alexandria and Fortress Monroe.

EXCELSIOR ON TUESDAYS and THURSDAYS at 5:30 and SATURDAYS at 6 p. m., stopping at Piney Point and Cornfield Harbor each way.

Exclusive connection with Boston and Providence steamers. Connect also with New York and Richmond steamers, Norfolk and Western, Seaboard and Roanoke, Ocean View, and Virginia Beach Railroads.

Passage and rooms can be secured at Baltimore and Ohio ticket office, at 14th st. and Pa. ave., at Marc Hotel, Pelkinhorn's, next to City Postoffice, office of Knox's Express, 6th st. and Pa. ave., and at Company's Office, 7th st. wharf.

KNOX'S EXPRESS will call for and check baggage from hotels and private residences.

Freight received daily until 5 p. m.

W. P. WELCH, General Agent.

CLYDE'S
NEW EXPRESS STEAM PACKET LINE
—FOR—
PHILADELPHIA, WASHINGTON, AND ALEXANDRIA.
APPOINTED SAILING DAYS:

From PHILADELPHIA every Saturday.....12 m.
From Washington every Monday.....3 p. m.

Through and prompt connection with New York, Boston, Fall River, and all points North. Through Bills Lading given. Freight received and delivered daily until 6 p. m.

W. P. CLYDE & CO.,
General Agents, Philadelphia.
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