CURES RISING

BREAST

"MOTHER'S FRIEND" is the greatest blessing ever bestowed child-bearing woman. I have been a user for many years, and in each case where "Mother's Friend" had been used it has accomplished wonders and relieved much suffering. It is the best remedy for rising of the breast known, and worth the price for that alone.
MRS. M. M. BRIGGS,
Montgomery, Ala.

I can tell all expectant mothers if they will use a few bottles of Mother's Friend they will go through the ordeal without any pain and suffering.
MRS. MAY BEARDEN,
Argyle, N. D.

Used Mother's Friend before birth of my fifth child. Will never cease to praise it.
MRS. J. F. MOORE, Colusa, Cal.

Sent by express, charges prepaid, on receipt of price, $1.50 per bottle.

BRADFIELD REGULATOR CO.,
Sold by all druggists. ATLANTA, GA.

RAILROAD TIME TABLE.

TEXAS AND PACIFIC.

Arrive.	Eastbound.	Leave.
.....	.....No. 2 daily.....	8:00 a m
6:50 p m	.....No. 4 daily.....	6:45 p m
.....	.....No. 6 daily.....	5:20 a m
.....	.....No. 8 daily.....	10:25 a m
.....	.....No. 10 daily.....	4:10 p m
	Westbound.	
7:00 p m	.....No. 1 daily.....	
9:30 a m	.....No. 3 daily.....	9:05 a m
.....	.....No. 7 daily.....	
10:30 p m	.....No. 5 daily.....	

Texas and Pacific trains No. 5 and 6 meet at Texarkana, T. C. Junction, Jefferson, Marshall, Longview, Big Sandy, Mineola, Wills Point, Forney, East Dallas, Dallas and Fort Worth.

MISSOURI, KANSAS AND TEXAS.

Arrive.	Northbound.	Leave.
10:40 a m	.....No. 2 daily.....	10:35 a m
9:30 p m	.....No. 4 daily.....	9:20 p m
9:15 a m	.....No. 16 daily.....	9:25 a m
	Southbound.	
7:00 p m	.....No. 1 daily.....	7:10 p m
6:40 a m	.....No. 3 daily.....	6:45 a m
8:30 p m	.....No. 15 daily.....	8:15 p m

ROCK ISLAND ROUTE.

Arrive.	Chicago Limited	Leave
10:45 a m	.Union Depot, No. 1..	
.....	.....No. 2. Union Depot..	8:10 p m
7:30 p m	.Union Depot, No. 3..	
.....	.....No. 4. Union Depot..	7:00 a m
	Accommodation.	
5:00 p m	.6th street, No. 21..	
.....	.....No. 22, 6th street..	9:00 a m

FORT WORTH AND DENVER.

Arrive.		Leave
12:05 p m	.....No. 1 daily.....	
.....	.....No. 2 daily.....	10:30 a m
3:45 a m	.....No. 3 daily.....	
.....	.....No. 4 daily.....	5:20 p m

FORT WORTH AND RIO GRANDE.

Arrive.		Leave
1:20 p m	.....Fort Worth.....	1:10 p m

HOUSTON AND TEXAS CENTRAL.

Arrive.		Leave
.....	.....No. 44 Dallas.....	6:20 p m
.....	.....No. 42.....	8:20 a m
10 p m	.....No. 41.....	
10 a m	.....No. 43.....	

GULF, COLORADO AND SANTA FE.

Arrive.	Northbound.	Leave.
6:45 a m	.....No. 12 daily.....	6:50 a m
8:45 p m	.....No. 2 daily.....	8:15 p m
	Southbound.	
8:45 a m	.....No. 1 daily.....	8:50 a m
10:45 p m	.....No. 11 daily.....	10:40 p m

ST. LOUIS SOUTHWESTERN.

Arrive.		Leave
.....	.....No. 4 daily.....	8:45 a m
.....	.....No. 2 daily.....	9:20 p m
4:45 a m	.....No. 1 daily.....	
4:45 p m	.....No. 3 daily.....	

TRANSCONTINENTAL.

Texarkana, Sherman and Paris.

Arrive.	Northbound.	Leave.
.....	.....No. 22 daily.....	8:45 a m
	Southbound.	
6:40 p m	.....No. 21 daily.....	

C. D. LUSK, Ticket Agent.
Union Depot.

WORLD'S PICTORIAL LINE.

Fort Worth and Denver City Railway Company and Union Pacific System.

Have you heard of the wonderful loop trip to Chicago and return?

The Fort Worth and Denver City railway in connection with the Union Pacific system, (the World's Pictorial Line) have inaugurated a series of excursions to the World's fair, giving purchaser tickets via this route with stop-overs at the various watering points in Colorado. In other words, you go from Fort Worth to Trinidad, Colorado Springs, Manitou, Pueblo and Denver, remaining there until the heated term is past, then go to the World's fair, returning via the Chicago, Burlington and Quincy railway through Hannibal, St. Joseph, Missouri, Kansas and Texas railway, thus covering entirely different territory going and returning. Round-trip rate from Fort Worth, $55, which includes all privileges accorded you by other lines.

For full information, address
E. L. LOMAX,
G. P. & T. A., U. P. System,
Omaha, Neb.
J. H. O'NEILL,
Traveling Passenger Agent,
Fort Worth, Tex.
D. B. KEELER,
G. P. A., F. W. & D. City Ry.,
Fort Worth, Tex.

GAZETTE ADVERTISERS.

While The Gazette deeply appreciates the liberality of its advertisers, it has become necessary to call attention to a rule that hereafter all those who desire to use a page will be required to have in their copy at least one day in advance of the date it is to appear. Copy for half-page advertisements must be in the counting room by 12 o'clock, noon. Advertising copy will be taken later than 8 p. m. preceding the date it is to be published.

THE GAZETTE COMPANY.
Sept. 20, 1893.

NEW TRAIN SERVICE TO GALVESTON, VIA THE M. K. & T. "KAY."

All trains of the Missouri, Kansas and Texas railway now run through to Galveston, without change of cars or transfer. Fine reclining chair cars, and Wagner buffet sleeping cars. Leave Fort Worth 8:15 p. m. and 3:20 a. m., arrive at Galveston at 10:55 a. m. and 5:40 a. m. Call at city ticket office, 415 Houston, corner of Fourth street, for berths, tickets, and all desired information.
W. H. WINFIELD, City Ticket Agent.

"CHANGE IN SLEEPING CAR SERVICE."

Hereafter the Kansas City and San Antonio sleeping car, on the Missouri, Kansas and Texas railway, will run via Fort Worth on the flyer going south, leaving Fort Worth 9 p. m., arrive San Antonio, 9 a. m.; going north, 9:25 a. m., arrive Kansas City, 6:30 a. m. For berths and tickets and all other information call at city ticket office, 415 Houston, corner of Fourth street.
W. H. WINFIELD,
City Ticket Agent.

Prayer, it is reported, is going to try the plan of printing postal cards in blank, with stubs like a check book, so the writer can keep notes of his correspondence.

Bondsmen look for some from its usual width.

THE RAILROADS.

CHICAGO BUSINESS TAKES A VERY SUDDEN DROP.

THE FREIGHT TRAFFIC HEAVY.

The Rock Island Making Its Way Into the Union Depot Rapidly. Something About the Albuquerque. Other Railroad Rumblings.

Chicago passenger business has taken a sudden drop and trains to that city during the past week have only carried a handful of people, so to speak. But this is no surprise to the passenger agents. It was their argument during the entire six months of the exposition that after it closed the raising of rates would make the passenger business cease and that trains running to that city would be operated at a loss for several months. Their anticipation is now a realization.

It was announced in railway circles yesterday that Chicago rates "are off," and that the old rates are again in effect. For the past few days trains from Chicago to Fort Worth, the distributing point for the passenger business of Texas, have been crowed to their full capacity with the returning exposition visters, although it was noticeable yesterday morning that there was quite a sudden decrease for the day, and this tends to make way for the assertion that the railways running into Chicago will be operated at a loss for many months to come.

Aside from the Chicago business during the past six months railways have enjoyed a good passenger business "on the side." The rates to Chicago were so cheap that if one living in San Francisco wanted to visit the fair he or she would spend a few more dollars and visit relatives in the Eastern states or if one living in the Eastern states wanted to visit the White City he or she would spend a few more dollars and visit relatives in the Southern or Western states.

But the "cannon balls," "flyers," "Elks" and swift trains are now off and the passenger agents are turning their attention to other business.

THE FREIGHT BUSINESS.

Never before in the history of Fort Worth, or Texas, has the rush of freight to this city been so heavy, exactly as was prophesied by The Gazette when the cut rates were made. Freight cars on all eastern lines leading to this city are at the disposal of no one. They are all filled and can not be had. The merchant and the manufacturer both are taking advantage of the cheap rates. The merchant is laying in his supply and the manufacturers are rushing out their orders as rapidly as possible.

There are thousands of bales of cotton along the lines of the Rock Island, Santa Fe, Missouri, Kansas and Texas, and Denver railways awaiting transportation to Fort Worth, but the scarcity of cars has necessitated the storage of the cotton in warehouses to await facilities for transportation.

"If the railways," said a cotton merchant yesterday, "intend to maintain the present freight rates they would better order more cars to supply the growing demand, but if they intend to raise the rates again soon they should give notice, and the shipper could act accordingly."

A LOAD OF TOURISTS.

A Rock Island train pulled in from the North yesterday crowded with tourists from Iowa, Illinois and other states in that vicinity. The excursionists are bound for Texas and California, mainly for Texas. A number of the party stopped off at Fort Worth, while the rest divided and went in different directions, some west and east, but mainly north. The object of the tourists is to invest and locate in Texas.

Among those who stopped over in Fort Worth was Mr. G. P. Comfort, the well-known capitalist of Chicago, accompanied by his wife. Mr. Comfort spent twenty-four hours in the city and left last night for the southern part of the state.

Among the party were a number of winter tourists bound for California.

WHAT THEY WILL DO.

It will be but a few days until the Rock Island railway will enter the Union depot.

It was announced by a New York paper some time since that the Rock Island railway was building an elegant depot at Fort Worth.

It was also announced by another eastern journal that plans were being drawn for such a structure.

It was also announced in the Rock Island offices here that that road would build a Union depot here, although the assertion was not given for publication. "Good depot stations" is the motto of the Rock Island railway and it may be said—and truthfully—that the Rock Island will erect a magnificent depot here.

That road will run into the Union depot only temporarily. As soon as matters are adjusted satisfactorily here the Rock Island will build a passenger depot in Fort Worth second to none in the South.

ABOUT THE ALBUQUERQUE.

For many weeks the question has been asked "Will the Albuquerque be built?" The Gazette can not state officially that it will, but from the outlook only a few months will pass until there will be such a road as the Fort Worth and Albuquerque. A Brownwood merchant in speaking of the matter said:

"I have it from an authentic source that the Rock Island is making an effort to buy the Fort Worth and Rio Grande that it may reach the cattle country for which it is striving. I am of the opinion that if the Rock Island does really want the Rio Grande she will get it; but if, for unforeseen reason, she fails, she will consolidate with the people of Fort Worth and build a road through the country which it wants to reach. The Rock Island and the merchants of Fort Worth want to reach the same country, and, as I said, if the Rock Island should not get the Rio Grande she will consolidate with the people of Fort Worth and build the much desired Albuquerque.

"This didn't come to me as a rumor, but from parties in a position to know."

WHAT THE AGENTS SAY.

Agent Zorn of the "Old Reliable" says business is fair to middling. Agent Davis of the Denver says its good. Agent Dougherty of the Santa Fe says he ain't kickin' while Agent Orton of the Rock Island said it was out of sight.

Neither Agents Carsline nor Winfield said, but it is supposed they are both "strictly in the swim."

WHAT THEY ANTICIPATE.

Now that the World's fair has closed and the passenger business to the East has ceased the railways are confidently expecting heavy traffic to the West. The Rock Island, Texas and Pacific and Denver are all enjoying heavy business to California and predict that during the next several months passenger traffic will tend exclusively that way.

AFTER THE WAR IS O'ER.

A Main street railway freight agent was heard singing the following lines yesterday:

After the freight war's o'er,
After the rates are restored,
After the cheap rates pour
After the "shashes" are floored,
Then many the freight car empty,
Yes, many the empty car,
Many the dollar vanished
After the war.

IMMIGRANT RATE WAR.

There is no prospect for the speedy formation of an immigrant clearing house in New York for the purpose of bringing about an equitable division of the business between the roads in the Western Passenger association. About a week ago the Western association has decided to establish an office in New York and under the direction of Chairman Caldwell secure an equitable division of the business and regulate the payment of commissions to immigrant and steamship agents. In order to carry out the arrangements it was necessary that the Union Pacific, which had lately withdrawn from the association, should become a party to the agreement. The Union Pacific refused to enter the combination, and a serious rate war may result. In fact, the Western Passenger association may go to pieces. The withdrawal of the St. Joseph and Grand Island is taken to mean that the Union Pacific has finally decided to remain out.

IMPROVED COACH LIGHTS.

The recent Battle Creek wreck, where fire from the lamps in the coaches caused such a horror, has again set railroad men to figuring on an improved light for railroad coaches. Since the wreck a number of prominent railroad men have discussed the question from various standpoints. The most logical explanation seems to come from P. S. Eustis, general passenger agent of the Chicago, Burlington and Quincy. He says:

"We want a light that lights up a car, so that people can see it in all parts of the car, and yet it must not be so strong and dazzling that it will prove irksome. People can not always have their backs to the lights in railroad cars. The perfect light must be even and pleasant. It has not been discovered yet, as far as its application to railway cars is concerned. A satisfactory light will recommend itself. I am certain that at present the best lamps, such as we use on our trains, are the prevailing light-furnishers. They are generally more satisfactory to the public than any other kind of lighting equipment we could find.

"On our Pullman and palace cars we try the four principal illuminants—Pintsch, gas, electricity, oil and the Frost dry carburetor. We don't believe that any of them is entirely satisfactory, but they are at present the best attainable. If electricity can be cheapened so that it can be used for all cars and be used in sufficient quantity, that will be perfection. The electricity must be generated on the cars. There must be some satisfactory system of storage devised."

OVER THE COTTON POOL.

A special from Mobile brings news of threatened trouble among lines by reason of the action of roads not members of the Southern Railway and Steamship association. The dispatch explains:

The trouble is about the proportion of cotton hauled by different roads. Recently Commissioner Stahlman issued a circular naming the proportion of cotton to be hauled by different roads in the association. Some roads have already laughed exceeding allotments, others are away short. Foreign roads, such as the Port Royal, Charleston and Savannah and others have come in the territory and captured more cotton than they are entitled to, hence the sick. The East Tennessee is a woful sufferer. The Macon and Northern and the Port Royal are much ahead of the allotment. Freight men met here to agree on equalization, but failed, as the roads in receivers' control positively refuse to obey Commissioner Stahlman's recent order to stop soliciting where ahead. They refused, and will continue to hustle solicitors for business. There is no telling where the trouble will end.

ROCK ISLAND PROGRESS.

Only a few days will elapse until the Rock Island cars will be running into the Union depot on their own track. Work on the road is rapidly progressing and tracklayers are now within a few hundred feet of their destination. When this road is completed into the Union depot it will make the platform surrounding the railway structure a perfect network of railway tracks.

NEW KATY ENGINES.

At Denison the Missouri, Kansas and Texas has received five more new consolidated compound freight engines of one pattern. The engines are monsters, numbered 235 to 239 and will run between Denison and Muskogee. These "horses" are quite an addition to the "Katy's" already complete "set."

PERSONAL AND GENERAL.

Cotton shipments are good.

J. J. Mullane, commercial agent of the Santa Fe, is in Houston.

There is no change in the freight rate situation.

J. H. James, traveling auditor of the Cotton Belt, runs in last night.

Dispatcher L. E. McCabe has been added to the joint track force of dispatchers.

The clerical force of the Denver is still at work on the receiver's inventory.

E. H. Hayes, master mechanic of the Denver shops, went to Marshall on business yesterday.

John Anderson has been appointed night yard master in the Rock Island yards.

Geo. W. Hall, a dispatcher of the joint track, has returned from a trip to the World's fair.

J. C. Carter, general live stock agent of the Rock Island, came in from Denver yesterday.

J. E. Worner and C. P. Fagin, traveling accountants of the Texas and Pacific, are in the city on business.

W. W. Neighbers, bridge foreman of the Houston section of the Katy, passed through the city yesterday en route home from a trip north.

J. C. McCabe, general passenger and ticket agent of the Chicago, Rock Island and Texas, has returned from Chicago.

A freight agent said yesterday that nothing new had developed in freight rates, but that some body was enveloped in them.

James T. Coppage, chief clerk of the Texas and Pacific shops, brought back quite a nice souvenir from the World's fair in the shape of a paper weight with a picture of the Ferris wheel in it.

Some of the boys at the Texas and Pacific shops captured a wolf a few days ago and have decided to have some sport with it. They are arranging for a big race between the wolf and dogs to take place some time Sunday. Some good old-fashioned sport is looked forward to.

Colonel W. Y. Freeman, who for the past three years has held down the uptown telegraph office of the Missouri, Kansas and Texas in this city, tendered his resignation some days since and was relieved yesterday morning by a son of Mrs. G. W. Burnhardt of the Cotton Belt. Colonel Freeman will accept a position with another railroad company entering this city.

ALAMO IN PORT.

Galveston, Tex., Nov. 1.—Arrived: Steamship Alamo, from New York, with general merchandise.

Texas Brewing Co.,
MANUFACTURERS OF
THE FAMOUS BEER
Now Sold Throughout this Section.
Brewery and Office, - Fort Worth, Texas.

Summer Excursion Tickets
AT
LOW RATES
VIA THE
COTTON BELT ROUTE
TO THE
WORLD'S FAIR,
AND TO THE
SPRINGS AND MOUNTAINS
OF
TENNESSEE, KENTUCKY, VIRGINIA and the CAROLINAS,
TO THE
LAKES AND WOODS
OF
WISCONSIN, MICHIGAN AND MINNESOTA,
TO
ST. LOUIS, CHICAGO, CINCINNATI, LOUISVILLE
AND ALL THE
Prominent Summer Resorts
IN THE UNITED STATES AND CANADA.
For rates, routes, time tables and all information necessary for a summer trip, address any Agent of the Company.
A. A. GLISSON, Drawing Pass'r Agent, Ext'l Pass'r Agent, Lines in Texas, FT. WORTH, TEX.
S. G. WARNER, TYLER, TEX.
E. W. LaBEAUME, General Pass'r and Ticket Agent, ST. LOUIS, MO.

TEXAS T AND P PACIFIC
OFFERS RATE OF
$20.90 to Chicago and Return
AND A RATE OF
$16.90 to St. Louis & Return
Limited to Nov. 15, 1893.
Tickets good through to destination in Pullman Cars. For further information, call on or address
JAKE F. ZURN, C. T. A., Corner Third and Main.
C. D. LUSK, Agent, Union Depot.
W. A. DASHIELL, Trav. Pass. Agt., Dallas, Texas.
GASTON MESLIER, G. P. & T. A. Dallas, Texas.

BOOKSELLERS & STATIONERS.
No. 609 Houston Street.
H. N. CONNER & CO
TYPEWRITER AND OFFICE SUPPLIES
Agents for OXFORD TEACHERS' BIBLES
And AMERICAN BIBLE SOCIETY
Now Receiving a Beautiful Line of
GIFT BOOKS, LEATHER . . . . . .
. . . . AND METAL NOVELTIES.

THE ORIENTAL,
Dallas, Tex.
Finest Hotel in the South. Thoroughly Fireproof.
Transient rates—$2.50 and $3.00 per day.
W. J. ALDEN, Manager.
Formerly of Hotel Vendome, Boston, Mass.

SEXUAL
Decline may be arrested before decay; strength may be restored; powers when impaired or lost may be restored; losses prematurely may be repaired by our home treatment.
CONFIDENCE
Never has its effected in the hearts of those who have weak, shrunken, undeveloped or diseased organs. You will hear men go through lower rooms in boyhood and errors of early manhood leaves wasting effects.
RESTORED
to vigorous vitality you might be assured in business, forever in depth. Our medicine contains no narcotics. Write for our book, "PEARL OF MANHOOD," sent free, sealed.
Correspondence Confidential. ERIE MEDICAL CO., BUFFALO, N. Y.

J. C. McCarthy, President. Chas. Scheuber, Vice-President. Max Eiser, Cashier.

—CITY NATIONAL BANK OF FORT WORTH—

Capital $300,000 . . . . . Surplus, $60,000.
SAFETY DEPOSIT BOXES, FIRE AND BURGLAR-PROOF, FOR RENT.
Directors—J. Q. Sandidge, J. C. McCarthy, T. T. D. Andrews, Chas. Scheuber, Max Eiser, W. S. Marshall, T. R. Sandidge, J. J. Roche, Martin Casey.

K. M. VanZandt, President. J. J. Jarvis, Vice-President. N. Harding, Cashier.

—THE FORT WORTH NATIONAL BANK—
(Successors to Tidball, Van Zandt & Co., Fort Worth, Tex.)
Capital Stock, Paid Up, $500,000 . . . . . Surplus Fund, $70,000
A General Banking Business Transacted. Collections Made, and Promptly Remitted
Exchange drawn on all the principal cities of Europe.
Directors—K. M. VanZandt, Thos. A. Tidball, N. Harding, R. T. Ambler, J. J. Jarvis, E. J. Beall, B. L. Ellison, A. J. Childress, Morgan Jones.

M. B. Loyd, President. D. C. Bennett, Vice-President. E. B. Harrold, Cashier.

THE FIRST NATIONAL BANK.
Capital and Surplus $375,000.
FORT WORTH, ... TEXAS.
Directors—M. B. Loyd, E. B. Harrold, George Jackson, Zane Cecil, D. C. Bennett, E. B. Harrold, R. E. Wylie, W. T. Wagoner, W. H. Davis.

DESPITE HARD TIMES
—The—
COTTON BELT ROUTE
Improved its passenger service by the addition, Aug. 20, of another through train from Waco, which carries a Pullman Sleeper for St. Louis, via St. Louis, Iron Mountain and Southern railway from Texarkana, and through coaches, connecting with Pullman sleeper from Fort Worth and Mt. Pleasant to Memphis, giving its patrons double daily service to and from St. Louis, Chicago, Memphis and the Southeast.

SCHEDULE.

Train No. 2 Read Down.			Train No. 1. Read Up.
4:20 p.m.	Lv..	Gainesville, via Cotton Belt..	Ar 12:30 p.m.
5:45 p.m.	Lv..	McGregor, via Cotton Bel...	Ar 10:58 a.m.
7:40 p.m.	Lv..	Waco, via Cotton Belt..	Ar 8:45 a.m.
10:00 p.m.	Lv..	Corsicana, via Cotton Belt	Ar 6:25 a.m.
11:32 p.m.	Lv..	Athens, via Cotton Belt..	Ar 4:54 a.m.
1:15 a.m.	Lv..	Tyler, via Cotton Belt..	Ar 3:20 a.m.
3:35 a.m.	Lv..	Pittsburg, via Cotton Belt..	Ar 1:00 a.m.
6:15 a.m.	Lv..	Mt. Pleasant, via Cotton Belt..	Ar 12:20 a.m.
6:45 a.m.	Ar..	Texarkana, via Cotton Belt	Lv 9:50 p.m.
7:35 a.m.	Lv..	Texarkana, via Iron Mountain..	Ar 8:45 p.m.
6:15 a.m.	Ar..	St. Louis, via Iron Mountain..	Lv 9:30 p.m.
9:10 p.m.	Ar..	Memphis..	Lv 7:45 a.m.

Write your friends coming to Texas to take the "Cotton Belt Route."
S. G. WARNER, G. P. A., Tyler, Tex.
A. A. GLISSON, T. P. A., Fort Worth, Tex.

GARLINGTON & MONTGOMERY,
—WHOLESALE DEALERS IN—
FRUITS AND WESTERN PRODUCE,
Commission Merchants.

SPECIALTIES.		SPECIALTIES.	
APPLES, LEMONS, COCOANUTS	ORANGES, BANANAS, GRAPES,	ONION SETS, KRAUT, CHEESE,	CABBAGE, PICKLES, BEANS,
CRANBERRIES POTATOES	CANDIES, ONIONS.	BUTTER NUTS	DRIED FRUITS FIGS, DATES, etc

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CHAS. SCHEUBER & CO.
Fort Worth, - - - - - Texas.
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LIQUOR AND CIGAR DEALERS.
And Bottlers of Phil Best's Milwaukee Beer.
Mention the Fort Worth Gazette.

"THERE IS SCIENCE IN NEATNESS.",
BE WISE AND USE
SAPOLIO

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