

LIVERPOOL to SALONICA and
calling Malta, the *Hermes* (Alhambra), and com-
munity to call at any other ports. 12 1st class
the *MEJISA*, on Saturday, September 11. For
apply to Brown and McIvor, 10, Leadenhall-street,
and J. Harris, 9, Bishopsgate-street, Glasgow.

IN LONDON to CONSTANTINOPLE
calling at Havre, Malta, and Smyrna. The fine and
newly furnished *ELIZABETH JANE*, A. S. of Liverpool, 1,500
ton, CHABLES MCKENZIE, Com. and J. C. O'Malley, M.
agent, is ready to start on the 12th inst. and is intended to clear for the above
port, Sat. 4. Has superior accommodation for passen-
gers, and can supply to A. & G. Brown, 10, Leadenhall-street,
and J. Harris, 9, Bishopsgate-street, E.C.

IN HULL to ST. PETERSBURG.—The Cle-
land packet steamer ship *LION*, 1,100 tons, JOHN P.
Mander, is intended to be despatched from Hull to
St. Petersburg next, Wed., at noon. The steamer
this ship is of the first order, and replete with
conveniences. Return tickets, available in either
direction, at a fare and a half.—Brown and Co., Hull; or
J. & W. Lever, Thames-street, London.

FROM LONDON to ST. PETERSBURG.
For free and powerful steamers call *TAHOE*, FLORIDA,
and *INDONESIA*, trade regularly between the above ports,
these vessels have superior accommodation for passen-
gers, call the voyage about six days. The *TAHOE*, J. P.
Mander, is intended to sail from St. Petersburg on
Wednesday 4. For particulars of the above steamers
call to Smith, Stoddard, and Co., St. George's-street; or
J. & W. Lever, Thames-street, London.

HULL TO COPENHAGEN AND ST. PETERSBURG—The favorite paddle-wheel steam ship **ET. ROBIN**, Commanded by J. H. HULL, is intended to sail from Hull, N. York, on Saturday, Sept. 15, for Copenhagen, and St. PETERSBURG. Passengers are requested to apply to the agent to deliver their goods to the ship. The **Victoria Dock Street, Hull**, for direct route of cargo apply to Hayden and Reed, 12, King William-street, and Co., Hull.

TO CHRISTIANSAAD AND CHRISTIANIA—Every 14 days. The first-class steam-ship **N. Oystein FAHRHJEN**, will sail from Hull on Friday, **March 27**, cabin, 23 s.; second cabin, 22 p.; return for the same, 4 s. and a half. For further particulars apply to **James H. HULL**, at 34, Regent-street, Piccadilly; to J. J. London-street; or to **Thos. Wilson, 80 and Co., 10, Cannon-street**.

STEAM TWICE A WEEK—The **Adler**, the most rapid and the most luxurious of the steam man Lloyd's superior steam-ships, **ADLER, MOWE, WISE**, **Horsepower** for **HIRMEN**, every Tuesday and Wednesday, cabin, 22 s.; second cabin, 20 s.; return for the same and a half. Excellent accommodation for passengers, the company is **Charles, Regent-street** or to **Phillips**, agents to the Company, 11, Road-lane.

GENERAL STEAM NAVIGATION COMPANY—The **General** Steam Navigation Company's ships leave St. Katharine's-wharf for London and Sunday, Sept. 1, at 9 a.m. On Tuesday and Wednesday and Saturday, 4th, at 9; 8th, at 11, 25 s. On Tuesday, Thursday and Saturday, 11 noon, 37 s. 6d. On Tuesday and Thursday—The **General**

ST. KATHARINE'S STEAM SHIP DOLOPHIN will leave for AUSTRIA on Friday at 12 noon; returning from Antwerp Friday afternoon. Saloon, £17 10; 1st Cabin, £12 6; 2nd Cabin, £8 6; 3rd Cabin, £5 6. Lombard-street, and St. Repent-street.

P. BRUNSEL, Cologne, Hamburg, Berlin, Bremen, etc.—St. George's Wharf, only one decked vessel, **THE ANTOINETTE**, now splendid, and very ship. **BARON OSS, P. W. F. FEHRÉ, Commander,** Antwerp's wharf, Tower, every Sunday, 10 p.m.; every Wednesday afternoon, a/c Travellers' Bureau, Antwerp to Cologne, 9 a.m., 10 p.m., also, with short sea passage of five hours only. All the equipment of goods must be made up for London and Antwerp, 123, Finchchurch street, where, as well as others, 215 a, Oxford-street, berths may be secured, and obtained.

ROTTERDAM and the RHINE—The Steamship Company's favourite steamer, Rotterdam from oft St. Katharine's Beam Wharf, every 1 and the EYENBOORD, from oft Dover, every 1 and 10 p.m. For first-class, see Bradshaw's Guide. For freight go to the agents to the Company, Messrs. Holland, 11, Broad-street, city, &c. or to Messrs. J. G. van der Looze, Office, Regent-circle, locally.

and OSTEND, daily, by the MAIL en route to Brussels, Cologne, Antwerp, Rotterdam English mail packet **FRIEDRICH FREDERICKS**.
Tuesdays, Thursdays, and Saturdays, 11.15 p.m.
Wednesdays, Fridays, and Sundays, 11.15 a.m.

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LEAVE DAILY BY THE MAIL PACKETS,
 and Calais.—The Rhodet Sea Packet, The newest
 LEAF PACKETS in the Channel carry the mail cars to
 the South-Sea Railway from London-bridge, and
 from Calais, Calais en 1^{re} class, 5 s. 6 d. 1/2
 9.30 and 11.30 a.m. 1.30, 5.50 and 8.30 p.m.
 Calais, 4.15 p.m. except Saturdays, 11.15 every day.
 Calais, 10 a.m. 1.15 p.m. and 7.30 p.m. every day.
 Dover, 10.30 p.m. (except Saturdays), and 2.45 a.m.
 are never crowded, nor do they take merchandise.
 Through tickets and every information as to passenger-
 fares—both—free. Luggage should always be registered
 to mail trains.

to Folkestone and Boulogne, by Tidal
 Service, by South-Eastern Railway.
 Departure from London:—
 ... 2.30 p.m. Mondays, 8 p.m. 6. ... 6.55 a.m.
 ... 5.30 a.m. Tuesdays, 8 p.m. 6. ... 7.55 a.m.
 ... 6.30 a.m. Wednesdays, 8 p.m. 6. ... 8.55 a.m.
 Luggage can be registered by these means.
 The day luggage will be examined at the port,
 and service is performed in 10¹ hours. The trains are
 all with interfering company. Return tickets are issued
 to Paris; also a third class service, fare 25 s.
 for the direct service and information:—London to Paris
 Terminus, Fosseville; 20. Moorgate-street; 4, and Boule-
 Paris, See Company's Times Book.

to PARIS.—A Third Class Service daily,
 Rhodet Sea Packet, fare 25 s., leaves London-
 bridge at 9.30 a.m., via Folkestone and Boulogne,
 10.30 a.m. and 1.30 p.m. and 7.30 p.m. every day.

VICIS TO PARIS, Brussels, Cologne, and
 of the Continent.—The **Swiss-Express** (Hainz Con-
RAKETS leave Dover every day, at 11 a.m., in con-
 tinental leaving London at 8 a.m., arriving at
 Brussels at 8.45 p.m. From Calais at 3.30 p.m.,
 a.m., and Brussels at 8.15 a.m., arriving in London
 at 10 minutes. The quickest route is to be made by
 Harf, and the only one second, as well as first class
 is, registered baggage allowed free for 100 lbs. and
 N.B. Passports—Passengers will not be permitted to
 interfere of France unless they pay for their passports
 consist which can be done at the English ports as
 offices, for through tickets and information, Lon-
 don 40, Regent-circle, Piccadilly.

BRUSSELS AND CALAIS—Short Sea Route—
 day's superior boats and every day from Falmouth for
 time, and from Dover for Calais at 11 a.m., in con-
 tinental leaving London from London-bridge. Return
 available for 14 days, at the following rates:—
 First Class, £2 2s. 6d., Second Class, £1 10s. 6d.,
 £2 2s. 6d., £1 10s. 6d.,
 £2 6s. 6d., £1 14s. 0d.,
 can be obtained at the different booking offices, where
 the enable excursionists who are remaining not longer
 to land at these ports and to continue without a pas-
 sa, Sept. 1855.

GENERAL STEAM NAVIGATION COM-

ATLANTIC SHIPS LEAVE, Keathorne Wharf from—
Wednesday and Saturday, at 10 a.m. **38c or 10c.**
Howe's Steamship, Wapping, for—
Wednesday and Saturday, at 10 a.m. **58c or 5c.**
From Lemon-brook Wharf for—
Monday and Saturday, at 3 a.m. **5c, 6d, or 7c.**
Wednesday and Saturday, at 4 a.m. **even. 88c or 6c.**
TO MIDDLEBOROUGH-ON-THE-TEES.—
new service ADVANCED sails regularly from Iron-
ore every Saturday, at 6 p.m., taking goods for Stock-
port, and all places adjacent. For particulars apply
to David Thomson, wharfinger.
EXPRESS, calling at Torquay and Teign-
mouth and powerful steamship ST. ALMO will leave
every Saturday for Stockport, taking goods at
the above ports and all places adjacent. For further
particulars, call at 12, Lower Thames street, 10 Glasshouse
Wharf, Wapping.—**OWELL**, Steamers,
of 10 days—Tuesday, Thursday sail from Lea
at 3 o'clock at Blackwall. **Thursday 12;** **Thame**
10.35 train from F. **Saturday** returning from
Thames at 4.14, reaching F. London bridge from
5 a.m. 6d. Return ticket for the month 5s. and 7s.
TO LONDON AND RAMSGATE.—**THE LITTLE**
WHITE and EAGLE leave London-bridge wharf for **MAR-**
SHAM **twice daily** **Sundays excepted.** **10 a.m.**
and London **4 p.m.** **Sail on, 6s. 6d. fore, 4s. 6d.**

UNITED STATES OF AMERICA
EDWARD STANFORD'S
TRAVELING PARCELS AND FREIGHT
United States and Canada. Offices, 61, King Wil-
liam, and 1, Chapel-street, Liverpool.

DAILY PARCELS EXPRESS,
of H. McManis from Dover, to all parts of Europe,
transit through rates, to be had, with instructions, to
office, 85, Gracechurch-street, London, E.C.; and at
54, Regent-street.

D. PARCELS.—September Mails:—
Adelmadra, Bombay, Ceylon, Aden, Mauritius, Singa-
pore, 4th and 2nd, Australia. New Zealand. Aden,
Madras, Colombo, on certain occasions. Prospe-
ctus and list of ports, apply to G. W. Whistler and
Co., 130, Leadenhall-street, E.C.; or Clapham's, Regent-
street, London, price 1s. 6d.

REDUCED TO TWO SHILLINGS.
Persons who are preparing to visit or travel on the con-
tinent with trunk and baggage by travelling in Foreign
through **EDWARD STANFORD'S** Agency, or
through whose experience and long-established arrange-
ments, to insure passengers to proper form of travel
new regulations without personal attendance. He
is, which is good for many years on, insurance
the means case to prevent injury or loss, as well as to
the passengers examination, should be made, and the
undergo a complete, completed, and forwarded by post,
where, together, the form of application, cost, and
"Stanford's Foreign Circular," which will be for-
warded, application. Edward Stanford and Co., 61, King
English and Foreign ports, hand-bags, and railway

1. a. East and West Indies. New Zealand,
 America. — GUTHRIE for 30 clauses of passengers.
 N. HEMMING and Co., 35, Graecoarch-street,
 settling establishment in London. Copy the ad-
 is filled up with every requisite. Lists of electric
 voyage may be had gratis, either upon application
 be warehoused and shipped.

D, New Zealand. — Intending Emi-
 grants desirous of obtaining LAND ORDERED
 S of LAND, should apply personally, or by letter,
 agents of the Provincial Government, Town where
 information may be obtained. — A. F. RIDGWAY and
 square, London, W.C.

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(FROM OUR OWN CORRESPONDENT.)

take place. Sixteen men, a list of whose names

object of the Court to pursue, and which has produced a result signally beneficial to the public service."

—

following men-of-war were lying :—
 “British.—Tartar, 20 guns, screw-corvette, 250 horse—

Ayuntamiento

LONDON GENERAL OMNIBUS COMPANY.—TRAFFIC
RECEIPTS.—Week ending August 28, 1858, 11,864 9s. 11d.

TO THE EDITOR OF THE TIMES

his point that the visit of our gracious Queen was
so suggestive to the minds of all who crowded

exorbitant *naïveté* gives an idea of the notions prevailing in Russia among men of the old régime."

TO THE EDITOR OF THE TIMES.

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.....

de Madrid

SECOND EDITION.

THE TIMES OFFICE, Thursday Morning.

EXPRESS FROM PARIS.

The following is the letter of our Paris correspondent, dated yesterday (Wednesday), 6 p.m.:

In a former letter I mentioned that there were doubts how far the publication of Count de Persigny's speech in the French papers would be permitted, and that the objection was to the part relating to the present régime of the press. There can be little doubt that, if a positive prohibition was not resorted to, hints were given which sufficed with the more servile and the more timid journals. The *Débat* was the first to produce the speech. It is said, that the authorities, perceiving that by discouraging the publication they only drew more attention to the speech and its objectionable paragraphs, removed all restriction, and most of the Paris papers, including the *Moniteur*, tacitly published it complete. The *Patrie*, last night, did what I suppose must be considered rather a plucky thing, as times go. Notwithstanding a hint which I am assured it had received, to mind what it was about, it has a leading article to-day headed "The Speech of M. de Persigny," which, although extremely moderate in tone, is not unlikely to procure it the unpleasant honour of an *avisement*, or warning. Here is an extract:—

"It is not for us to justify the measure judged necessary in 1832. They responded to the exigencies of the situation. Society, violently troubled; energetic measures were required for the re-establishment of order; the Government courageously taking the initiative, anticipated all perils, and satisfied the expectations and the wants of the country. If we did not then apply the measures directed to restrain the press, we frankly accepted them. However inconvenient they might appear to us for ourselves, we were forced to recognise, to our great regret, that they were indispensable. Experience has moreover, proved the efficacy of the remedy. Numerous dangerous tendencies have been curbed or prevented; little by little the press has returned to its duty and to the respect of things which, under pain of perishing, all society ought to respect. Such have been the effects of the system of warnings and suspensions. We are glad to put on record that the Government has shown a wise reserve in its application of a formidable arm, it has for the most part used it with moderation. The result is undoubtedly all to its honour, but may not the press also claim its share of credit? We do not wish to make the press out to be wiser and juster than it really is; we do not say that it has abdicated all its pretensions, that it has definitively amended itself, and that there is no reason to fear. If we attributed to it all these qualities, nobody would believe us, and the press itself would laugh at our simplicity. But time and reflection have calmed many passions, and dissipated many illusions. Willingly or not, the press has made real progress, and tends to be more moderate and more dignified habits. Why should not this amelioration be taken into consideration? Why should not a more normal system, which, without weakening the repression, should give it better defined rules, be substituted for that of warnings and suspensions?"

Surely these are moderate demands, put forward in a most moderate tone, and such as, if they do not meet compliance, should at least excite no wrath. The *Patrie* proceeds to say that if the situation of things were now the same as in 1832 it would preserve silence, as it then did. But it believes that a notable change has taken place in men's minds; that the existing institutions of France are taking more and more root in the heart of the nation; that the want of order and tranquillity is better felt and appreciated, and that the time is come for a modification in the laws of the press. It does not ask for entire liberty, but for a regimen appropriate to the present situation. The system of warnings has been useful to prevent evil; prolonged, it may prevent good. If it be a check to evil-intentioned writers, it may also cause deplorable hesitations in the well-disposed. To sum up, the *Patrie* does not ask an extension but a definition of the rights of the press, and would consider that as a step towards a more liberal regimen. Certainly the request is neither exorbitant nor unreasonable. But it is to be feared that this is no reason why it should be granted. To dilate on this head, however, would be to risk putting oneself in the position sometimes achieved by well-meaning persons who interfere in matrimonial quarrels, when the aggrieved party frequently joins with the aggressor in an assault on the intermeddler. The English press has long since entered its energetic protest against the oppression to which the press in France is subjected. Having done so, I see no occasion for perpetually returning to the charge. We may content ourselves with hoping that the day will sooner or later come when what the *Patrie* asks will be obtained—and something more.

There has been talk this last day or two about the arrest of some Protestants at Mautheuge (Nord) when they were assembled for Divine worship. Various versions have been given of the affair. The *Union* yesterday said that the permission for assembling, granted by the mayor of the town, had been revoked by the prefect of the department, but that a military sub-intendant (a zealous Protestant) and the Protestant minister persisted in holding meetings with some workmen. The *Union* is rather suspicious authority on such subjects. A correspondent here has furnished me with the following account of the business, which agrees in all essential points, with others that I have seen:—

"Great sensation has been occasioned at Mautheuge by the following disagreeable occurrence. "Several Protestants had, it appears, sought and obtained permission to meet together for devotional purposes. Matters went on quietly until one day they were, if I am rightly informed, accused of proselytism. The Sub-Prefect, indignant at such a scandal, immediately ordered their arrest and commitment to prison. Two hours afterwards, when he supposed the services of the functionary in question had recovered from the shock they had received sufficiently to allow of the exercise of reason, he gave orders to set them at liberty. There, however, he had reckoned without his host, for his prisoners steadily refused the proffered boon until permission should come from their quarters for them to worship God and even to make proselytism in such manner as they might deem fit. The Sub-Prefect then ordered the gens d'armes to take them out, but here again he was baffled, for among their number there happened to be a *sub-intendant militaire* wearing the cross of the Legion of Honour, which, as you are aware, renders inviolable the person of the wearer, so far at least as gens d'armes and police are concerned, until after the performance of certain legal formalities. This individual stood before his captives so as to cover them, and then dared the gens d'armes to lay a finger on him. Meanwhile the news of the whole affair had spread like wildfire through the town, and a vast concourse was assembled in front of the prison. The Sub-Prefect, finding himself flouted at every point, then tried to arrange the matter *à l'amiable* by going personally, accompanied by the Mayor and (unofficially) by the two colonels commanding the cavalry and infantry in the neighbourhood, to lay the prisoners to leave; but all was of no avail. They remained firm until they gained their point, for a detachment promptly arrived from Paris, granting the permission they requested, and ordering their instant release.

"On leaving the prison they received a veritable ovation as the heads of the townspeople, who, in immense numbers, were stationed in the neighbourhood of the prison. The general opinion is that the Sub-Prefect will be relieved of his duties.

"Such is a hasty sketch of the affair. Possibly I may have omitted some unimportant matters of detail, but as to the *ensemble* you may rely upon its correctness. My informant is a respectable person just arrived from Mautheuge, where he witnessed a great part of the scene in question."

To this statement, which is in rather a partisan tone, I must in fairness add that intolerant acts towards Protestants are not at all usual in France, and I am at a loss to remember an instance of anything of the kind. I understand that the authorities explain the arrest of the persons in question by saying that they were not only disturbing the peace, which they had a right to do, but that they accom-

panied the Bible with money. This might be only a mis-giving, and perfectly innocent, but, if done to a large extent, susceptible and over-zealous authorities might fancy they discerned in it some political object.

It is reported to-day that a medal, in the style of the of the Crimea, is to be struck in England to commemorate the Chinese affair, and to be distributed not only to the English troops engaged, but also to the French.

The following letter from Ragusa, dated the 24th August, has some interest:—

"On the 18th inst., the Turkish Consul-General, M. Carzaiti, arrived at Ragusa, coming from Trieste, and bringing with him 100,000 golden florins, which he was charged to deliver to Halim Pasha, the Turkish commandant at Trebigne, who left, a fortnight ago, for Stolica and Mostar, there to make arrangements for winter quarters for the Ottoman troops. The day before yesterday they arrived here, coming from Montenegro by way of Cattaro. Prince Mirko Petrovich, President of the Montenegrin Senate, brother of Prince Daniel, and who commanded at the combat of Gradowo. The Prince, accompanied by several Senators and by M. Delarue, visited the Political Chief of Ragusa, the Chevalier Rossetti, to offer him the congratulations of the Montenegrin authorities on the occasion of the birth of the Prince Imperial of Austria. It is the first time since the commencement of hostilities with the Turks that the Montenegrin chiefs have sought intercourse with the Austrian authorities; the incident has some significance, and indicates that the Prince Daniel desires to re-establish good relations with Austria."

"The Commission charged to determine the frontier of Montenegro has completed its labours, and arrived to-day at Ragusa, on board the Vulcan steamer, on which it had embarked at Antivari. Its decisions are to be sent to Constantinople, to be submitted to the sanction of the Porte. "The tranquillity has been disturbed in these parts since the affair of Kolachino. The submission of Zabi and the other districts which had shaken of the Turkish yoke is but apparent. The populations of those districts continue to administer themselves, to pay no taxes to the Government, nor any rents to the Turkish proprietors."

I have just been informed that, since making his speech at St. Etienne, M. de Persigny has been in Paris, and had an audience of the Emperor, by whose order it was that the speech was published in the *Moniteur* of the 29th of August. The publication was much the most mainly course to adopt, and the hesitation about it was doubtless on the part of some of those official personages whose excessive zeal and timidity occasionally lead to undignified doubts and delay.

It is reported that the Sultan's brother, Abdul Azim, is to visit Paris early in October. Hitherto the Sultan has always opposed his brother's absenting himself from Constantinople, but he has now, it is said, most graciously given his permission.

Lord Palmerston and M. de Persigny had a long interview a couple of days ago.

The Emperor and Empress left for Biarritz early this morning.

To-night the *Patrie* publishes Count de Persigny's speech, which it had not done previously to its article suggested by it.

The *Univers*, usurping the function of the Minister of the Interior, lately gave a warning to the *Gazette de Lyon*, and as that paper did not attend to the *avisement*, the *Univers* has repeated it. The eccentric Ultramontane journal has been filling its columns with a very long account of a new miracle. An artless young Gascon maiden has had visions of a lady in white, hard by a fountain—a sort of White Lady of Avenel tale. The fountain is said only to have appeared forth since the White Lady sprouted out from among the bushes at the entrance of the cavern. The young girl sees the vision and falls into ecstasies, while surrounding crowds can nothing discern. The *Univers* despatched a special commissioner to the spot, and M. Louis Veuillot wrote five columns on the subject. He wisely reserves his opinion concerning the miracle until an investigation now taking place by the ecclesiastical authorities shall be terminated. Great, doubtless, will be the chattering of the *Univers* should their report be in favour of the *bond-fide* nature of the transaction, and should it be decided that the Virgin Mary has once more descended upon earth, and like Moses, has caused water to flow where none was seen before. At the risk of being set down as a blasphemer by the *Univers*, I cannot help expressing my surprise, which I suspect will be shared by most Englishmen and a great many Frenchmen, that such trashy delusions or impostures as this can be for an instant entertained in this intellectual and highly civilized country by anybody, superior to a profoundly ignorant peasant, who is not a fit inmate for Charenton. This is no allusion to the writers in the *Univers*. They are far too shrewd and clever to believe anything of the kind, however much it may suit them that their readers should.

The Three per Cents, closed to-day at 71½. 90c. for the end of the month, and the Four-and-a-Half per Cents at 98½; Orleans Railway Shares, 1,370½; North Eastern, 967½; 50c.; Strasburg, 740½; Paris to Lyons and the Mediterranean, 837½; 50c.; Western of France, 640½; Bordeaux and Cote, 570½; Lyons and Geneva, 620½; Bank of Credit Mobilier, 860½; Austrian Railways, 685½; Roman Railways, 580½; 75c.; Russian Railways, 505½.

Courts. *Authentic*.—Paris, Sept. 1.—Cash Prices. Four-and-a-Half per Cent. (non-reimbursable for 10 years), 91½; 75c. 90c. Three per Cent. (7½c. 60c. 70c. 80c. 90c. 100c. 110c. 120c. 130c. 140c. 150c. 160c. 170c. 180c. 190c. 200c. 210c. 220c. 230c. 240c. 250c. 260c. 270c. 280c. 290c. 300c. 310c. 320c. 330c. 340c. 350c. 360c. 370c. 380c. 390c. 400c. 410c. 420c. 430c. 440c. 450c. 460c. 470c. 480c. 490c. 500c. 510c. 520c. 530c. 540c. 550c. 560c. 570c. 580c. 590c. 600c. 610c. 620c. 630c. 640c. 650c. 660c. 670c. 680c. 690c. 700c. 710c. 720c. 730c. 740c. 750c. 760c. 770c. 780c. 790c. 800c. 810c. 820c. 830c. 840c. 850c. 860c. 870c. 880c. 890c. 900c. 910c. 920c. 930c. 940c. 950c. 960c. 970c. 980c. 990c. 1000c. 1010c. 1020c. 1030c. 1040c. 1050c. 1060c. 1070c. 1080c. 1090c. 1100c. 1110c. 1120c. 1130c. 1140c. 1150c. 1160c. 1170c. 1180c. 1190c. 1200c. 1210c. 1220c. 1230c. 1240c. 1250c. 1260c. 1270c. 1280c. 1290c. 1300c. 1310c. 1320c. 1330c. 1340c. 1350c. 1360c. 1370c. 1380c. 1390c. 1400c. 1410c. 1420c. 1430c. 1440c. 1450c. 1460c. 1470c. 1480c. 1490c. 1500c. 1510c. 1520c. 1530c. 1540c. 1550c. 1560c. 1570c. 1580c. 1590c. 1600c. 1610c. 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