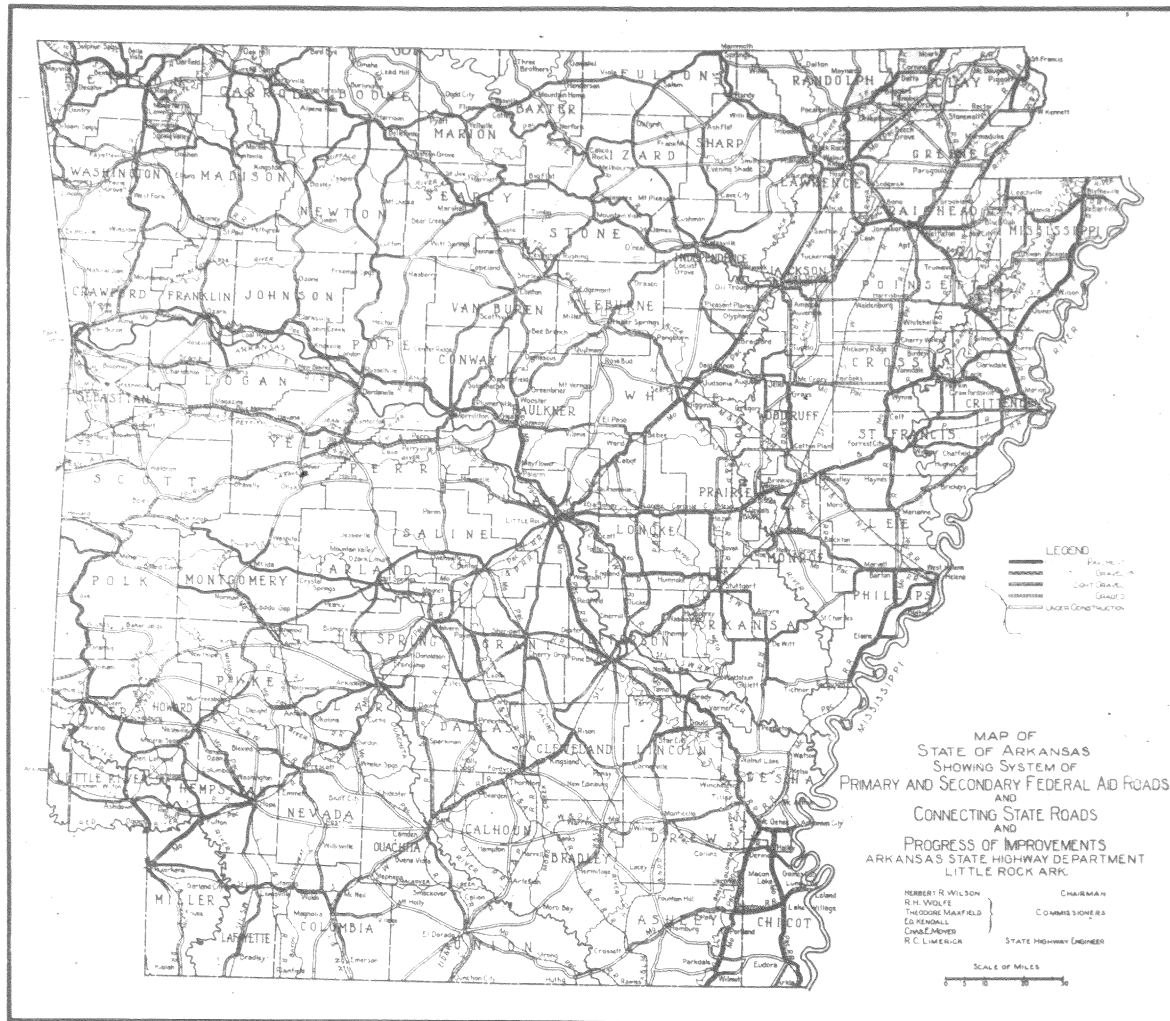
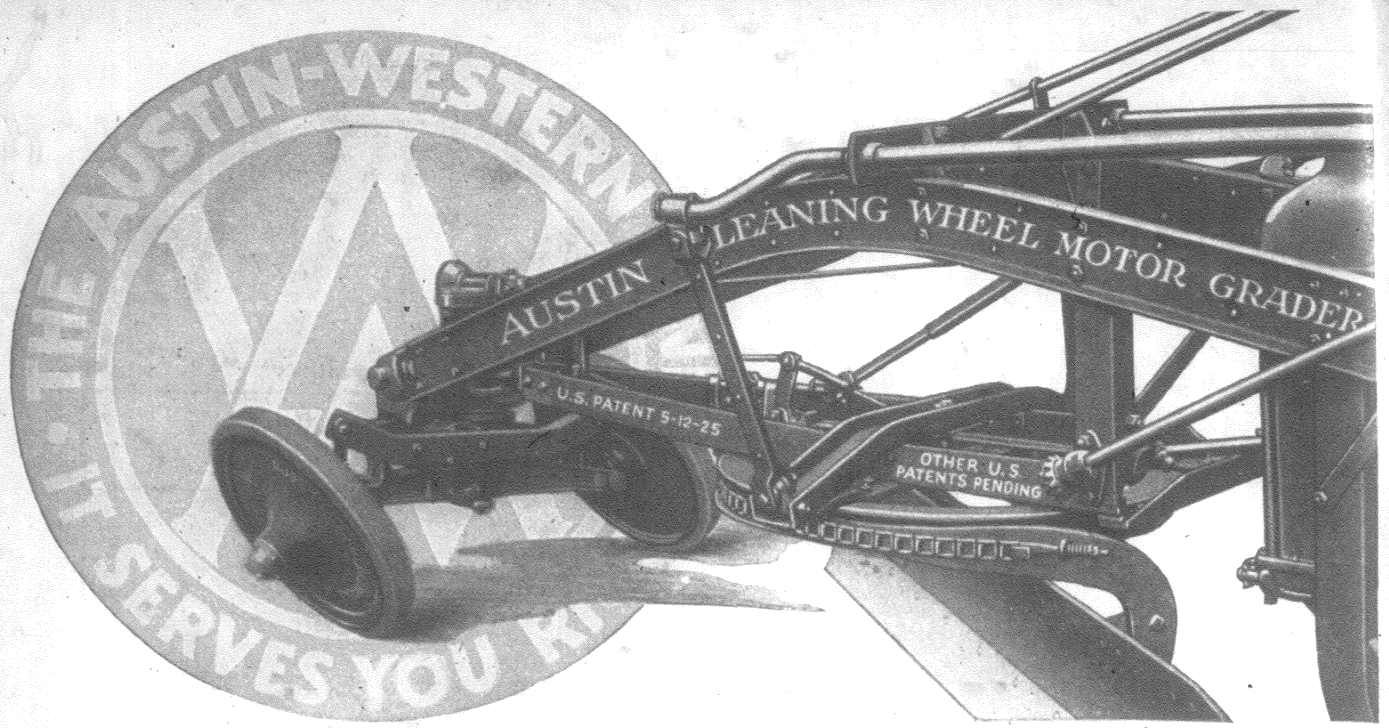


ARKANSAS HIGHWAYS



SEPTEMBER
VOL. 2 1925 NO. 9



This Heavy Duty model, with Crawler Tread and steel-tired leaning front wheels, is working on a shoulder where a straight wheel machine could never be operated successfully.

With These
LEANING FRONT WHEELS
You Can Do

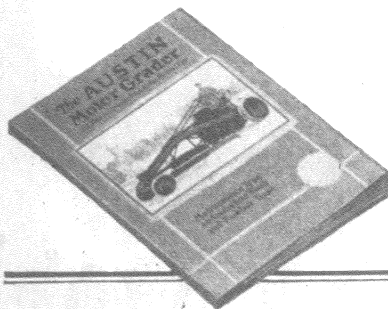
Better Work: because these wheels keep the front end of the machine from slipping sideways, and thus hold the blade to a straight course.

More Difficult Work: because the leaning front wheels enable the Grader to work successfully on side slopes, like the one in the photograph at the left, where a straight wheel machine would be useless.

Twice as Much of Any Kind of Work: because you can use the whole blade of an Austin Motor Grader and set it at the proper angle to move dirt. Straight wheel machines must do one of two things to keep from sliding away from their work; either set the blade so straight across the frame that it won't cut and simply fills the ruts the way a road drag does, or set the blade at a very sharp angle and then raise the heel so high that it just cuts a narrow furrow.



Leaning Front Wheels are but one of the many exclusive features that make the Austin Motor Grader so much more efficient than any other. A new and profusely illustrated catalog, just off the press, describes these features of design and construction, and contains photographs of both rubber-tired and Crawler type machines working under all sorts of unusual and difficult conditions. Send for your copy of the Catalog, and you will then understand why Township, County, City and State Highway Departments and Contractors are using Austin Motor Graders in ever increasing numbers to save time, labor and money.



I would like the Catalog

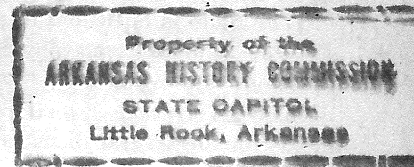
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ARKANSAS HIGHWAYS



Official Monthly Bulletin of the State Highway Commission

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VOL. II.

SEPTEMBER, 1925

NO. 9

Monumental Highway Report is Made Public

First Exhaustive Analysis of Arkansas' Highway Situation Completed.

By Clio Harper.

FOR the first time since Arkansas started to mortgage lands to build roads, her citizenship now is in possession of exhaustive and authoritative information covering every phase of the highway situation, down to the most minute detail of physical condition, geographical location and financial status.

There is no need for further guess work. Statesmen who seek in future to solve vexing problems of highway finance equitably to all the sections of the state, with their varying conditions, may have before them authentic figures that may not be questioned or denied. All this, thanks to the work of the legislative committee on highway problems, headed by Roy L. Thompson of Little Rock, which, since the adjournment of the legislature last March, has been working on the compilation as a basis for recommendations to be made to the governor.

The recommendations have not yet been formulated, but the figures which the committee will use as a basis for its deliberations when it meets again the last week of September, were made public September 13, when Chairman Thompson gave the press copies of the monumental work.

According to the report, the total amount of highway bonds issued by political subdivisions of Arkansas was \$74,518,197, of which \$14,982,437 have been paid off, leaving a balance outstanding of \$59,535,760.

Of the 282 districts in the state, 176 are reported as having been completed, while in 54 no financial arrange-

ments have been made for completing the proposed work. In the remaining 52 districts work is progressing or certain progress has been made.

According to the data prepared by the Commission the total area of the state is 33,581,222 acres. The total amount contained in the highway improvement districts is 15,334,315, or 46 per cent of the aggregate.

One of the interesting deductions from the statistics is that the counties of Benton, Chicot, Conway, Crittendon, Grant, Mississippi, Philips, Pulaski, Sevier, St. Frances and Woodruff report a larger acreage in the improvement districts than there is in the counties themselves. This is due to the overlapping of the districts.

There is in the State Highway System a total mileage of 9,762, including every county in the state. It is proposed that a total of 3,866 miles is to be built within the bounds of the system and 1,781 miles on the outside.

The statement issued by the Commission shows that there has been paid in Federal Aid on these districts a total of \$7,686,031, while the same districts have received State Aid amounting to \$1,752,970. No Federal or State aid is reported for Bradley, Calhoun, Clay, Cleburne, Crawford, Green, Hot Spring, Marion, Ouachita, Pike, Scott, Sebastian and Union counties. In addition to these no State aid is reported for Ashley, Chicot, Cross, Clark, Desha, Drew, Faulkner, Fulton, Garland, Izard, Lee, Poinsett and Pope, and no Federal aid for Boone,

Logan, Madison, Montgomery, Nevada, Perry, Randolph, Sharp, Stone and Yell. The report does not indicate whether any aid was received in the counties enumerated, or no statistics were available, as there are highway projects in many of the counties named.

In addition to the State aid paid the several counties, the State expended \$221,500 on roads in twenty counties.

The State is obligated to pay annually, for the years 1925-26-27 an aggregate of \$1,647,272 toward the liquidation of bonds and the payment of interest.

The net average annual requirement for interest and bonds for the several districts is \$4,373,687.

The total amount of all funds returned to the counties for the year 1925 is \$1,627,028.25 for the retirement of bonds; \$1,279,940.55 payable to the county highway fund; \$93,031.19 withheld by court order in the counties of Benton, Cleveland, Columbia, Faulkner, Fulton, Hempstead, Independence, Jackson, Lincoln, Logan, Lonoke, Mississippi and Pope.

The receipts of the Department for the year 1925 are estimated at \$6,986,163, of which \$3,101,462 is for motor licenses and \$3,884,700 for gasoline and motor oil tax.

The legislature of 1925 appropriated for the annual period \$6,750,000 as follows:

For maintenance and operation of the Department, \$250,000.

For maintenance of highways, \$1,250,000.

To be returned to counties, \$3,000,000.

For construction and reconstruction \$750,000.

To match Federal Aid, \$1,500,000.

The total motor vehicle license tax for 1924 was \$2,424,127, an average of \$17 per car. The total number of licenses issued in 1924 was 142,041. During the first seven months of 1925 there was issued a total of 162,892, being an increase of 12 per cent over the number issued for the first seven months of 1924. The total increase in motor vehicle licenses for 1925 is estimated at 28 per cent over last year; in other words, automobile owners will pay into the State Highway Fund this year \$677,336 more in licenses than they paid in 1924. The gasoline and motor oil tax collected for the first six months of 1924 amounted to \$933,875. A remarkable increase of 62 per cent is noted for the first six months of 1925, during which period the gasoline and motor tax collected amounted to \$1,515,038.

The per cent of tax reduction reported by the various counties covers a wide range. Seventeen counties report no reduction at all. Arkansas county reports the smallest reduction, 9.2 per cent. Izard and Sharp counties are credited with a tax reduction of 113 and 120 per cent respectively.

The average tax per acre of the lands included in the road improvement districts ranges from one cent in

Stone county to an average of 28 cents to \$2.44 in Phillips county. The next highest is \$1.44 in Cross and \$1.40 in Crittenden county. In Baxter county there is no local tax provided, the cash surplus and state tax paying all.

Twelve counties were re-classified by the 1925 legislature, redistributing the amount received from the state for bonds and interest and for the County Highway fund.

There are twenty counties with a present outstanding bonded indebtedness exceeding one million dollars each, as follows:

Pulaski	\$5,885,000
Crittenden	5,181,000
Arkansas	3,862,497
Phillips	4,213,000
Woodruff	1,906,697
St. Frances	1,752,500
Little River	1,668,500
Chicot	1,668,286
Benton	1,572,000
Cross	1,498,500
Conway	1,478,000
Poinsett	1,438,500
Sevier	1,252,594
White	1,193,000
Prairie	1,177,441
Lonoke	1,150,090
Jefferson	1,113,546
Lawrence	1,089,500
Faulkner	1,068,000
Grant	1,066,023

Better wait one minute at a crossing than forever in a cemetery.—*Texas Highway Bulletin.*

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Schramm Compressors	Chuteing Equipment
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	Shovels and Draglines
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LITTLE ROCK, ARKANSAS



Highways Make Arkansas State Fair Truly Successful

By Ben D. Brickhouse, President.

IN GIVING to the State Highway Department and Act No. 5 of 1923, better known as the Harrelson law, the credit for making the Arkansas State Fair truly representative and truly successful, I am only carrying out Christ's celebrated injunction to "render unto Cæsar," an injunction that is familiar to all, even to the tiniest tots in Sunday School.

For it is to the Highway Department, armed with the authority of a law under which it has been possible to fill in the gaps in our State Highway System, that we owe the binding together of every section of Arkansas into a single social, agricultural and industrial unit, which is the first step in the building of a real State Fair.

It is significant that all previous efforts to build such a fair have fallen by the wayside, and that success, permanent and secure, has only been achieved coincident with the coming of a connected network of fine highways.

Those previous efforts did not fail because the leaders who were trying to do something for Arkansas, or the communities that were backing them, were either inefficient or insincere. They did not fail because they were less able or less patriotic than the leaders and the communities that are now succeeding so signally. I do not flatter myself, or my devoted helpers in this great work, by the thought that we have succeeded because we have been any better equipped than those who have gone before. Rather I ascribe our success to the welding together of our entire state, the new community spirit permeating its entire borders, which have resulted from the new highways.

Back in the days when transportation was difficult and costly, there could be no State Fair except in name only. Such institutions could not reach or interest more than a few counties immediately surrounding the city in which they were staged.

The farmer, for whom the fair has the greatest interest, and to whom it gives the greatest benefit, could not afford to ship his exhibit and travel with his family over a several days' journey. It was entirely too costly in both time and money.

But with the highways all that is changed, and he can pile onto the truck or into the Ford, step on the gas and in a few hours, even from the most remote sections, reach the Capital City with his family and their products, participate in the contests, enjoy himself on the midway, and return home, without mortgaging his next year's crop to pay the expenses.

And so it is that the State Fair has at last become truly a State Fair, attracting exhibits from virtually every county and section of the state, constituting a real "show

window" to be viewed by the citizenship of the entire state.

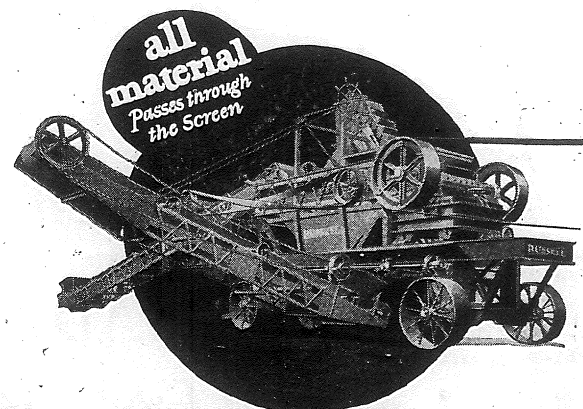
Exhibitors in the 1925 State Fair, which is to be held in Little Rock October 12-17, are entered from the furthest borders of Arkansas, and in greater numbers than ever before. The prosperity that has come to the agricultural sections this year is being reflected in every department, and those who attend will find the greatest exposition ever staged in the state, in which no department of education or amusement has been slighted.

And when they come, at least 50 per cent will come in the family flivver, over Herbert Wilson's "roads that go somewhere," and spend the week economically camping in "Fair City," the tourist camp that is being laid out right on the grounds at Fair Park.

CONSOLATION.

Now I lay me down to sleep
Mid feather beds and clean white sheets,
If I should die and take the air—
I'll never change another spare.

—Nina Baker.



Russell Portable Screening Crushing and Loading Plant!

One handling of material performs all three operations—screening, crushing and loading. Conveys the material from gravel pit, screens, crushes and delivers a uniform product directly into wagon, truck or bin.

The feed back principle to crusher makes all material uniform—no oversize can pass the screen. Hopper arrangement and wide 24 inch delivery conveyor affords rapid loading of trucks.

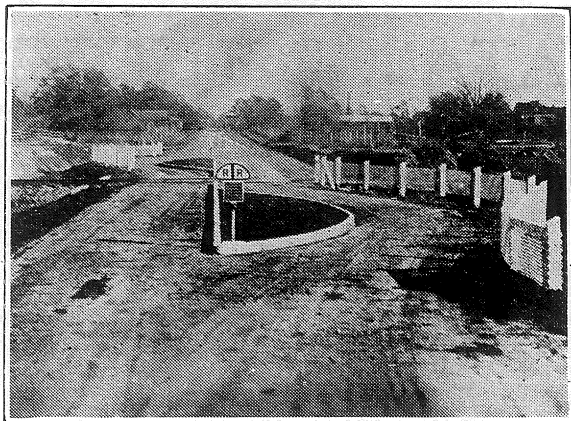
Construction of this outfit is most substantial and durable insuring steady service and long life. Weight complete 28,500 pounds.

The Complete Russel Line includes—8 SIZES ROAD MACHINES—2 SIZES ELEVATING GRADERS—MAINTENANCE PATROL MACHINES FOR BOTH MOTOR AND HORSE POWER, SCARIFIERS, ROAD DRAGS, DRAG AND WHEEL SCRAPERS, DRAG LINES, GRAVEL SCREENING, CRUSHING AND LOADING EQUIPMENT STEEL BEAM BRIDGES, ETC.

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489 Main St., Memphis, Tenn.

A FLORIDA SAFETY DEVICE.



"Slow up and live." That's the idea behind this grade crossing safety device recently developed by engineers of the Florida State Road Department and installed at a crossing of the Atlanta & St. Andrews Bay railroad at Cottondale, Fla.

An island—a half circle—at the center of the road compels the motorist to slow up to make the resulting bend in the road before crossing the tracks. The Page Hi-Way guard at the outside of the road is a heavy resilient wire link fence installed to keep the car from crashing onto the tracks in case the driver cannot slow up in time to make the bend. It has stopped cars traveling as fast as 45 miles an hour.

The accident toll at grade crossings since 1916 totals more than 15,000 lives in the United States. Slowing up at each crossing to look for approaching trains is a precaution highly recommended by the American Railway Association, the National Safety Council and other organizations co-operating in the Grade Crossing Safety campaign.

ALL-PURPOSE CAR.

Joe Davidson has bought a new car and says it's a dandy as it can go any place, especially out of the road or up banks.—*White Oak Correspondent of the Boone County Headlight.*

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A combination of the material production with the construction business means an ultimate economy to the purchaser.

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President.

CHAS. H. MILLER,
Vice President.

J. A. GREGORY,
Vice President.

R. S. WILSON,
Secretary and Treasurer.

HIGHWAY DATA OF THE STATES

STATE	Number of Motor Vehicles	Population	Gross Revenue Auto License	Gross Revenue Gas Tax	Amount	OTHER REVENUE Source	Total Revenues	Highway Maintenance Cost	Expended For New Construction	A
Alabama	158,019	2,348,174	\$ 1,617,339	\$1,510,572	\$5,990,907		\$ 9,118,818	\$ 252,704	\$ 6,955,415	\$25
Arizona	57,828	335,000	339,721	730,294	1,726,296	Fed. Aid and Millage	2,796,312	580,000	1,757,430	
Arkansas	142,041	1,752,204	2,424,127	2,414,697	1,544,573	Federal Aid	6,383,397	1,916,910	275,804	\$69
California	1,350,759	3,813,700	2,762,028	6,063,072	7,191,679	Fed. Aid and Bond Levy	16,016,881	3,916,761	8,896,130	
Colorado	213,353	939,629	1,258,204	844,247	4,140,933	Fed. Aid and Bond Levy	6,243,384	1,609,454	4,589,395	6
Connecticut	216,336	1,380,631	5,058,908	962,479	1,750,000	Appropriation	7,771,388	3,284,981	1,411,073	
Delaware	35,200	223,003	604,354	304,392	3,493,795	Fed. Aid, etc.	4,402,531	105,693	2,945,497	
Florida	210,000	1,100,000	2,650,000	3,658,677	476,007		6,784,684	473,606	5,593,100	
Georgia	208,918	2,895,832	2,532,147	1,120,634	1,995,422	Federal Aid	5,648,036	1,304,251	2,748,354	
				x3,921,634						
Idaho	69,227	480,000	326,027	545,672	1,547,303	Fed. Aid and Bonds	2,409,004	302,543	1,931,096	3
Illinois	1,132,641	6,485,280	11,557,838	None	3,865,104	Fed. Aid and Miscellaneous	15,422,943	2,044,860	37,417,474	
Indiana	651,705	2,930,390	4,126,058	5,537,610	5,993,136	Inheritance and Prop. Tax	15,656,805	3,696,511	5,941,087	
Iowa	614,347	2,404,021	8,995,118	None	6,004,882	Federal Aid, etc.	15,000,000	2,722,076	10,726,934	\$14
Kansas	410,891	1,769,257	4,000,000	0		Benefit District	4,000,000	‡	‡ 4,000,000	
Kentucky	231,784	2,416,630	3,281,535	1,660,937	5,173,930	3 Mills Fed. Aid, etc.	10,116,402	3,971,000	10,441,874	
Louisiana	178,000	1,805,827	2,790,351	1,445,541	863,801	Federal Aid	5,099,693		9,845,539	
Maine	127,178	768,014	1,933,561	522,430	3,090,170	Mill Tax, etc.	6,446,161	1,486,931	3,775,690	10
Maryland	209,040	1,449,661	2,332,952	1,699,702	2,050,000	Direct Tax	6,78,003	1,449,447	7,815,283	
Massachusetts	600,000	3,852,356	8,545,226	None	1,044,229	Federal Aid	9,589,455	1,125,698	3,492,100	
Michigan	785,000	3,668,412	9,730,254	None	11,042,070	Federal Aid, etc.	20,773,354	3,801,775	16,971,549	50
Minnesota	509,801	2,387,125	8,523,314	None	2,120,000	Federal Aid	10,643,314	3,500,000	8,196,613	\$33
Mississippi	135,000	1,790,618	1,160,730	1,385,060	2,564,210	Federal Aid, etc.	5,110,000	537,000	4,570,000	
Missouri	544,635	3,404,055	4,525,914	0	14,469,566	Federal Aid and Misc.	18,995,480	2,019,323	20,293,714	25
Montana	80,000	549,000	776,320	650,000	20% Gas Tax	Federal Aid, Oil Royalties	1,426,320	130,000	† 1,550,000	
					For H'ways					
Nebraska	359,782	1,296,372	3,594,437	None	5,975,808	Federal Aid and Prop. Tax	9,570,245	2,359,678	5,595,004	
Nevada	18,892	77,000	181,969	162,596	2,982,239	Federal Aid, etc.	3,326,804	122,788	2,711,020	
New Hampshire	73,905	443,083	1,522,186	587,845	1,244,033	Cities Appropriation	3,314,072	1,088,322	1,773,370	
New Jersey	522,131	3,187,767	8,867,101	None	12,408,777	Fed. Aid, Bonds and Tax	21,275,878	1,546,169	14,602,874	
New Mexico	41,680	360,350	248,855	182,856	3,438,114	Federal Aid, etc.	3,869,826	382,082	3,724,610	2
New York	1,422,024	10,385,227	24,089,655	None	30,910,395	Federal Aid, Bonds	55,000,000	17,876,020	37,000,000	100
N. Carolina	305,756	2,559,123	4,763,029	4,529,048	18,207,923	Federal Aid, Bonds, etc.	27,500,000	3,005,000	25,049,896	85
N. Dakota	117,050	646,872	816,871	x 442,967	2,125,367	Fed. Aid and County Funds	2,942,238	137,391	2,000,000	
Ohio	1,256,000	5,759,394	11,721,041	None	16,778,959	Federal Aid, etc.	28,500,000	6,206,136	18,746,165	
Oklahoma	337,740	2,028,283	3,692,898	2,174,000	430,588		6,297,486	||		
Oregon	177,567	783,389	4,774,011	2,698,777	4,042,616		11,515,404	1,022,240	5,014,120	40
Pennsylvania	1,274,951	9,100,326	15,645,411	x9,089,539	39,015,347	Fed. Aid and Miscellaneous	54,660,728	23,343,007	29,050,378	70
Rhode Island	95,482	604,397	1,618,773	None	1,122,788	Fed. Aid and App. 3/10 Mi.	2,741,561	700,000	1,500,000	**3
S. Carolina	162,749	1,683,724	1,151,983	2,216,938	1,959,649	Federal Aid, etc.	5,328,570	1,353,421	3,975,148	
S. Dakota	142,401	655,532	2,235,500	929,300	1,935,600	Federal Aid	5,100,400	381,000	4,500,000	6
Tennessee	205,821	2,337,885	2,597,870	1,815,965	4,026,799	Fed. Aid and Co. Par'tion	8,440,635	1,542,163	8,827,639	Aut 5
Texas	701,844	4,663,228	7,328,320	2,919,577			10,247,897	4,044,300	11,500,000	
Utah	70,000	449,346	485,968	684,361	629,231	County Road Tax	1,712,000	529,000	2,005,674	
Vermont	61,179	352,421	1,331,456	215,877	1,452,667		3,000,000	1,350,000	1,650,000	
Virginia	262,677	2,309,187	3,715,049	3,193,061	7,022,989	Fed. Aid and Miscellaneous	13,931,99	3,431,604	10,252,128	
Washington	306,000	1,356,621	4,475,197	2,635,410	1,349,988	Federal Aid, etc.	8,460,595	1,735,986	5,647,474	
W. Virginia	199,805	1,463,610	2,874,587	1,266,599	None		4,141,186	776,000	9,823,000	44
Wisconsin	533,495	2,632,067	6,712,637	4,800,000	2,538,566	Federal Aid, etc.	9,251,203	3,169,955	5,780,281	Co
Wyoming	48,447	221,842	* 448,664	211,283	3,847,127	Fed. Aid and Miscellaneous	0,058,410	614,048	3,040,943	3

* Applied to Bond Redemption.

x Not in Highway Fund, but after June 1, ¼ for Highway Fund.

O Will Apply in 1925.

‡ Work Done by Counties.

|| Highway Improvement Bonds.

§ County B

** Bridge B

/ \$50,000,00

† \$15,000,00

o County Fu

STATES FOR 1924

ay ance	Expended For New Construction	Any Bonds Issued	Jan. 1, 1925 Bonds' Out- standing	Miles in State High- way System	Miles of Improved State Highways	Rate of Gas Tax on June 1, 1925
704	\$ 6,955,415	\$25,000,000	\$11,000,000	3,958	1,171	2 cts.
000	1,757,430	None	None	1,984	1,674	3 cts.
910	275,804	||69,667,600	64,866,475	6,718	4,745	4 cts.
761	8,896,130	Yes	73,000,000	6,400	4,900	2 cts.
454	4,589,395	Yes	8,000,000	9,000	5,000	2 cts.
981	1,411,073	6,000,000	6,000,000	12,000	1,821	1 ct.
693	2,945,497	Yes	7,680,000	400	440	2 cts.
606	5,593,100	None	None	3,805	1,800	1/2 ct.
251	2,748,354	None	None	6,236	2,572	3 1/2 cts.
543	1,931,096	3,400,000	3,226,000	3,980	1,254	2 cts.
860	37,417,474	Yes	64,000,000	9,800	3,443	None
511	5,941,087	None	None	4,236	940	3 cts.
076	10,726,934	\$14,713,500	14,713,500	6,659	4,590	2 cts.
000	‡ 4,000,000	§ Yes	.....	7,147	1,053	2 cts.
000	10,441,874	None	None	8,000	2,000	3 cts.
.....	9,845,539	700,000	700,000	7,000	2,723	2 cts.
931	3,775,690	10,000,000	9,757,500	1,633	1,050	3 cts.
447	7,815,283	Yes	22,000,000	14,810	2,700	2 cts.
698	3,492,100	Yes	4,000,000	2,600	1,521	None
775	16,971,549	50,000,000	50,000,000	6,400	5,600	None
000	8,196,613	\$33,600,000	33,600,000	7,000	5,890	2 cts.
000	4,570,000	§	.....	5,300	3,000	3 cts.
323	20,293,714	25,000,000	21,000,000	7,640	1,750	2 cts.
000	† 1,550,000	None	None	4,700	1,000	2 cts.
678	5,595,004	None	None	5,619	925	None
788	2,711,020	800,000	550,000	3,000	1,000	2 cts.
322	1,773,370	None	None	1,428	780	2 cts.
169	14,602,874	Yes	13,000,000	1,308	All	None
082	3,724,610	2,350,000	2,350,000	9,078	4,177	3 cts.
020	37,000,000	100,000,000	.....	13,000	9,281	None
000	25,049,396	85,000,000	85,000,000	6,200	4,950	4 cts.
391	2,000,000	None	None	6,174	1,900	1 ct.
136	18,746,165	None	None	10,546	5,630	2 cts.
.....	.....	None	None	5,000	900	3 cts.
240	5,014,120	40,465,544	38,060,750	4,463	2,700	3 cts.
007	29,050,378	70,000,000	/67,888,000	10,718	10,718	2 cts.
000	1,500,000	**3,100,000	3,100,000	760	406	1 ct.
421	3,975,148	None	None	4,740	3,101	5 cts.
000	4,500,000	6,000,000	5,950,000	6,000	1,476	3 cts.
163	8,827,639	Authorized 5,000,000	None	4,644	1,527	3 cts.
300	11,500,000	None	None	18,000	5,000	1 ct.
000	2,005,674	Yes	7,260,000	3,222	3,034	3 1/2 cts.
000	1,650,000	None	None	4,365	2,600	2 cts.
604	10,252,128	None	None	4,800	1,812	3 cts.
986	5,647,474	None	None	3,271	2,598	2 cts.
000	9,823,000	44,900,000	†35,000,000	3,594	1,529	3 cts.
955	5,780,281	Co. Bonds	None	10,000	8,500	2 cts.
048	3,040,943	3,500,000	2,900,000	3,136	1,900	2 1/2 cts.

§ County Bonds.
 ** Bridge Bonds \$1,300,000.
 / \$50,000,000 Additional Bonds Authorized for 1925.
 † \$15,000,000 More Authorized.
 o County Funds Matched with Federal Aid.

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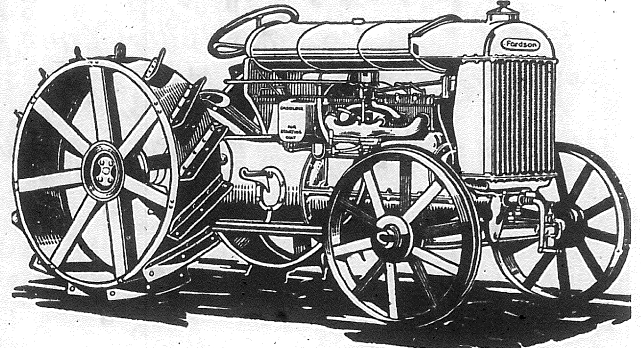
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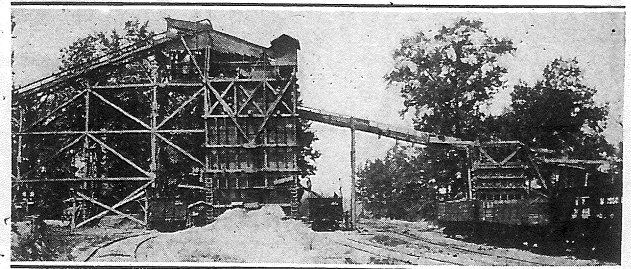
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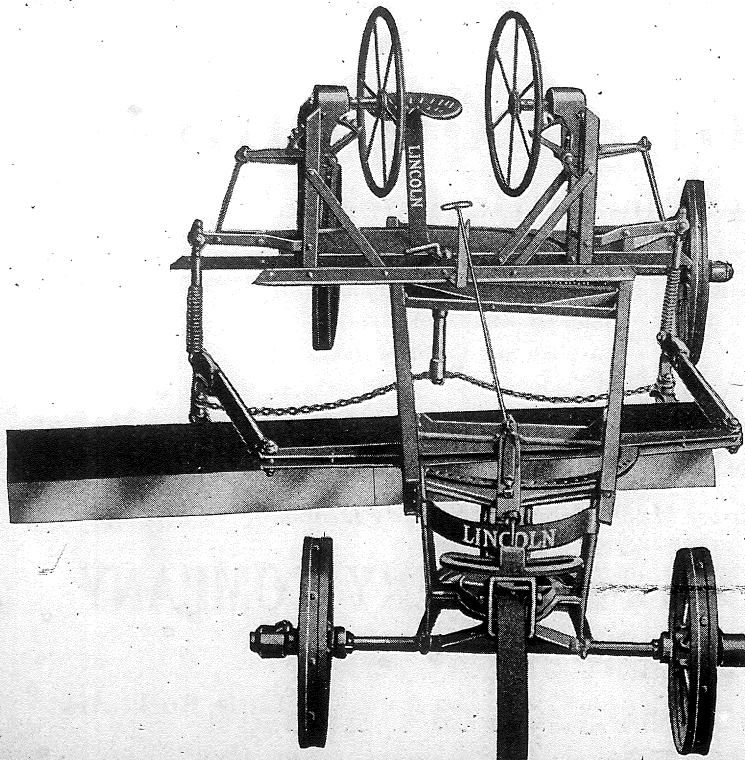
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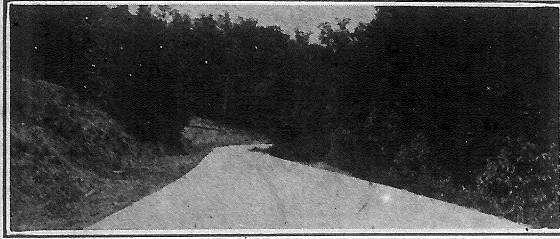
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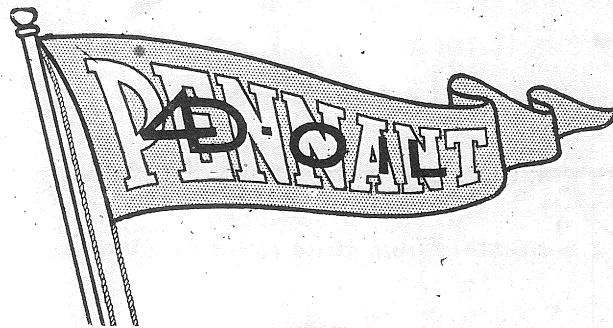
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