

Daily Globe

Official Paper of the City & County

Printed and Published Every Day in the Year

ST. PAUL GLOBE PRINTING COMPANY,

NO. 17 WABASH STREET, ST. PAUL.

Terms of Subscription for the Daily Globe.

By carrier (7 papers per week) 70 cents per month.

By mail (without Sunday edition), 6 papers per week, 60 cents per month.

By mail (with Sunday edition), 7 papers per week, 70 cents per month.

THE WEEKLY GLOBE.

The Weekly Globe is a mammoth sheet, exactly double the size of the Daily. It is just the paper for the family, containing in addition to all the current news, choice miscellany, agricultural matter, market reports, etc. It is furnished to single subscribers at \$4, with 10 cents added for pre-payment of postage. Subscribers should remit \$1.15.

ST. PAUL, THURSDAY, JULY 28, 1881.

CONKLING'S Spartan band may have been very heroic, but like the bull that tried to buck the locomotive off the track, they exhibited but little discretion.

Fok as foul a body as the Pennsylvania legislature proved itself it consumed a large quantity of cleansing materials.

During the first two months of its session the bills paid for soap and bay rum for the use of the members amounted to five hundred dollars. With such a supply it ought to have been the most clean body in existence.

THERE is considerable excitement in Chicago over the lax manner in which the inspectors of fish have performed their duties. It is claimed by the newspapers that the people of that city have been eating decayed fish for some weeks past. They will receive but little comfort or sympathy, however, from other quarters, for people in these quarters know whether they eat a fresh or a foul fish. The protection required by the people of Chicago is simply a matter of taste.

THE Indian question seems now to be in a better condition than it has been in the last ten years. Sitting Bull has surrendered, and all the tribes in the West seem to be at peace with the whites.

There is a charge that the Apaches in Arizona and southern California are still obstreperous, but mildly energetic measures may induce their submission to the laws of the United States. The Apaches are not as bad as they have been painted. They have been subjected to many outrages, and naturally resent them by the only power they appreciate—that of brute force. By the exercise of proper appliances the interior department can no doubt make of the Apaches good citizens—or at least as good citizens as Indians ordinarily make.

THE receipt of a considerable quantity of dynamite in England from America seems to have excited the phlegmatic British to an altogether unnecessary extent. No American citizen shipped the goods in anticipation of the destruction of life in the ranks of our British consuls. Those who made the shipment were undoubtedly vandals of the worst sort, who ought to be hunted down as outlaws in every country on the globe. They will, no doubt, be ultimately brought to justice, but it is hardly charitable or just to charge their offense upon the American people. But, by the way, the Liverpool police officials declare that no such consignments have been received in England. Perhaps it would be better to allow the English police to settle this question before attempting to defend the Americans from such an accusation against their morality.

THE WASHBURN \$5 BENEFIT WAKE.

There is little to be added to the report of the GLOBE envoy, who, in behalf of an appreciative public, contributed alms on Tuesday to the amount of \$5, for the benefit of the man who represents Minneapolis exclusively on the floor of Congress. It was an ignoble affair throughout.

The record has its sad feature in the crushed and shapless form of poor Minnie Reeves, who was sacrificed in order to clear the track for the alms taker.

It has its expensive feature for the stockholders of the Minneapolis & St. Louis road, who will be called upon by the relatives of the young lady for five thousand dollars—the amount allowed in such cases by law—and two or three thousand dollars more for repairs to rolling stock.

It has its remunerative feature in the shape of 241 tickets, multiplied by \$5, which sum will exclusively grace the pockets of the exclusive Minneapolis Congressmen.

It has its shameless feature on the part of Mr. Washburn, who accepts charity when appeals are going up from the homeless and penniless sufferers of Brown county for the means of subsistence suddenly swept away by a terrible cyclone.

There is no record of any similar scheme to secure a little money, for a wealthy man, and in view of the plain recital by the GLOBE, the experiment is not likely to be repeated, even if Minneapolis continues to be able to care for its interests exclusively, and misrepresent the remainder of the district.

THE SUPREME COURT.

The death of Justice Clifford leaves the Supreme bench almost wholly Republican. It is true that Justice Field claims to be a Democrat, but his Democracy is a matter of great doubt. It springs from personal considerations rather than from settled principle. Justice Clifford was the only man on the supreme bench who has, ever since the outbreak of the war, dared to stand forward in defense of Democratic principles and of the Democratic party. He was a stalwart Democrat, who believed in the party with his whole heart and soul.

A partisan supreme court is not a desirable acquisition to the country. But such an institution we now have. The court as it now exists is grossly partisan, in a most obnoxious sense. The men who occupy seats upon the bench were appointed for their party fealty, not because of their judicial attainments. They were politicians rather than judges, and

will remain as politicians to the end of their lives. Scarcely one of the number can be regarded as above the level of the common ward political trickster, and none of them can be pronounced competent to occupy the exalted positions which, by the grace of Grant and Hayes, they have been permitted to fill. The suggestion is made that the vacant judgeship be offered to Roscoe Conkling. While he would adorn the bench by his intellectual gifts, he is not of a judicial turn of mind, and it is questionable if he would accept the office if tendered to him. It would be a graceful compliment to him if the President would tender it to him, however, and would go far towards healing the breach that now exists in the party.

"Happy Excursionists" and Poor Minnie Reeves.

In its account of the benefit excursion to Washburn the Minneapolis Tribune says:

The train was advertised to leave at precisely 2:30 o'clock, but owing to the fact that the track at Hopkins was known to be partially blocked by a wreck, a delay of fifteen minutes occurred, and at Hopkins another brief delay occurred, and the train reached Solburg's Point at 4 o'clock, being just forty minutes late. But the happy excursionists cared little for the delay, and thoroughly enjoyed the fine scenery all along the route.

It is evident the Washburn party was composed of Minneapolis Mark Tapleys, who were bound to jolly under any circumstances. The "brief delay" at Hopkins, "for which the happy excursionists cared little," was caused by the death of Minnie Reeves, who went out on an engine, in her capacity as railroad telegraph operator, to clear the track for the "happy excursionists." A Minneapolis paper says: "She was thrown against the boiler with sufficient force to fracture her skull, and the coal in the tender was 'emptied upon her, burning her terribly. It was twenty minutes before the escaping steam from the wrecked engine would allow the trainmen to go 'to her rescue and then they could secure only 'the almost lifeless body.' This was the sad fate of poor Minnie Reeves, but our member of Congress regards her 'benefit' of a thousand dollars and his friends—the 'happy excursionists'—cared little for the delay."

ADDITION TO KITTSDONADE.

Rumor that Commodore Kittson has Purchased the Three-Year-Old Wonder.

Phil Thompson—The Sport at Cleveland.

Parties who returned yesterday from attendance upon the Chicago races, report that Commodore N. W. Kittson was most interested spectator of the colt trot Tuesday, for four-year-olds and under, so handsomely won by Phil Thompson, a three-year-old, in three straight heats, in the remarkable time of 2:25, 2:24 1/2, 2:21, the last heat beating the three-year-old record by 2 1/2 seconds, and the report year record by 2 1/2 seconds, that the Commodore had bought the winner to add to the galaxy of trotting stars already gracing Kittsdonade. While the report lacks confirmation, it can be stated that the Commodore is an admirer of the colt's breeding, and upon his arrival the truth of the reported purchase can be ascertained. Phil Thompson, the colt in question, was named after a well-known Congressman. He was sired by Red Wilkes, a son of George Wilkes, he by Rye-bell, and Rye-bell by Pilot, by Pilot, Jr. (the most noted s of old Pilot the pacer) with seven in the 2:30 list prior to Phil Thompson's performance. He would be a decided acquisition to Kittsdonade.

The Flyers at Cleveland.

CLEVELAND, July 27.—Second day's races. Good day, track and attendance. The postponed 2:30 trot was won by Pilot R. taking the first heat to-day in 2:23.

The 2:31 trot, purse \$1,500:

Amie W. 1 1 1
Argonaut 2 5 2
Excutor 3 2 3
Elsie Groff 4 3 4
Belle 5 4 5
Stella 6 6 6
Troubadour dr.

Time 2:20, 2:24 1/2, 2:24.

Pacing race, \$2,000:

Mattie Hunter 2 2 1 1
Bay Billy 1 1 3 3
Rowdy Boy 3 2 2 2
Sweeter 4 4 4 4

Time 2:14, 2:15, 2:19, 2:21, 2:16 1/2.

Lucy was selected in the first heat for running. Sorrel Dan and Ben Hamilton were shut out. Sleepy Tom and Little Brown Jug were withdrawn.

Great Eastern, with running mate, made two trials to beat 2:14, for a purse of \$500. Time 2:28, 2:29, 2:30, 2:31, 2:32, 2:33, 2:34, 2:35.

He tries again Friday.

THE FOURTH WARD.

Not Intended as a General Crusade But to Work a Specific Remedy.

To the Editor of the Globe.

Sr. Paul, July 27.—The undersigned, citizens of the Fourth ward, for themselves and others connected with the movement recently brought to the attention of Mayor Rice by a petition from their number, in order to correct erroneous statements published in some of the newspapers, feel called upon to say that this movement is directed to the suppression of certain notorious houses of ill-fame which are intolerable nuisances in the neighborhood. The residents of this neighborhood were also greatly annoyed by a saloon on Exchange street known as the Emmert's brewery saloon, and to some extent by a saloon at the corner of Third and Exchange streets, which were complained of by the undersigned.

Mayor Rice has interfered in reference to both these saloons, revoking the license of the one first mentioned. This movement is not a crusade against saloons or liquor dealers in general, nor is it a movement to have received such a purpose by us or by others, and we deny the statements made by that effect.

H. J. Horn, W. L. Banning, L. J. Wright, J. W. Bradford, H. R. Blair, David R. Reed, Henry M. Knox, M. O'Keefe, C. L. Willis, W. J. Reynolds, H. Sahlgren, W. D. Rogers.

Harwood Dying.

Guest Hopping who keeps a grocery store on the corner of Farrington and Melrose avenues received a telegram Tuesday from Mrs. N. B. Harwood dated at Jacksonville, Fla., saying that Mr. Harwood was dangerously ill and requesting that his oldest son Henry, who for the past two months has been stopping with Dr. Woodruff on his farm near the stock yards, be sent to Jacksonville at once, as his father was seriously ill and desired to see him. Mr. Hopping, who is well acquainted with the Harwood surroundings, thinks that Mr. Harwood is not only dangerously, but fatally ill, otherwise he would have received such telegram. The son telegraphed for is 17 years of age and is partially paralyzed. He was sent from the South some two months ago upon the recommendation of physicians, who said he could not be cured of the fact that he was called back by telegraphed Mr. Hopping thinks, is evidence that Mr. Harwood is dangerously ill. The son, who is almost helpless, left yesterday morning in charge of a trusted friend from Florida.

Mr. Joseph Lathrop, residing at Seventh and Church streets, Wilmington, Del., says that he has been very much attacked of rheumatism in the hip. He suffered so much that he scarcely could walk. Having purchased a bottle of St. Jacobs Oil, before retiring he bathed his hip and repeated the act upon arising the next morning, and in a day or two he was as well as he ever had been.

STILLWATER STRIKERS.

THE MEN IN NELSON & CO.'S MILL INAUGURATE THE MOVE.

The Strikers Call at Other Mills.—Mr. Hospes Welcomes Them With a Revolver.—His Men Remain and the Strikers Leave.—The Mayor Meets Them at Hersey, Bean & Brown's and Has to Eject Them by Force.—Attempting to Capture Staples' Mill.—Extra Police on Duty.—Fear that the Strike Will Be General To-day.—Disastrous Fire in McKusick, Anderson & Co.'s Lumber Yard—A Million Feet of Lumber Burned and the Fire Still Burning.

[Stillwater Report for the St. Paul Globe.]

Yesterday morning when the time came to start up the sawmill of C. N. Nelson & Co., some forty of the men refused to go to work, and immediately left the mill. They then proceeded to the mill of Schulenburg, Boeckler & Co., and endeavored to get their men to join in the strike, and what the result would have been, we cannot tell, had not Mr. Ernest Hospes appeared on the scene of action at the time. Mr. Hospes told his men that all who wanted to join in the strike could go, but he wanted them to leave the mill peacefully and not to trouble those who wanted to stay. He talked to them some time and advised them to keep on with their work and pay no heed to the other party, and as a result not a man left.

The strikers made some threats to shut down the mill, when Mr. Hospes pulled from his pocket an instrument that looked very much like a revolver, and told them that the first man that put his hand on a machine would be shot down on the spot. They saw that Mr. Hospes meant business, and not wishing to take any chances they left the mill. After a short consultation they proceeded in a body to the mill of Hersey, Bean & Brown, where they were met by the mayor, who advised them to leave and let the men alone who wanted to work. He advised them to be peaceable or they would get into trouble, as he should protect all parties who wanted to work. They then went into the mill, where the mayor called up and ordered out the police force, and a squad of the Grand Army, Sheriff Holcomb and Officer McKusick, with a few police, went down and cleared the mill, and dispersed the strikers. A guard of men, well armed, was stationed at the entrance to the mill, with orders to protect the mill and all men who wished to work. The strikers after having met with defeat on all sides gave up the business, and catered about the street.

About all of Hersey, Bean & Brown's men left this noon, leaving only enough to run one circular saw. C. N. Nelson started up at noon, with about fifteen men. About 1:30 o'clock the strikers got together on the corner of Main and Chestnut streets, and marched in a body to Mr. Staples' mill, intending to take charge of the engine room and stop the mill. The police got wind of the matter and a squad of them went up and succeeded in arresting two of the ring leaders and locking them up. This action put a damper on the rest of the strikers. None of the men at Staples' have left, and every man kept at his post during the time. The mob consisted of some forty of C. N. Nelson's men and some twenty-five of gravel train men. It is feared that to-morrow the strike will be more general.

Extra police have been put on and the mills will be strictly guarded and any move that they will make will be promptly met. At present there is no organization to the strike, and there has not been any demand made upon the mill owners, but it is supposed that they strike for ten hours. C. N. Nelson & Co. have succeeded in getting a force of men from outside and their mill will start up this morning with a force to work all the machinery.

[Special Telegram to the Globe.]

STILLWATER, July 27, 11 p. m.—All the men on the lake have joined the strikers, and there is now between one hundred and fifty and two hundred men in the strike. The police force has been doubled, and the mills were guarded last night with men well armed, and a strict watch kept all over the city.

DISASTROUS LUMBER YARD FIRE.

Yesterday, about 5 p. m., a fire broke out in the rafting shed of McKusick, Anderson & Co., across the lake, and in a few minutes the whole building was in a flame. The steamer from this city was sent over, and after working a few minutes, it gave out. The flames caught the boarding house, and it seemed for a time that the mill must go, but the bucket brigade, from C. N. Nelson & Co.'s mill was sent over, and all the men that could be got from the mills and other places were taken, and they commenced passing water to save the mill.

By this time the flames had caught into the lumber piles in the yard and was raging with all its fury. Hose was then attached to the burning building, and the water was turned on, and ran across the bridge, a distance of 3,000 feet. With this stream there was hopes of saving the mill.

A telegram was then sent to Hudson to send their engine, and that came about 7 o'clock, and the engine was sent over, and the whole lumber yard was in one solid flame. Every one that could lend a hand did so, in throwing the lumber into the lake, until they were driven away by the fire, but as the flames swept across the lake shore, that which was thrown into the water caught, and little by little it was saved. By the use of the buckets the mill was saved and also the stable at the upper end of the yard.

The lumber pile upon made ground, consisting of slabs and sawdust, which is now all on fire, and there is danger that it may work underneath and yet catch the mill. The Hudson steamer and the steamer from this city was kept at work all night to keep down the flames.

The lumber already burned will not fall much short of one million feet.

MINOR NOTES.

The chain on the pontoon has been repaired. The mayor has closed all the saloons. Men from out of town will be put into the places of the strikers.

W. S. Conrad returned home Tuesday from a business trip of ten days.

Subscribers will please report any failure in receiving their papers.

Wm. M. Capron met with a painful accident yesterday evening. He was at the top of an eight foot step ladder, when it slipped, letting him fall to the floor, spraining his left wrist. He now carries it gracefully in a sling.

One of our physician's office yesterday morning, there was eight parties, all waiting to have a hand dressed.

About every third man you meet on the street has his hand in a sling.

NEW LUM RELIEF.

Handsomely Contributions From Lake City and Owatonna.

The good people of Lake City are responding liberally to the appeal for aid in behalf of the numerous sufferers by the recent cyclone devastation of New Ulm and vicinity. Yesterday the governor received from J. M. Underwood, F. W. Seelye, C. F. Young, R. Hannisch, and F. H. Stauff, committee for the collection of funds for this purpose, a check for \$351.65, the amount of collections to date. The committee are still at work and expect to make quite a large addition to this sum.

Advices from Owatonna are to the effect that the committee of that place for the same purpose, have concluded their canvass with the result of a collection of \$368.50, which will reach the governor to-day for distribution.

TRANSPORTATION COMPANIES.

Settlement of an Important Railway Land Dispute in Progress—White Bear Excursion To-night—The Big Centennial To-day and the Long Gem City To-morrow—Personal and Local Notes.

Messrs. Winter, Clarke, Hatch and Spencer, of the Chicago, St. Paul & Omaha company, returned last night from Elroy.

The steamer Benton is to leave Bismarck for Fort Benton, on arrival of the northern train from the East Saturday evening.

Mr. Charles E. Cary, late in employ of the Chicago & Northwestern company at Milwaukee, is to enter the service of the St. Paul & Duluth company.

Mr. Drummond states that the land department of the Milwaukee & St. Paul company has sold this season about one hundred thousand acres of its low lands.

Mr. A. W. Browning, representing the Pennsylvania company at Chicago, arrived here yesterday and will take a northward trip over the St. Paul & Manitoba railway.

The Great Union band gives its weekly concert at Leips' pavilion, White Bear, this evening. Trains leave from the Wacouta street depot at 4:10, 6 and 7:45 p. m., and leave the lake, after the concert, so as to arrive at the same depot at 10:50 p. m.

The Chicago, St. Paul & Omaha company's traffic department is about to issue a new poster map, which will show at a glance the St. Paul & Omaha line, the Chicago & Northwestern lines of this company, with their branches and important connections.

Five hundred immigrants, direct from over the sea, left Montreal on Monday for St. Paul. Most of them are from the British islands, but a few are Scandinavians. Part of them will stop in the Red River valley, on this side of the line, but most are ticketed to Winnipeg.

M. S. Giles, of Chicago, western traveling passenger agent of the New York, Lake Erie & Western railway, arrived here yesterday, his mission being to distribute the elegant chromo recently referred to in this column, and also a new illustrated pamphlet entitled "Pictorial Erie."

The servants of the marquis of Lorne, governor general of Canada, left here for Winnipeg by the St. Paul & Manitoba through train yesterday. The marquis is en route for Winnipeg, by way of Thunder Bay and the river and trail route connecting with the Canadian Pacific road.

A. C. Dawes, Esq., general passenger agent of the Kansas City, St. Joe & Council Bluffs railway, will arrive here to-day by the St. Paul & Omaha train, his object being to visit some of the lake resorts of Minnesota. His last visit to St. Paul was in company with the Duke of Sutherland to California.

Willis Drummond, Jr., land commissioner of the Chicago, Milwaukee & St. Paul railway, arrived here yesterday for a short business visit. It is rumored the object of his visit is the settlement of a certain important controversy, as to title to land, between the land departments of the Milwaukee & St. Paul company, and the St. Paul & Omaha company, and the St. Paul & Northern Pacific company.

War of the Trunk Lines in Passenger Rates.

NEW YORK, July 26.—The warfare in passenger rates to the West, between the trunk lines, continues unabated, and it is probable it will continue for some time to come. In fact, the struggle between the companies, which has for the last few days been somewhat limited in character, was renewed this morning with increased energy. Yesterday afternoon the New York Central road announced they would sell tickets to Chicago for \$8.50; to Cincinnati for \$5.50, and to St. Louis for \$4.50. The Erie, the Pennsylvania Central, New York, Lake Erie & Western, and the Baltimore & Ohio roads, when the ticket brokers or scalpers opened their offices this morning there was a great rush for tickets, which were sold at the following rates: New York to Chicago for \$8, Cincinnati for \$5, and St. Louis for \$4.50. At the regular ticket offices tickets were sold at the same rates as were established by the Pennsylvania road yesterday, until about 10:30, when the scalpers are selling below the rates we have just stated. The Erie and the Pennsylvania Central roads, which we are fighting, for they are selling tickets to these scalpers and allowing them to sell them at rates lower than they are sold over their own counters.

NEW YORK, July 27.—Passenger tickets to Western points still continue to decline in price. The Baltimore & Ohio railway are selling to Chicago to-day for \$7.50, and St. Louis for \$4.50. The Erie is selling tickets to St. Louis from \$1.50 to \$2.50. Tickets to Cincinnati can be purchased for \$7. Some scalpers think the fair to Chicago will be reduced to \$5 in a few days.

Notes of the River.

The stage of water yesterday, according to the mark was five feet four inches, against four feet three inches the same day last year—a pleasant fact for steamboatmen to contemplate.

The favorite Jo of the Diamond Jo line, was in and out last evening, bringing in a fine trip of people, and taking out a goodly number of people and a handsome manifest of freight for this season of the year. Down river people are beginning to leave the St. Paul business men are liberal persons to deal with.

This morning the Saints line will have in the Centennial, Capt. Tom Davidson, the largest and most luxurious steamer plying between the Lower and St. Paul, and his return at 6 p. m. The Centennial is coming full of people, and present prospects are that she will have a big return trip.

To-morrow the far-famed electric Gem City will make her sixth appearance in her weekly round trip between St. Paul and St. Louis, leaving on her return at 6 p. m. She left St. Paul with all her passenger accommodations absorbed.

The Jo line, with its favorite, the handsome and fast Mermaid, is in and out Sunday.

Says the St. Louis Republic: There was a custom prevailing up to 1836 on the boats that would seem strange to our young river men of 1881. All barkers were required to carry the dinner table, with bread, ginger, whisky and three kinds of wine, placing six deacons of liquor on the table every day, when on a voyage, for the use of passengers and crew, and in addition to that they had to furnish all the officers of the boat with all the liquor they desired to drink at the bar, and also send down to the deck hands and firemen about one pint to each man while on "watch. This was to pay the rent of the bar.

Duluth Port News.

[Special Telegram to the Globe.]

DULUTH, July 29.—Arrived: Propeller Manifeste, Houghton, light; propeller Arizona, Buffalo, 600 tons of mixed freight; steamer Manitoba, Manitoba, 300 tons of merchandise.

Cleared: Propeller China, Buffalo, 7,500 barrels of flour; barge Huron City and consort, Flint and Joy, Marquette, light; steamer Manitoba, Sarnia, light.

Fire in the Dispatch Building.

About 8 o'clock last evening a dense smoke was observed to be pouring out of the basement of the building, No. 100 East Third street, and a general alarm of fire was sent in.

The whole department responded, but only one stream of water was sent out, and that soon extinguished the little fire which had caused the great smoke. The fire occurred in a collection of rubbish or waste near the boiler, and the damage was small. At 11 p. m. the doors were thrown open, and all connected with the two establishments occupying the building (the Dispatch and Volkszeitung) being in the seventh hour of their nightly rest, the premises were in charge of a watchman employed by the police. The cause of the fire was doubtless be issued as usual this afternoon.

THE GLOBE HOROSCOPE.

As It Casts its Light on the Chicago Markets.

[Special Telegram to the Globe.]

CHICAGO, July 27.—Cables unchanged. Weather fine. The wheat market was very strong. The clique are evidently prepared to take care of the August deal, and this prospect makes the shorts nervous, and the market closes up strong at the outside of the day.

Corn opened dull and lower, but recovered the decline, and closed firm. Oats quiet and steady. Provisions less active, but with the small receipts of hogs and higher prices dealers generally have confidence in the present values.

Curb prices: \$1.15 for September and October wheat; \$1.20 for August. September corn, 36c; No. 2, 35c; No. 3, 34c; No. 4, 33c; No. 5, 32c; No. 6, 31c; No. 7, 30c; No. 8, 29c; No. 9, 28c; No. 10, 27c; No. 11, 26c; No. 12, 25c; No. 13, 24c; No. 14, 23c; No. 15, 22c; No. 16, 21c; No. 17, 20c; No. 18, 19c; No. 19, 18c; No. 20, 17c; No. 21, 16c; No. 22, 15c; No. 23, 14c; No. 24, 13c; No. 25, 12c; No. 26, 11c; No. 27, 10c; No. 28, 9c; No. 29, 8c; No. 30, 7c; No. 31, 6c; No. 32, 5c; No. 33, 4c; No. 34, 3c; No. 35, 2c; No. 36, 1c; No. 37, 0c; No. 38, 0c; No. 39, 0c; No. 40, 0c; No. 41, 0c; No. 42, 0c; No. 43, 0c; No. 44, 0c; No. 45, 0c; No. 46, 0c; No. 47, 0c; No. 48, 0c; No. 49, 0c; No. 50, 0c; No. 51, 0c; No. 52, 0c; No. 53, 0c; No. 54, 0c; No. 55, 0c; No. 56, 0c; No. 57, 0c; No. 58, 0c; No. 59, 0c; No. 60, 0c; No. 61, 0c; No. 62, 0c; No. 63, 0c; No. 64, 0c; No. 65, 0c; No. 66, 0c; No. 67, 0c; No. 68, 0c; No. 69, 0c; No. 70, 0c; No. 71, 0c; No. 72, 0c; No. 73, 0c; No. 74, 0c; No. 75, 0c; No. 76, 0c; No. 77, 0c; No. 78, 0c; No. 79, 0c; No. 80, 0c; No. 81, 0c; No. 82, 0c; No. 83, 0c; No. 84, 0c; No. 85, 0c; No. 86, 0c; No. 87, 0c; No. 88, 0c; No. 89, 0c; No. 90, 0c; No. 91, 0c; No. 92, 0c; No. 93, 0c; No. 94, 0c; No. 95, 0c; No. 96, 0c; No. 97, 0c; No. 98, 0c; No. 99, 0c; No. 100, 0c; No. 101, 0c; No. 102, 0c; No. 103, 0c; No. 104, 0c; No. 105, 0c; No. 106, 0c; No. 107, 0c; No. 108, 0c; No. 109, 0c; No. 110, 0c; No. 111, 0c; No. 112, 0c; No. 113, 0c; No. 114, 0c; No. 115, 0c; No. 116, 0c; No. 117, 0c; No. 118, 0c; No. 119, 0c; No. 120, 0c; No. 121, 0c; No. 122, 0c; No. 123, 0c; No. 124, 0c; No. 125, 0c; No. 126, 0c; No. 127, 0c; No. 128, 0c; No. 129, 0c; No. 130, 0c; No. 131, 0c; No. 132, 0c; No. 133, 0c; No. 134, 0c; No. 135, 0c; No. 136, 0c; No. 137, 0c; No. 138, 0c; No. 139, 0c; No. 140, 0c; No. 141, 0c; No. 142, 0c; No. 143, 0c; No. 144, 0c; No. 145, 0c; No. 146, 0c; No. 147, 0c; No. 148, 0c; No. 149, 0c; No. 150, 0c; No. 151, 0c; No. 152, 0c; No. 153, 0c; No. 154, 0c; No. 155, 0c; No. 156, 0c; No. 157, 0c; No. 158, 0c; No. 159, 0c; No. 160, 0c; No. 161, 0c; No. 162, 0c; No. 16