

Commercial and Financial Matters.

There are sixty-one national banks in Boston, representing a capital stock paid in of \$54,350,000. These now report a surplus of \$11,667,792.

The State of Maryland has increased the rate of taxation for 1878 from 17 1/2 to 18 1/2 cents per \$100, and the city of Baltimore levy from \$1 75 to \$1 90 per \$100, compared with 1877.

The tobacco Port Eads, with five barges, arrived here last night from St. Louis, with 50,117 bushels of corn in bulk, 85,496 bushels of wheat and 29,403 bushels of rye, making a total of 165,016 bushels of bulk grain.

Upon all products exported from Brazil there is imposed by the government of that country an imperial export duty of 9 per cent and a provincial export tax of 4 per cent, making together an export duty of 13 per cent upon all products leaving the empire.

Of State Consols the sales yesterday amounted to \$100,000, and they closed weak at 75 1/2 @ 75 3/4, against 75 1/2 @ 76 1/4 on the day previous. Of Premium Bonds the sales were \$144,300, and the market was weak at 33 1/2 @ 33 3/4, against 34 1/2 @ 34 3/4, on Thursday. Stocks were quiet, only 17 shares having been sold.

In the discussion between the cotton manufacturers of Lancashire and the weavers now on strike there, and in the comments of the press thereon, it is generally, although unwillingly, conceded that American competition has a potential influence in diminishing the English cotton trade at home and abroad. England now sends to the United States less than one-third the quantity of goods she sent in 1860, while on the other hand it is stated that 30,000 pieces of cotton goods have been shipped weekly from New York and Boston to England for two or three years. It has been said that these goods have been sold at a loss in order to realize cash, but this is denied by excellent authorities. The London Times attributes the increase of American manufactures at the cost of British industry to the superior quality and equal or cheaper prices of American cotton, besides genuine domestic advantages in the process of manufacture. The Saturday Review declares that American products are profitable competing with British goods, not only in the Eastern markets, but in England itself, and attributes the decline of the Eastern trade to the "fraudulent folly of English manufacturers, who have lost their customers by pointing off on them adulterated goods," as well as to the fact that the American cotton manufacturers can produce at a less cost than the British.

THE BANK OF ENGLAND IN DANGER.—Some of the London financial journals have taken up the cue given by Baghot in his Lombard Street, and are calling public attention to the dangerous condition of the reserves of the Bank of England. The London World and the London Statist are especially noticeable for their plain talk about the matter. The World says:

Should there be from any cause a sudden demand for money for the continent or the provinces, there is an instant drain upon the bill brokers and bankers of the metropolis, who in turn fall back upon the Bank of England; and in an emergency, such as might be caused by a war with Russia, the bank act would have to be suspended, and there would be heavy risk of the whole delicately interwoven network of credit collapsing like a house of cards. The danger is not as isolated that it is now, or even as they were in 1847, 1857, and 1866, at each of which dates the bank act had to be suspended. All these several periods what are called "transients" by telegraphic wire and trans-Atlantic cable were unknown. It is obvious that the suddenness with which demands for cash can now be made does not leave the time there was formerly to organize means of meeting sudden demands for cash through the Bank of England, and the telegraph facilitates ready action on the part of the bankers in self-defense as well; but in a case in which time is absolutely necessary to stave off danger, it vastly adds to the difficulty of getting through. The Bank of England has virtually ceased to be the people's bank; and while there is seeming safety in its reticent conduct of the paper of the bill brokers, credit companies and joint stock banks, there is actual danger. At one time the bank refused to allow the London and Westminster Bank a drawing account. There ought to be entire dislocation of the Old Lady from the other banks, else all may go down together. Until there is the Bank of England cannot become better than a bank of last resort, or show itself more worthy of its quasi-national position and privileges. It has lost its old control over the money market, and yet has to bear all the burden that are placed upon it as the center of our banking system. The consequence is, that week by week the reserve is dwindling away, and yet the bank directors are afraid to put up the rate to protect it, because the outside market would not follow, and they might be forced to the small discount business they have.

The Boston Commercial and Shipping List has the following about one of the wildest and most visionary schemes we ever heard of read of:

Two propositions are before Congress, one directly and the other indirectly, for the construction of a ship canal parallel with and near the Atlantic coast, capable of receiving vessels of war and bodies of men to be thrown from one point to another, beyond the reach of both the vicissitudes of the sea and the interference of a hostile fleet. The configuration of our coast presents the possibility of an interior water way, extending from Boston to the Gulf of Mexico, by which an army and a navy could both be moved up and down from one place to the other, to anticipate and repel the attack of an element of any hostile force approaching from the Atlantic ocean. The chain of works to accomplish all this begins with a short canal to connect Cape Cod Bay with Long Island Sound, whence inland communication already exists as far south as Cape Fear river, by means of the Haritan and Delaware bays and canal, the Delaware and Chesapeake Canal, Chesapeake Bay, Elizabeth river, and finally the sounds of North Carolina. A glance at the map shows, extending all the way down the coast from Cape Hatteras, a series of narrow lagoons, capable, by easy dredging and an occasional easy cut or canal, of being made a continuous water way, connecting the bank of the Albemarle and Pamlico rivers, and from Cape Cod to New Orleans without ever entering the Atlantic Ocean. Since the dreadful disasters involved in the loss of the steamers Huron and Metropolis, the attention of Congress has been called to the importance of such a channel of internal communication, and in pursuance of invitations extended by certain leading citizens of Norfolk interested in the accomplishment of the project, the Secretary of the Navy and representatives of the committees on Commerce, Canals and Naval Affairs were to proceed to Norfolk, and thence to the sounds of North Carolina, to inspect the scene and connections of the proposed canal, and the Albemarle and Chesapeake canals, which form part of the proposed grand ship canal. Outside of the military and naval character of the proposed water-way, the attention of Congress has been invited to the necessity of such an interior channel of communication as holding out, to our extensive coasting marine a route practicable for all purposes of the coasting trade, and insuring the safe transit from New England to the Gulf without running the risk of the Jersey and North Carolina capes.

A grand excursion to Morgan City Sunday, May 26, 1878.

FINANCIAL AND COMMERCIAL.

Table with columns: Date, Clearings, Balance. Rows for May 19, 20, 21, 22, 23, 24, and Total this week.

There was but little offered either at the banks or on the street for discount. Securities were freely offered, and under the influence of the light inquiry rates ruled weak and lower.

We quote exceptional paper 700 @ cent; A1 do @ 90; second grade do @ 80; loans on collaterals @ 88; A1 mortgage paper @ 80; second grade do @ 75 cent per annum.

Gold in moderate demand and firmer. Foreign Exchange is quiet but steady. Slight firm.

State Consols weak at 75 1/2 @ 75 3/4. Premium Bonds easy at 33 1/2 @ 33 3/4. Stocks quiet.

Gold opened in New York at 100 1/2, and closed at 100 1/4. It opened at 100 1/4 @ 101 1/4, and closed at 101 1/4 @ 101 1/2. Sales \$200,000 at 101 1/4; \$300,000 at 101 1/2, and \$100,000 at 101 1/4.

Table with columns: Bid, Asked. Rows for various banks like Canal, Citizens Savings, Germania National, etc.

INSURANCE COMPANIES. Crescent Mutual, p v 100, 73 3/4. Factors and Traders, p v 100, 102 1/4. Citizens, p v 100, 102 1/4. Germania, p v 100, 102 1/4. Ibernia, p v 100, 102 1/4. Home, p v 100, 102 1/4. Lafayette, p v 100, 102 1/4. Merchants Mutual, p v 100, 102 1/4. Citizens, p v 100, 102 1/4. Germania, p v 100, 102 1/4. Ibernia, p v 100, 102 1/4. Home, p v 100, 102 1/4. Lafayette, p v 100, 102 1/4. Merchants Mutual, p v 100, 102 1/4.

CITY RAILROADS. Carrollton, p v 100, 117 1/2. Old Point, p v 100, 117 1/2. Canal and Claiborne, p v 100, 117 1/2. New Orleans City, p v 100, 117 1/2. Orleans, p v 100, 117 1/2. St. Charles Street, p v 100, 117 1/2.

MISCELLANEOUS. Bienville Oil Works Co., p v 100, 115. Crescent City Oil Co., p v 100, 100. Crescent City Slaughter-House Company, p v 100, 26 3/8. Canal and Claiborne and Nav. Co., p v 100, 26 3/8. Bonded Warehouse, p v 100, 26 3/8. Jeff. City Gas Light Co., p v 100, 26 3/8. Louisiana Ice Manufacturing Co., p v 100, 26 3/8. Louisiana Live Co., preferred, 25 7/8. La. State Lottery Co., p v 100, 26 3/8. N. O. Gas Light Co., p v 100, 26 3/8. N. O. Pacific Railway Company, p v 100, 26 3/8. N. O. Waterworks Company, p v 100, 26 3/8. Sugar Shed Company, p v 100, 26 3/8. St. Charles Hotel Company, p v 100, 26 3/8. Varieties Theatre Association, p v 100, 26 3/8.

BONDS. State Consols, 75 1/2 @ 75 3/4. City Premium Bonds, 33 1/2 @ 33 3/4. City Waterworks Bonds, 38 1/2 @ 39. City Wharf Bonds, 38 1/2 @ 39. Canal and Claiborne street R. R. mortgage, 70. Slaughter-House mortgage, 100. Jefferson City Gas Co. mortgage, 100. Jackson R. R. 2d mortgage, 100. St. Charles R. R. 2d mortgage, 100. St. Charles R. R. 1st mortgage, 100. St. Charles R. R. 3d mortgage, 100. St. Charles R. R. 4th mortgage, 100. St. Charles R. R. 5th mortgage, 100. St. Charles R. R. 6th mortgage, 100. St. Charles R. R. 7th mortgage, 100. St. Charles R. R. 8th mortgage, 100. St. Charles R. R. 9th mortgage, 100. St. Charles R. R. 10th mortgage, 100. St. Charles R. R. 11th mortgage, 100. St. Charles R. R. 12th mortgage, 100. St. Charles R. R. 13th mortgage, 100. St. Charles R. R. 14th mortgage, 100. St. Charles R. R. 15th mortgage, 100. St. Charles R. R. 16th mortgage, 100. St. Charles R. R. 17th mortgage, 100. St. Charles R. R. 18th mortgage, 100. St. Charles R. R. 19th mortgage, 100. St. Charles R. R. 20th mortgage, 100. St. Charles R. R. 21st mortgage, 100. St. Charles R. R. 22nd mortgage, 100. St. Charles R. R. 23rd mortgage, 100. St. Charles R. R. 24th mortgage, 100. St. Charles R. R. 25th mortgage, 100. St. Charles R. R. 26th mortgage, 100. St. Charles R. R. 27th mortgage, 100. St. Charles R. R. 28th mortgage, 100. St. Charles R. R. 29th mortgage, 100. St. Charles R. R. 30th mortgage, 100. St. Charles R. R. 31st mortgage, 100. St. Charles R. R. 32nd mortgage, 100. St. Charles R. R. 33rd mortgage, 100. St. Charles R. R. 34th mortgage, 100. St. Charles R. R. 35th mortgage, 100. St. Charles R. R. 36th mortgage, 100. St. Charles R. R. 37th mortgage, 100. St. Charles R. R. 38th mortgage, 100. St. Charles R. R. 39th mortgage, 100. St. Charles R. R. 40th mortgage, 100. St. Charles R. R. 41st mortgage, 100. St. Charles R. R. 42nd mortgage, 100. St. Charles R. R. 43rd mortgage, 100. St. Charles R. R. 44th mortgage, 100. St. Charles R. R. 45th mortgage, 100. St. Charles R. R. 46th mortgage, 100. St. Charles R. R. 47th mortgage, 100. St. Charles R. R. 48th mortgage, 100. St. Charles R. R. 49th mortgage, 100. St. Charles R. R. 50th mortgage, 100. St. Charles R. R. 51st mortgage, 100. St. Charles R. R. 52nd mortgage, 100. St. Charles R. R. 53rd mortgage, 100. St. Charles R. R. 54th mortgage, 100. St. Charles R. R. 55th mortgage, 100. St. Charles R. R. 56th mortgage, 100. St. Charles R. R. 57th mortgage, 100. St. Charles R. R. 58th mortgage, 100. St. Charles R. R. 59th mortgage, 100. St. Charles R. R. 60th mortgage, 100. St. Charles R. R. 61st mortgage, 100. St. Charles R. R. 62nd mortgage, 100. St. Charles R. R. 63rd mortgage, 100. St. Charles R. R. 64th mortgage, 100. St. Charles R. R. 65th mortgage, 100. St. Charles R. R. 66th mortgage, 100. St. Charles R. R. 67th mortgage, 100. St. Charles R. R. 68th mortgage, 100. St. Charles R. R. 69th mortgage, 100. St. Charles R. R. 70th mortgage, 100. St. Charles R. R. 71st mortgage, 100. St. Charles R. R. 72nd mortgage, 100. St. Charles R. R. 73rd mortgage, 100. St. Charles R. R. 74th mortgage, 100. St. Charles R. R. 75th mortgage, 100. St. Charles R. R. 76th mortgage, 100. St. Charles R. R. 77th mortgage, 100. St. Charles R. R. 78th mortgage, 100. St. Charles R. R. 79th mortgage, 100. St. Charles R. R. 80th mortgage, 100. St. Charles R. R. 81st mortgage, 100. St. Charles R. R. 82nd mortgage, 100. St. Charles R. R. 83rd mortgage, 100. St. Charles R. R. 84th mortgage, 100. St. Charles R. R. 85th mortgage, 100. St. Charles R. R. 86th mortgage, 100. St. Charles R. R. 87th mortgage, 100. St. Charles R. R. 88th mortgage, 100. St. Charles R. R. 89th mortgage, 100. St. Charles R. R. 90th mortgage, 100. St. Charles R. R. 91st mortgage, 100. St. Charles R. R. 92nd mortgage, 100. St. Charles R. R. 93rd mortgage, 100. St. Charles R. R. 94th mortgage, 100. St. Charles R. R. 95th mortgage, 100. St. Charles R. R. 96th mortgage, 100. St. Charles R. R. 97th mortgage, 100. St. Charles R. R. 98th mortgage, 100. St. Charles R. R. 99th mortgage, 100. St. Charles R. R. 100th mortgage, 100.

NEW ORLEANS STOCK EXCHANGE SALES. FIRST CALL, 10 A. M. 310,000 Premium Bonds, 34 1/2. SECOND CALL, 12 M. 2,000 State Consols, 75 1/2. 5,000 State Consols, 75 1/2. 46,000 Premium Bonds, 33 1/2. THIRD CALL, 2 P. M. 20,000 State Consols, 75 1/2. 12,000 Premium Bonds, 33 1/2.

OUTSIDE SALES. 17 shares Sugar Shed Company, 80 1/2. 25 shares Canal and Claiborne, 141. The above were sold yesterday, not before reported.

NEW YORK, May 24.—Gold opened at 100 1/2, and closed at 101, only prices of the day. Government bonds closed at 101 1/4 @ 101 1/2. Pacific Railroad bonds closed as follows: Union Pacific, 107 1/2 @ 108 1/4; N. & W., 107 1/2 @ 108 1/4; N. & O., 107 1/2 @ 108 1/4; N. & A., 107 1/2 @ 108 1/4; N. & C., 107 1/2 @ 108 1/4; N. & M., 107 1/2 @ 108 1/4; N. & P., 107 1/2 @ 108 1/4; N. & S., 107 1/2 @ 108 1/4; N. & T., 107 1/2 @ 108 1/4; N. & U., 107 1/2 @ 108 1/4; N. & V., 107 1/2 @ 108 1/4; N. & W., 107 1/2 @ 108 1/4; N. & X., 107 1/2 @ 108 1/4; N. & Y., 107 1/2 @ 108 1/4; N. & Z., 107 1/2 @ 108 1/4; N. & AA, 107 1/2 @ 108 1/4; N. & AB, 107 1/2 @ 108 1/4; N. & AC, 107 1/2 @ 108 1/4; N. & AD, 107 1/2 @ 108 1/4; N. & AE, 107 1/2 @ 108 1/4; N. & AF, 107 1/2 @ 108 1/4; N. & AG, 107 1/2 @ 108 1/4; N. & AH, 107 1/2 @ 108 1/4; N. & AI, 107 1/2 @ 108 1/4; N. & AJ, 107 1/2 @ 108 1/4; N. & AK, 107 1/2 @ 108 1/4; N. & AL, 107 1/2 @ 108 1/4; N. & AM, 107 1/2 @ 108 1/4; N. & AN, 107 1/2 @ 108 1/4; N. & AO, 107 1/2 @ 108 1/4; N. & AP, 107 1/2 @ 108 1/4; N. & AQ, 107 1/2 @ 108 1/4; N. & AR, 107 1/2 @ 108 1/4; N. & AS, 107 1/2 @ 108 1/4; N. & AT, 107 1/2 @ 108 1/4; N. & AU, 107 1/2 @ 108 1/4; N. & AV, 107 1/2 @ 108 1/4; N. & AW, 107 1/2 @ 108 1/4; N. & AX, 107 1/2 @ 108 1/4; N. & AY, 107 1/2 @ 108 1/4; N. & AZ, 107 1/2 @ 108 1/4; N. & BA, 107 1/2 @ 108 1/4; N. & BB, 107 1/2 @ 108 1/4; N. & BC, 107 1/2 @ 108 1/4; N. & BD, 107 1/2 @ 108 1/4; N. & BE, 107 1/2 @ 108 1/4; N. & BF, 107 1/2 @ 108 1/4; N. & BG, 107 1/2 @ 108 1/4; N. & BH, 107 1/2 @ 108 1/4; N. & BI, 107 1/2 @ 108 1/4; N. & BJ, 107 1/2 @ 108 1/4; N. & BK, 107 1/2 @ 108 1/4; N. & BL, 107 1/2 @ 108 1/4; N. & BM, 107 1/2 @ 108 1/4; N. & BN, 107 1/2 @ 108 1/4; N. & BO, 107 1/2 @ 108 1/4; N. & BP, 107 1/2 @ 108 1/4; N. & BQ, 107 1/2 @ 108 1/4; N. & BR, 107 1/2 @ 108 1/4; N. & BS, 107 1/2 @ 108 1/4; N. & BT, 107 1/2 @ 108 1/4; N. & BU, 107 1/2 @ 108 1/4; N. & BV, 107 1/2 @ 108 1/4; N. & BW, 107 1/2 @ 108 1/4; N. & BX, 107 1/2 @ 108 1/4; N. & BY, 107 1/2 @ 108 1/4; N. & BZ, 107 1/2 @ 108 1/4; N. & CA, 107 1/2 @ 108 1/4; N. & CB, 107 1/2 @ 108 1/4; N. & CC, 107 1/2 @ 108 1/4; N. & CD, 107 1/2 @ 108 1/4; N. & CE, 107 1/2 @ 108 1/4; N. & CF, 107 1/2 @ 108 1/4; N. & CG, 107 1/2 @ 108 1/4; N. & CH, 107 1/2 @ 108 1/4; N. & CI, 107 1/2 @ 108 1/4; N. & CJ, 107 1/2 @ 108 1/4; N. & CK, 107 1/2 @ 108 1/4; N. & CL, 107 1/2 @ 108 1/4; N. & CM, 107 1/2 @ 108 1/4; N. & CN, 107 1/2 @ 108 1/4; N. & CO, 107 1/2 @ 108 1/4; N. & CP, 107 1/2 @ 108 1/4; N. & CQ, 107 1/2 @ 108 1/4; N. & CR, 107 1/2 @ 108 1/4; N. & CS, 107 1/2 @ 108 1/4; N. & CT, 107 1/2 @ 108 1/4; N. & CU, 107 1/2 @ 108 1/4; N. & CV, 107 1/2 @ 108 1/4; N. & CW, 107 1/2 @ 108 1/4; N. & CX, 107 1/2 @ 108 1/4; N. & CY, 107 1/2 @ 108 1/4; N. & CZ, 107 1/2 @ 108 1/4; N. & DA, 107 1/2 @ 108 1/4; N. & DB, 107 1/2 @ 108 1/4; N. & DC, 107 1/2 @ 108 1/4; N. & DD, 107 1/2 @ 108 1/4; N. & DE, 107 1/2 @ 108 1/4; N. & DF, 107 1/2 @ 108 1/4; N. & DG, 107 1/2 @ 108 1/4; N. & DH, 107 1/2 @ 108 1/4; N. & DI, 107 1/2 @ 108 1/4; N. & DJ, 107 1/2 @ 108 1/4; N. & DK, 107 1/2 @ 108 1/4; N. & DL, 107 1/2 @ 108 1/4; N. & DM, 107 1/2 @ 108 1/4; N. & DN, 107 1/2 @ 108 1/4; N. & DO, 107 1/2 @ 108 1/4; N. & DP, 107 1/2 @ 108 1/4; N. & DQ, 107 1/2 @ 108 1/4; N. & DR, 107 1/2 @ 108 1/4; N. & DS, 107 1/2 @ 108 1/4; N. & DT, 107 1/2 @ 108 1/4; N. & DU, 107 1/2 @ 108 1/4; N. & DV, 107 1/2 @ 108 1/4; N. & DW, 107 1/2 @ 108 1/4; N. & DX, 107 1/2 @ 108 1/4; N. & DY, 107 1/2 @ 108 1/4; N. & DZ, 107 1/2 @ 108 1/4; N. & EA, 107 1/2 @ 108 1/4; N. & EB, 107 1/2 @ 108 1/4; N. & EC, 107 1/2 @ 108 1/4; N. & ED, 107 1/2 @ 108 1/4; N. & EE, 107 1/2 @ 108 1/4; N. & EF, 107 1/2 @ 108 1/4; N. & EG, 107 1/2 @ 108 1/4; N. & EH, 107 1/2 @ 108 1/4; N. & EI, 107 1/2 @ 108 1/4; N. & EJ, 107 1/2 @ 108 1/4; N. & EK, 107 1/2 @ 108 1/4; N. & EL, 107 1/2 @ 108 1/4; N. & EM, 107 1/2 @ 108 1/4; N. & EN, 107 1/2 @ 108 1/4; N. & EO, 107 1/2 @ 108 1/4; N. & EP, 107 1/2 @ 108 1/4; N. & EQ, 107 1/2 @ 108 1/4; N. & ER, 107 1/2 @ 108 1/4; N. & ES, 107 1/2 @ 108 1/4; N. & ET, 107 1/2 @ 108 1/4; N. & EU, 107 1/2 @ 108 1/4; N. & EV, 107 1/2 @ 108 1/4; N. & EW, 107 1/2 @ 108 1/4; N. & EX, 107 1/2 @ 108 1/4; N. & EY, 107 1/2 @ 108 1/4; N. & EZ, 107 1/2 @ 108 1/4; N. & FA, 107 1/2 @ 108 1/4; N. & FB, 107 1/2 @ 108 1/4; N. & FC, 107 1/2 @ 108 1/4; N. & FD, 107 1/2 @ 108 1/4; N. & FE, 107 1/2 @ 108 1/4; N. & FF, 107 1/2 @ 108 1/4; N. & FG, 107 1/2 @ 108 1/4; N. & FH, 107 1/2 @ 108 1/4; N. & FI, 107 1/2 @ 108 1/4; N. & FJ, 107 1/2 @ 108 1/4; N. & FK, 107 1/2 @ 108 1/4; N. & FL, 107 1/2 @ 108 1/4; N. & FM, 107 1/2 @ 108 1/4; N. & FN, 107 1/2 @ 108 1/4; N. & FO, 107 1/2 @ 108 1/4; N. & FP, 107 1/2 @ 108 1/4; N. & FQ, 107 1/2 @ 108 1/4; N. & FR, 107 1/2 @ 108 1/4; N. & FS, 107 1/2 @ 108 1/4; N. & FT, 107 1/2 @ 108 1/4; N. & FU, 107 1/2 @ 108 1/4; N. & FV, 107 1/2 @ 108 1/4; N. & FW, 107 1/2 @ 108 1/4; N. & FX, 107 1/2 @ 108 1/4; N. & FY, 107 1/2 @ 108 1/4; N. & FZ, 107 1/2 @ 108 1/4; N. & GA, 107 1/2 @ 108 1/4; N. & GB, 107 1/2 @ 108 1/4; N. & GC, 107 1/2 @ 108 1/4; N. & GD, 107 1/2 @ 108 1/4; N. & GE, 107 1/2 @ 108 1/4; N. & GF, 107 1/2 @ 108 1/4; N. & GG, 107 1/2 @ 108 1/4; N. & GH, 107 1/2 @ 108 1/4; N. & GI, 107 1/2 @ 108 1/4; N. & GJ, 107 1/2 @ 108 1/4; N. & GK, 107 1/2 @ 108 1/4; N. & GL, 107 1/2 @ 108 1/4; N. & GM, 107 1/2 @ 108 1/4; N. & GN, 107 1/2 @ 108 1/4; N. & GO, 107 1/2 @ 108 1/4; N. & GP, 107 1/2 @ 108 1/4; N. & GQ, 107 1/2 @ 108 1/4; N. & GR, 107 1/2 @ 108 1/4; N. & GS, 107 1/2 @ 108 1/4; N. & GT, 107 1/2 @ 108 1/4; N. & GU, 107 1/2 @ 108 1/4; N. & GV, 107 1/2 @ 108 1/4; N. & GW, 107 1/2 @ 108 1/4; N. & GX, 107 1/2 @ 108 1/4; N. & GY, 107 1/2 @ 108 1/4; N. & GZ, 107 1/2 @ 108 1/4; N. & HA, 107 1/2 @ 108 1/4; N. & HB, 107 1/2 @ 108 1/4; N. & HC, 107 1/2 @ 108 1/4; N. & HD, 107 1/2 @ 108 1/4; N. & HE, 107 1/2 @ 108 1/4; N. & HF, 107 1/2 @ 108 1/4; N. & HG, 107 1/2 @ 108 1/4; N. & HH, 107 1/2 @ 108 1/4; N. & HI, 107 1/2 @ 108 1/4; N. & HJ, 107 1/2 @ 108 1/4; N. & HK, 107 1/2 @ 108 1/4; N. & HL, 107 1/2 @ 108 1/4; N. & HM, 107 1/2 @ 108 1/4; N. & HN, 107 1/2 @ 108 1/4; N. & HO, 107 1/2 @ 108 1/4; N. & HP, 107 1/2 @ 108 1/4; N. & HQ, 107 1/2 @ 108 1/4; N. & HR, 107 1/2 @ 108 1/4; N. & HS, 107 1/2 @ 108 1/4; N. & HT, 107 1/2 @ 108 1/4; N. & HU, 107 1/2 @ 108 1/4; N. & HV, 107 1/2 @ 108 1/4; N. & HW, 107 1/2 @ 108 1/4; N. & HX, 107 1/2 @ 108 1/4; N. & HY, 107 1/2 @ 108 1/4; N. & HZ, 107 1/2 @ 108 1/4; N. & IA, 107 1/2 @ 108 1/4; N. & IB, 107 1/2 @ 108 1/4; N. & IC, 107 1/2 @ 108 1/4; N. & ID, 107 1/2 @ 108 1/4; N. & IE, 107 1/2 @ 108 1/4; N. & IF, 107 1/2 @ 108 1/4; N. & IG, 107 1/2 @ 108 1/4; N. & IH, 107 1/2 @ 108 1/4; N. & II, 107 1/2 @ 108 1/4; N. & IJ, 107 1/2 @ 108 1/4; N. & IK, 107 1/2 @ 108 1/4; N. & IL, 107 1/2 @ 108 1/4; N. & IM, 107 1/2 @ 108 1/4; N. & IN, 107 1/2 @ 108 1/4; N. & IO, 107 1/2 @ 108 1/4; N. & IP, 107 1/2 @ 108 1/4; N. & IQ, 107 1/2 @ 108 1/4; N. & IR, 107 1/2 @ 108 1/4; N. & IS, 107 1/2 @ 108 1/4; N. & IT, 107 1/2 @ 108 1/4; N. & IU, 107 1/2 @ 108 1/4; N. & IV, 107 1/2 @ 108 1/4; N. & IW, 107 1/2 @ 108 1/4; N. & IX, 107 1/2 @ 108 1/4; N. & IY, 107 1/2 @ 108 1/4; N. & IZ, 107 1/2 @ 108 1/4; N. & JA, 107 1/2 @ 108 1/4; N. & JB, 107 1/2 @ 108 1/4; N. & JC, 107 1/2 @ 108 1/4; N. & JD, 107 1/2 @ 108 1/4; N. & JE, 107 1/2 @ 108 1/4; N. & JF, 107 1/2 @ 108 1/4; N. & JG, 107 1/2 @ 108 1/4; N. & JH, 107 1/2 @ 108 1/4; N. & JI, 107 1/2 @ 108 1/4; N. & JJ, 107 1/2 @ 108 1/4; N. & JK, 107 1/2 @ 108 1/4; N. &