

ASTORIA TO MAKE OUR GAS.

PLANS INCLUDE GETTING THE GAS HOUSES OFF THIS ISLAND.

The Mutual Gas Light Co. follows the Consolidated in raising the price to \$1.05 and the New Amsterdam and Standard are expected to follow this week.

While the Consolidated Gas Company and after the usual delay in the Standard Company own a majority of the stock of both the other companies they will not be merged with the Consolidated, but are to remain independent companies, and such action as ordering an advance in the price of the gas supply will have to be made independently.

The Mutual Gas Light Company, which is controlled by the Consolidated interests, will advance the price to \$1.05, beginning to-morrow. For the first time it was officially stated yesterday by President H. E. Gawtry of the Consolidated Gas Company that the price of gas will be advanced to \$1.05.

It is believed that in time all the gas works will be removed to Astoria, but the question has been found necessary abroad, where, in many instances, the manufacture of gas is carried on inside of the city.

WEEKLY CROP SUMMARY.

Drought Has Injured Wheat-Corn Making

WASHINGTON, June 19.—The weekly summary of crop conditions issued to-day by the Weather Bureau says: "The protracted drought over the northern portion of the spring wheat region continues, and rain is needed in portions of New England, the mountains, the Ohio Valley, the Mississippi valley, the middle Atlantic States, while excessively heavy precipitation has interrupted farm work and caused damage to crops in the south Atlantic and east Gulf States, lower Mississippi valley, and upper Louisiana regions, light frosts occurring over the Pacific Coast the week was generally favorable although light showers damaged grain and crops in some of the northern California and abnormal heat in Washington, proved unfavorable.

While the week has been rather cool in the great corn States of the central valleys, corn has made very favorable progress, especially in the States of the Ohio Valley, the Mississippi valley, and the upper Louisiana regions, light frosts occurring over the Pacific Coast the week was generally favorable although light showers damaged grain and crops in some of the northern California and abnormal heat in Washington, proved unfavorable.

Very unfavorable reports respecting spring wheat continue from the northern portion of the spring wheat region, and only very light showers, fell during the week. In North Dakota much of the wheat is still in the hands of the grower, and in Minnesota it is thin and heading short, with small heads. In South Dakota a general drought has continued, and the result of late rains, though the extent is uncertain, many fields are weedy and some appear to have been abandoned.

THREE 310 BETS ON ROOSEVELT

For President, at \$10. Develop in a Week

Among the rumors that accompanied a weak closing in the stock market yesterday was one that Roosevelt will be nominated at Philadelphia for President. Investigation indicated that the rumors had grown out of three bets that had been placed, at the rate of \$100 each, that Roosevelt would be nominated.

Frank Line Passenger Committee.

W. F. Howell, formerly general passenger agent of the Delaware, Lackawanna and Western Railroad, was appointed by the Frank Line Passenger Committee yesterday to be chairman of the General Passenger Agents with headquarters at 398 Broadway.

Wabash Directors Conservative.

A semi-official announcement is made that the expected dividend of 1 per cent on the Wabash "B" debentures will not be declared by the directors of that company at their meeting on June 20. Until within a few days this dividend had been regarded as assured.

N.P. Mortgage Its New Purchase

In filing the deed of transfer of the St. Paul and Duluth Railroad to the Northern Pacific Company with the State authorities in Minnesota, the officers of the Northern Pacific have also filed a mortgage of \$20,000,000 on the St. Paul and Duluth property.

PRICE OF WHEAT DROPS A LITTLE.

Europe Fighting the Rise—Market Here Still

Bears in wheat took a turn at the wheel yesterday and steered the speculation down a fraction. True, at one time, near months were a fraction higher, but later, owing to rains in the Dakotas, disappointing cables, foreign selling and heavy realizing here and at the West, there was a drop here of 1/4 to 1/2 cents.

The close was stronger. July touched 81 1/2 cents, and failed to 81 1/4, and Sept. ended at 81 1/4. The market was still inclined to throw cold water on the American advance. But this time it was not the advance in cotton, but the advance in wheat that was the cause of the drop.

The close was stronger. July touched 81 1/2 cents, and failed to 81 1/4, and Sept. ended at 81 1/4. The market was still inclined to throw cold water on the American advance.

REPUBLIC LOAN ASSOCIATION.

Application for a Receivership Anticipated

The Republic Savings and Loan Association of 20 Broadway was the subject of a story published yesterday to the effect that a receiver was to be asked for at the instance of the Banking Department of the State. General Manager Case said that the story was unwarranted, so far as the officers of the association were concerned.

ANDREW HORN'S WILL CONTESTED.

Only Daughter, Who Was Out Of, Says It Was Signed Under Duress.

The will of Andrew Horn is being contested by his only daughter, Louise Horn, 22 years old, of New York City. Mrs. Horn was the wife of Andrew Horn, who was a prominent merchant in Park road, adjoining the Manhattan entrance to the Bridge. He died at his home, 508 Clinton avenue, Brooklyn, on Feb. 20, 1891, and a will dated May 24, 1890, was filed for probate a few days later.

STATE UNDERTAKERS' CONVENTION.

Address on Ancient Burial Rites and Embalming—Programme in Form of a Coffin.

ROCHESTER, June 19.—The opening session of the Twenty-first annual convention of the New York State Undertakers' Association was held in the Common Council chamber this morning. The meeting was called to order by the President, William J. Phillips of Albany. Prayer was offered by the Rev. Charles E. Hamilton of the First Methodist Church.

Jury Summoned for Mexican Attacks.

Attache of the various foreign consulates of this city have been summoned from time to time by the stipulation of some person in the office of the Commissioner of Jurors.

Business Troubles.

Alfred H. Rankin of 57 Broadway has filed a petition in bankruptcy with liabilities \$100,000 and no assets. He incurred the liabilities as a partner in Wayland Rankin & Co., stockbrokers, who made an assignment on May 22, 1899.

LIQUID AR LAST CALL!

Stock now \$6 a share. WILL ADVANCE TO \$8 A SHARE, after to-morrow. THURSDAY, JUNE 21. Positively there will be no intermediate price. Subscriptions received by mail. Make checks etc. payable to NATIONAL LIQUID AIR CO. 136 WORLD BLD'G., NEW YORK CITY.

UNLUCKY INJUNCTION DENIED.

Nevertheless Justice Dickey Thinks Five Cents Is the Legal Rate for Coney Island.

The application made by former Senator F. H. McNulty for an injunction restraining the Brooklyn Heights Railroad Company from charging five cents fare to Coney Island was denied by Justice Dickey yesterday.

Justice Dickey contends that the plaintiff cannot maintain the injunction, his only remedy being to sue to recover back any excessive fare paid by him. Justice Dickey holds that the Attorney-General may begin an action to annul the charter of the company, which is a public utility, and which is subject to the provisions of the act under which it was created.

He, however, de-limits that in his opinion the company is not entitled to charge more than five cents for one continuous ride on the street surface railroad. To my mind it is the clear intent of the Street Surface Railroad Law to limit fare to five cents for a continuous ride from any one point in a city to any other point in the same city without regard to whether in its operation to the own line or operated leased in addition to its own line or territory.

Justice Dickey also holds that the franchise was granted to the company, and that the company is bound to operate the line, and that the fare is to be charged just as much as the valuable rights given to the corporation. To my mind it is the clear intent of the Street Surface Railroad Law to limit fare to five cents for a continuous ride from any one point in a city to any other point in the same city without regard to whether in its operation to the own line or operated leased in addition to its own line or territory.

Greene Consolidated Copper Company.

LEGAL INVESTMENT FOR TRUST FUNDS AND SAVINGS BANKS.

For sale by BLODGET, MERRITT & CO. 15 WALL ST. MANHATTAN SAVINGS INSTITUTION NO. 644 BROADWAY. NEW YORK, June 20, 1900.

TO THE HOLDERS OF

A/43: Railroad Equipment Company Bonds against Canda Cattle Car Company Lease Warrants; Atlantic Trust Company, Trustee;

A/62: Atlantic Trust Company Certificates against Canda Cattle Car Company Lease Warrants;

B/62: Railroad Equipment Company Bonds against Canda Cattle Car Company Lease Warrants; Atlantic Trust Company, Trustee;

B/45: Railroad Equipment Company Bonds against Canda Cattle Car Company Lease Warrants; Atlantic Trust Company, Trustee;

B/78: State Trust Company Certificates against Canda Cattle Car Company Lease Warrants;

D/6: Railroad Equipment Company Bonds, State Trust Company, Trustee; secured by deposit of B/78 Certificates of State Trust Company, as above;

A/65: Railroad Equipment Company Bonds against Hicks Stock Car Company Lease Warrants; Atlantic Trust Company, Trustee;

B/74: Railroad Equipment Company Bonds against Consolidated Cattle Car Company Lease Warrants; State Trust Company, Trustee;

B/74a: Railroad Equipment Company Bonds against Consolidated Cattle Car Company Lease Warrants; State Trust Company, Trustee;

B/75: Railroad Equipment Company Bonds against Consolidated Cattle Car Company Lease Warrants; State Trust Company, Trustee;

B/1a: Railroad Equipment Company Bonds against Consolidated Cattle Car Company Lease Warrants; State Trust Company, Trustee;

B/1b: Railroad Equipment Company Bonds against Consolidated Cattle Car Company Lease Warrants; State Trust Company, Trustee;

Lease Warrants of the Canda Cattle Car Company, Hicks Stock Car Company, and the Consolidated Cattle Car Company, not deposited as security for any series of bonds.

The holders of more than a majority in amount of the above named obligations, securities, and claims combined have appointed, the undersigned as a Reorganization Committee under an Agreement of Reorganization dated May 31st, 1900.

Holder of above described securities are invited to become parties to the Agreement by depositing their securities therewith with the First National Bank of the City of New York, No. 23 Wall Street, New York City, on or before June 30th, 1900. Registered securities must be properly endorsed and stamped.

Notariable Certificates will be issued for securities deposited. Copies of the Agreement may be obtained at the offices of the Depository, Council, or Committee, No. 23 Pine Street, New York City.

THOMAS CARMICHAEL, Chairman. WILLIAM NELSON CROWELL, E. W. CLARK, Jr. SULLIVAN & CROMWELL, Counsel.

REORGANIZATION OF D. APPLETON & COMPANY.

The undersigned Reorganization Committee have perfected a Plan of Reorganization of D. Appleton & Company upon the basis of payment of one hundred per cent to creditors at the times and in the manner set forth in the Plan.

Copies of the Report of the Committee and of the Plan and Agreement of Reorganization may be obtained at the offices of the Depository, Council, or Secretary of the Committee.

Creditors of the corporation of D. Appleton & Company and of the firm of D. Appleton & Co. are requested to deposit their notes, claims, and other evidences of indebtedness, under the Plan of Reorganization, on or before the 14TH DAY OF JULY, 1900, with the Metropolitan Trust Company, Depository, 37 Wall Street, New York City, which will issue Negotiable Certificates of Deposit therefor.

Dated New York, June 18, 1900.

JAMES G. CANNON, Chairman. A. D. JULIARD, EDWIN C. CONVERSE, WARNER VAN NORDEN, CHARLES BATHWAY, Reorganization Committee. S. S. CONOVER, Secretary. SULLIVAN & CROMWELL, Counsel.

International Zinc Co. Ltd.

RESULTS OF 8 MONTHS' OPERATIONS, 8 1/2% DIVIDENDS PAID, \$30,403.85 SURPLUS, And 1% Declared for June, Payable July 1st.

AUDITORS' REPORT, JUNE 1, 1900. INCOME. From sale of Zinc, Lead, Royalties and Lease: \$58,437 29

EXPENDITURES. Operating Expenses: \$32,206 14. Royalties: 3,400 40. Trustee stock, under lease for fuel: 2,400 00. Travelling and General Expenses: 4,153 27. Balance—Profit: \$20,300 87

Balance Sheet, June 1st, 1900. ASSETS. Mining property, leases and mills: \$999,800 00. New machinery and improvements: 5,636 99. \$1,005,136 99. Trustee stock, under lease for fuel: 12,270 00. Outstanding balances: 3,340 73. Cash: 18,454 36. \$1,037,002 25

LIABILITIES. Capital stock: \$1,000,000 00. Creditors: 36,403 85. Surplus: \$30,403 85. \$1,037,002 25

The International Zinc Co., which shows a surplus of \$30,403.85 for only 8 months' work, which is over and above all expenditures and the payment of eight 1/2 per cent monthly dividends with an extra dividend of 1 1/2 per cent for the month of May.

Full paid and non-assessable. All shareholders of record June 25 receive the regular monthly dividend of 8 1/2 per cent. Applications for check to the order of JOSHUA BROWN & CO., FISCAL AGENTS, 45-47 Wall St., New York City. 89 State St., Boston. 421 Chestnut St., Philadelphia. 409 The Rookery, Chicago.

Greene Consolidated Copper Company.

LEGAL INVESTMENT FOR TRUST FUNDS AND SAVINGS BANKS.

For sale by BLODGET, MERRITT & CO. 15 WALL ST. MANHATTAN SAVINGS INSTITUTION NO. 644 BROADWAY. NEW YORK, June 20, 1900.

TO THE HOLDERS OF

A/43: Railroad Equipment Company Bonds against Canda Cattle Car Company Lease Warrants; Atlantic Trust Company, Trustee;

A/62: Atlantic Trust Company Certificates against Canda Cattle Car Company Lease Warrants;

B/62: Railroad Equipment Company Bonds against Canda Cattle Car Company Lease Warrants; Atlantic Trust Company, Trustee;

B/45: Railroad Equipment Company Bonds against Canda Cattle Car Company Lease Warrants; Atlantic Trust Company, Trustee;

B/78: State Trust Company Certificates against Canda Cattle Car Company Lease Warrants;

D/6: Railroad Equipment Company Bonds, State Trust Company, Trustee; secured by deposit of B/78 Certificates of State Trust Company, as above;

A/65: Railroad Equipment Company Bonds against Hicks Stock Car Company Lease Warrants; Atlantic Trust Company, Trustee;

B/74: Railroad Equipment Company Bonds against Consolidated Cattle Car Company Lease Warrants; State Trust Company, Trustee;

B/74a: Railroad Equipment Company Bonds against Consolidated Cattle Car Company Lease Warrants; State Trust Company, Trustee;

B/75: Railroad Equipment Company Bonds against Consolidated Cattle Car Company Lease Warrants; State Trust Company, Trustee;

B/1a: Railroad Equipment Company Bonds against Consolidated Cattle Car Company Lease Warrants; State Trust Company, Trustee;

B/1b: Railroad Equipment Company Bonds against Consolidated Cattle Car Company Lease Warrants; State Trust Company, Trustee;

Lease Warrants of the Canda Cattle Car Company, Hicks Stock Car Company, and the Consolidated Cattle Car Company, not deposited as security for any series of bonds.

The holders of more than a majority in amount of the above named obligations, securities, and claims combined have appointed, the undersigned as a Reorganization Committee under an Agreement of Reorganization dated May 31st, 1900.

Holder of above described securities are invited to become parties to the Agreement by depositing their securities therewith with the First National Bank of the City of New York, No. 23 Wall Street, New York City, on or before June 30th, 1900. Registered securities must be properly endorsed and stamped.

Notariable Certificates will be issued for securities deposited. Copies of the Agreement may be obtained at the offices of the Depository, Council, or Committee, No. 23 Pine Street, New York City.

THOMAS CARMICHAEL, Chairman. WILLIAM NELSON CROWELL, E. W. CLARK, Jr. SULLIVAN & CROMWELL, Counsel.

REORGANIZATION OF D. APPLETON & COMPANY.

The undersigned Reorganization Committee have perfected a Plan of Reorganization of D. Appleton & Company upon the basis of payment of one hundred per cent to creditors at the times and in the manner set forth in the Plan.

Copies of the Report of the Committee and of the Plan and Agreement of Reorganization may be obtained at the offices of the Depository, Council, or Secretary of the Committee.

Creditors of the corporation of D. Appleton & Company and of the firm of D. Appleton & Co. are requested to deposit their notes, claims, and other evidences of indebtedness, under the Plan of Reorganization, on or before the 14TH DAY OF JULY, 1900, with the Metropolitan Trust Company, Depository, 37 Wall Street, New York City, which will issue Negotiable Certificates of Deposit therefor.

Dated New York, June 18, 1900.

JAMES G. CANNON, Chairman. A. D. JULIARD, EDWIN C. CONVERSE, WARNER VAN NORDEN, CHARLES BATHWAY, Reorganization Committee. S. S. CONOVER, Secretary. SULLIVAN & CROMWELL, Counsel.

FINANCIAL AND COMMERCIAL.

TUESDAY, JUNE 19. There was a decrease in the volume of liquidation on the Stock Exchange to-day, and in consequence the market showed a tendency to rally. A slight improvement in the London market encouraged the professional element to play for a rally. That element also argued that the decline had gone too far to warrant a reaction. As the day advanced more favorable advices than have been received of late from the wheat-growing regions of the Northwest brought about profit taking in the wheat market, and a decline in the price of that cereal naturally had a contrary effect upon the stock market. The trading in stock was not animated, and the demand for securities appeared to be chiefly to cover short contracts. Advances of 1 per cent or more took place in the Granger stocks, in Atchison preferred, Sugar Refining, Missouri Pacific, Northern Pacific common, Union Pacific, and a number of others that were less active in the market.

At the advance the market became dull, but held fairly well until the last hour, when a sharp and effective attack was made upon the local traction stocks. Brooklyn Rapid Transit sustained a net loss of 3/4 points, Metropolitan Street Railway one of 3/4 and Manhattan Railway one of 1/2. The decline in the local traction stocks was logical, inasmuch as the decline in those stocks. A decision in favor of the Brooklyn Rapid Transit Company in the litigation to restrain it from enforcing a 10-cent fare to Coney Island was ignored, but importance was attached to a reported suggestion of the court, that the contention might be successful if brought in another way. Another argument advanced against the local traction stocks was evolved from the political situation at Philadelphia. The view was advanced that if Gov. Roosevelt persisted in declining the nomination for the Vice-Presidency, his reelection as Governor of this State would be unfavorable to the local traction stocks. The decline in the local traction shares affected the entire list adversely, still the early improvement was not as a rule wiped out, except for a few inactive issues, final prices were fractionally higher than those of yesterday. While none of the net advances was important, it may be noted that the largest gains were in Louisville & Nashville, Southern Railway and People's Gas.

The continued movement of gold to Europe together with the near approach of the time for moving the crops is reviving interest in the money market. The indications are that to-day's exports of \$3,000,000 specie will be followed by further shipments at the end of the week. Following these foreign demands upon the local banks there will next week be a further requirement to pay into the Sub-Treasury nearly all of the \$5,000,000 on account of the Government deposits held by the national banks. On the other hand, it is to be noted that so far the interest in Louisville & Nashville, Southern Railway and People's Gas, has been more than offset by the collections of the Government and the gold exports. Another important factor in the local monetary situation is the large amount of long sterling bills which the banks have accumulated and which, so far as can be learned, all of them carry for the present at 100 days' bank rate. These bills with a view of selling them as sight exchange shortly before their maturity, thus making interest on their money by the difference in the rates between the two forms of remittance. The maturing bills are constantly being sold, but not in sufficient volume to affect the market, and as a consequence, long sterling bills are being absorbed to take their place. These operations account to an extent for the increase in the loans of the banks during the last few weeks. The closing of the stock market was irregular and in the main heavy.

New York Stock Exchange—Sales June 19.

UNITED STATES AND STATE BONDS (IN \$100,000).

U. S. 4s & 1897: 119 1/2. U. S. 4s & 1907: 119 1/2. U. S. 4s & 1917: 119 1/2. U. S. 4s & 1927: 119 1/2. U. S. 4s & 1937: 119 1/2. U. S. 4s & 1947: 119 1/2. U. S. 4s & 1957: 119 1/2. U. S. 4s & 1967: 119 1/2. U. S. 4s & 1977: 119 1/2. U. S. 4s & 1987: 119 1/2. U. S. 4s & 1997: 119 1/2.

CLOSING PRICES OF UNITED STATES BONDS.

U. S. 2s 1891-1900: 103 1/2. U. S. 2s 1901-1910: 103 1/2. U. S. 2s 1911-1920: 103 1/2. U. S. 2s 1921-1930: 103 1/2. U. S. 2s 1931-1940: 103 1/2. U. S. 2s 1941-1950: 103 1/2. U. S. 2s 1951-1960: 103 1/2. U. S. 2s 1961-1970: 103 1/2. U. S. 2s 1971-1980: 103 1/2. U. S. 2s 1981-1990: 103 1/2. U. S. 2s 1991-2000: 103 1/2.

U. S. 3s 1891-1900: 104 1/2. U. S. 3s 1901-1910: 104 1/2. U. S. 3s 1911-1920: 104 1/2. U. S. 3s 1921-1930: 104 1/2. U. S. 3s 1931-1940: 104 1/2. U. S. 3s 1941-1950: 104 1/2. U. S. 3s 1951-1960: 104 1/2. U. S. 3s 1961-1970: 104 1/2. U. S. 3s 1971-1980: 104 1/2. U. S. 3s 1981-1990: 104 1/2. U. S. 3s 1991-2000: 104 1/2.

U. S. 4s 1891-1900: 105 1/2. U. S. 4s 1901-1910: 105 1/2. U. S. 4s 1911-1920: 105 1/2. U. S. 4s 1921-1930: 105 1/2. U. S. 4s 1931-1940: 105 1/2. U. S. 4s 1941-1950: 105 1/2. U. S. 4s 1951-1960: 105 1/2. U. S. 4s 1961-1970: 105 1/2. U. S. 4s 1971-1980: 105 1/2. U. S. 4s 1981-1990: 105 1/2. U. S. 4s 1991-2000: 105 1/2.

U. S. 5s 1891-1900: 106 1/2. U. S. 5s 1901-1910: 106 1/2. U. S. 5s 1911-1920: 106 1/2. U. S. 5s 1921-1930: 106 1/2. U. S. 5s 1931-1940: 106 1/2. U. S. 5s 1941-1950: 106 1/2. U. S. 5s 1951-1960: 106 1/2. U. S. 5s 1961-1970: 106 1/2. U. S. 5s 1971-1980: 106 1/2. U. S. 5s 1981-1990: 106 1/2. U. S. 5s 1991-2000: 106 1/2.

U. S. 6s 1891-1900: 107 1/2. U. S. 6s 1901-1910: 107 1/2. U. S. 6s 1911-1920: 107 1/2. U. S. 6s 1921-1930: 107 1/2. U. S. 6s 1931-1940: 107 1/2. U. S. 6s 1941-1950: 107 1/2. U. S. 6s 1951-1960: 107 1/2. U. S. 6s 1961-1970: 107 1/2. U. S. 6s 1971-1980: 107 1/2. U. S. 6s 1981-1990: 107 1/2. U. S. 6s 1991-2000: 107 1/2.

U. S. 7s 1891-1900: 108 1/2. U. S. 7s 1901-1910: 108 1/2. U. S. 7s 1911-1920: 108 1/2. U. S. 7s 1921-1930: 108 1/2. U. S. 7s 1931-1940: 108 1/2. U. S. 7s 1941-1950: 108 1/2. U. S. 7s 1951-1960: 108 1/2. U. S. 7s 1961-1970: 108 1/2. U. S. 7s 1971-1980: 108 1/2. U. S. 7s 1981-1990: 108 1/2. U. S. 7s 1991-2000: 108 1/2.

U. S. 8s 1891-1900: 109 1/2. U. S. 8s 1901-1910: 109 1/2. U. S. 8s 1911-1920: 109 1/2. U. S. 8s 1921-1930: 109 1/2. U. S. 8s 1931-1940: 109 1/2. U. S. 8s 1941-1950: 109 1/2. U. S. 8s 1951-1960: 109 1/2. U. S. 8s 1961-1970: 109 1/2. U. S. 8s 1971-1980: 109 1/2. U. S. 8s 1981-1990: 109 1/2. U. S. 8s 1991-2000: 109 1/2.

U. S. 9s 1891-1900: 110 1/2. U. S. 9s 1901-1910: 110 1/2. U. S. 9s 1911-1920: 110 1/2. U. S. 9s 1921-1930: 110 1/2. U. S. 9s 1931-1940: 110 1/2. U. S. 9s 1941-1950: 110 1/2. U. S. 9s 1951-1960: 110 1/2. U. S. 9s 1961-1970: 110 1/2. U. S. 9s 1971-1980: 110 1/2. U. S. 9s 1981-1990: 110 1/2. U. S. 9s 1991-2000: 110 1/2.

U. S. 10s 1891-1900: 111 1/2. U. S. 10s 1901-1910: 111 1/2. U. S. 10s 1911-1920: 111 1/2. U. S. 10s 1921-1930: 111 1/2. U. S. 10s 1931-1940: 111 1/2. U. S. 10s 1941-1950: 111 1/2. U. S. 10s 1951-1960: 111 1/2. U. S. 10s 1961-1970: 111 1/2. U. S. 10s 1971-1980: 111 1/2. U. S. 10s 1981-1990: 111 1/2. U. S. 10s 1991-2000: 111 1/2.

U. S. 11s 1891-1900: 112 1/2. U. S. 11s 1901-1910: 112 1/2. U. S. 11s 1911-1920: 112 1/2. U. S. 11s 1921-1930: 112 1/2. U. S. 11s 1931-1940: 112 1/2. U. S