

WANTS LINCOLN WAY

Samuel Hill Thinks It Would Honor Emancipator.

WASHINGTON TO GETTYSBURG

President of Good Roads Association Points Out Advantages of Highway to Battlefield Over Temple, Arch, or Statue—Gives Examples of Similar Memorials Elsewhere.

Editor The Washington Herald:

A grateful people wish to mark with a fitting memorial the 100th anniversary of the birth of Abraham Lincoln—a memorial which shall stand as Lincoln's life, not for a day, but for all time. Of all the plans proposed one only seems in character and keeping with the man and with his work, and the entire people of the United States to-day recognize that that work was for the benefit of the North and the South, the East and the West. Slowly feeling his way into the hearts of the common people, indifferent to praise, unmindful of abuse, he worked out the problem which he believed God had given him to solve.

What would triumphal arches or monuments mean to a man of this kind? He more nearly than any other American represents the Christ-like character, that same voice spoke through him which spoke from the cross, the gentlest and the sweetest voice that ever spoke on earth, said: "Father, forgive them; they know not what they do."

Washington and Gettysburg.

The two places with which the popular mind of to-day most nearly associates Lincoln are Washington and Gettysburg. In the one his sorrows well-nigh overwhelmed him and in the other he spoke of the virtues, valor, and the patriotism of those who had rallied to the supreme test and given their lives for their native land. Did I say for their native land? For something greater and grander still? For those principles and for those virtues recognized alike by all men in all lands who love their honor, their fellow-men, and their God.

It is suggested that Washington and Gettysburg should be connected by a national highway, built not for display, not for marching armies, but that those who pass over it and those who read of it may be filled with a better conception of human responsibility and with the virtue of patriotism which time cannot efface.

I believe such a work rightly planned, rightly executed and carried out will meet with the approval of the whole American people. We have no national highways in America; we have almost no roads in America. Around our National Capital there is not one mile of properly constructed road. In no direction in the great city of Washington can you ride one mile over a properly paved street.

Just before Christmas last one of the South American countries directed its representatives in Washington to prepare a magnificent wreath and on Christmas Day to lay it on the tomb of George Washington at Mount Vernon. Mindful of the injunction, a proper wreath was prepared, and the representatives started on their errand to the United States, the National Capital, by reason of the bad roads, the vehicle carrying the messengers was overturned, the three occupants injured, and the men and the wreath were carried to the United States. And yet so far as we sink in ignorance of the art and science of road building that what should have been commented on as a national shame and disgrace was passed over with scant notice. Lincoln freed four millions, but the ninety millions of the United States still remain in the slavery of King Mud.

King Chooses Road Builders.

King Edward was called upon to select two portraits for the national gallery of Great Britain that the faces of the two men who had done most for the betterment and the welfare of England during the century last past might be better known to their fellows, and the portraits he selected were those of two simple men with short, bobbed wigs, Telford and Macadam, the two great road builders who had transformed England from a condition of barbarism to a civilization which to-day boasts, and justly so, the best highways in the world.

In South America to-day are the remnants of a road constructed more than 2,000 years ago, marked with stone posts erected at every league; a road cut through solid rock over mountain passes, with buildings here and there, those who tended and cared for the road. The nation which built this road and the civilization which it marked has crumbled to decay, but its monument remains in this wonderful highway. We are in our infancy in road building.

The State University of the State of Washington has established the first chair devoted exclusively to highway building ever established in the United States, and under its direction 200 young men are fitting themselves to be road builders.

Would Be Fitting Memorial.

A highway forty-five miles in length from Washington to Gettysburg would commemorate not only the virtues of the great emancipator and give expression to the feelings of a generous, reverent, devoted, and united people, but would serve as an object lesson of a type to be followed by other great highways throughout the United States.

Such a highway beside three rows of trees, with which Napoleon lined on either side the great national highways of France, should provide for all kinds of transportation, whether walking, riding, driving, or motoring, should find his place. The money and the material to construct such a highway are not hard to find, but the men to undertake this work are in a practical point of view may be hard to find.

Men Who Could Build It.

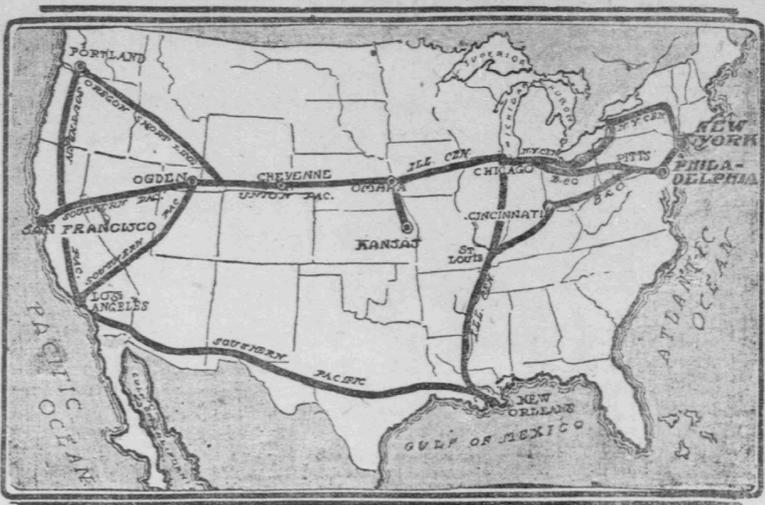
As men competent to undertake such work there occurs to my mind McDonald, of Connecticut; Parker, of Massachusetts; Richardson, of New York; Crosby, of Maryland; Lozier, of California, and Thompson, of Louisiana, of Washington. But whoever be selected for the work, the fact of the object which it commemorates, the people who give it, and the permanence of the mark proposed to be put forever on this strip of earth should not be lost sight of.

To commemorate the deeds of a great emperor in Japan many hundred years ago an assemblage of the people was held. One rich man proposed to give, and did give, a great temple in commemoration of the deeds of their hero; another gave a great monumental shaft, a third a statue, and a fourth said: "I am not so rich as those who have made these great gifts, but I will build a road from the city to the spot which marks the burial place of the emperor, and with trees that their beauty and their shade may be enjoyed by those pilgrims who visit his shrine."

The monuments, statues, the temples have faded and languished away, but the avenue and the trees still remain.

SAMUEL HILL, President Washington State Good Road Association.

HARRIMAN'S TRANSCONTINENTAL SYSTEM.



This map shows the railroads which are lines in the great system. They are either owned by Harriman or controlled by him and his friends.

STANDARD OIL CASE

Greatest Legal Battle Ever Waged in America.

RECORD IS 11,000,000 WORDS

Constitutes a Cause Celebre in Length, Capital Invested, Cost, and Principles Involved—Printed Evidence Makes an Edition Larger Than Encyclopedia Britannica.

New York, Feb. 6.—With the adjournment to Chicago of the hearings in the Standard Oil cases, where the government will offer its last witnesses in rebuttal before the case is argued before the Circuit Court of the Eastern division of Missouri, the city saw the last of what is probably the greatest legal battle, both in the amount of invested capital at the stake and in importance of question involved in the history of jurisprudence.

While the total value of the Standard Oil Company and its subsidiary companies has never been made public, a man in the closest relations with the company estimates that the actual value of the properties owned by it, both in this country and abroad, is at least \$500,000,000, while if to this is added patent rights, other intangible assets and the good will of the company as a going concern, the total would not be far short of \$1,000,000,000. With the exception of the Steel Corporation the Standard Oil Company is the largest industrial organization in the world and the suit entered against it is one of the most drastic on record by a government against a corporation. If successful it will mean the complete disintegration of the vast Standard Oil system.

Two Cases Not Alike.

As a rule the public has a hazy impression that the present case and the so-called "Alton case," in which Judge Kenesaw Landis imposed a fine of \$25,000,000, are much the same, but as a matter of fact the two cases are widely dissimilar. In the Alton case the action was a criminal suit against the Standard Oil Company of Indiana, charging that company with shipping oil under secret and preferential freight rates, to the disadvantage of the Standard's competitors. The law provides for a fine in the event of conviction. Incidentally it is interesting to note that the Standard Oil corporation in spite of many suits entered against it has never been convicted of receiving rebates.

The present suit which was instituted by Attorney General Moody in the latter part of 1906 is an action in equity and has nothing to do with fines. In the bill of complaint, the petitioner, the United States of America, alleges a monopoly of oil in the United States, and the taking of the Standard Oil Company of New Jersey, et al., acquired by unfair methods and operating in the restraint of trade. The petitioner prays for an injunction against the defendants to compel them to cease doing interstate business, which, if granted, would mean that the Standard Oil Company would be obliged to resolve itself back into the original companies of which it is composed.

As co-defendants in the bill of complaint seven individuals are mentioned and seventy corporations. The seven individuals are John D. Rockefeller, William Rockefeller, John D. Archibald, H. H. Rogers, C. M. Pratt, H. M. Flagler, and O. H. Payne. The District Court of Missouri, where the action was brought, appointed Judge Franklin G. Ferriss, of St. Louis, as special examiner to hear all the evidence, and the taking of testimony began in September, 1907, and has continued, with the usual recesses, from then until the present time.

Largest Record Ever Made.

The official record of the case is of interest as being the largest record ever made for any one case. At the present time the oral testimony, counting the testimony read into the records from other cases, has reached 3,500,000 words and by the time the taking of testimony is completed and the opposing counsel have made their arguments to the Circuit Court the oral part of the record will reach 4,000,000 words. Adding to this the 7,500,000 words contained in the exhibits, of which 1,019 have been offered in evidence by the government and 487 by the defense, the record will contain approximately 11,000,000 words. The typewritten sheets of the oral testimony make a pile more than seven feet high and when all the evidence is printed in 22 volumes, the total will be larger than the Encyclopedia Britannica. The government has examined 122 witnesses in the case and taken 140. The entire record has been taken by Robert Taylor, of St. Louis, and is a monument of court reporting.

The list of the counsel connected with this already famous case reads like a page from a lawyer's "Who's Who." In charge of the case for the Standard Oil Company is Mortiz Rosenthal, who gave up a law practice in Chicago which required the employment of 40 clerks, to conduct the Standard's case. John G. Milburn, of New York, and M. F. Ellis, of Philadelphia, are also attorneys of record for the defendants. Others who have taken more or less prominent part in the case from time to time in the last two years on behalf of the Standard Oil Company are H. S. Priest, of St. Louis; John S. Miller, of Chicago; John G. Johnson, of Philadelphia; Frank L. Crawford, of New York; W. Cleveland Runyon, of New York;

DOUGLAS CAMPBELL, of New York, and Chauncey Martin, of Chicago.

For the government Frank B. Kellogg, of St. Paul; Charles B. Morrison, J. Harvard Graves, David P. Dwyer, and E. Dana Durand, deputy commissioner in the Bureau of Corporations, have appeared.

Say It Has Legal Existence.

Besides the obvious defense offered by the defendants that the Standard Oil Company of New Jersey is not a monopoly operating in restraint of trade, the lawyers for the defense have set up the contention that the Standard Oil Company, in combining under the trust agreement of 1882, merely assembled under one head various companies which they either owned directly or advanced the money to build and operate. The action was brought under the Sherman anti-trust act which was passed July 2, 1890. In case the Standard loses its suit in the highest courts, the nice legal point will be raised as to whether it is constitutional to dissolve a combination which was organized some time before the passage of the law under which the verdict against the company was obtained.

Although the Supreme Court has decided many cases such as the Tobacco case, the New Haven railroad case, etc., on the grounds of a combination in restraint of trade, it is worth noting that no decision has ever been handed down by the highest court based squarely upon the grounds of a monopoly, and it is likely that the present case will raise the question of what constitutes a monopoly at last decided. In legal circles the principle that mere size does not constitute monopoly seems to be pretty generally accepted, and that in prosecuting on the ground of alleged monopoly it is incumbent on the plaintiff to show that the defendants have not only acquired practical control of the field but are operating by artificial methods to the disadvantage of rivals.

Brings Case to Appellate Court.

Under a recent law passed by Congress, the Attorney General, on application, may have a case heard by four judges of a Circuit Court, instead of one judge as is customary. This practically brings the present case into the Circuit Court of Appeals on its initial trial and greatly expedites matters, by doing away with the first trial. The constitutionality of this law is being tested in the New Haven suit. The four judges of the Circuit Court of Missouri who will hear the Standard Oil case are, Walter H. Sanborn, Willis Van Devanter, William C. Hardwick, and Elmer in Arkansas. No matter what the decision may be it is a foregone conclusion that the case will be appealed to the Supreme Court on a writ of error and a bill of exceptions. It is expected that the case will come before the Missouri court at about the end of March, and a decision before fall would be remarkably quick work.

At the present time the Supreme Court is more than two years behind its docket but in view of the importance of the Standard Oil case it is extremely probable that it will be advanced to the earliest possible date for hearing. The expense for conducting the case for both sides is estimated at \$1,000,000. The bill in the end run close to \$1,000,000. This includes attorney's fees, witnesses' fees, the labor required to prepare evidence and exhibits, the cost of the record, and the expense of printing. It is considered a conservative estimate. The suit to dissolve the Standard Oil Company is the severest test yet applied to the Sherman anti-trust act and the decision of the Supreme Court will fix the rights and limitations of corporate industries more clearly than they have ever been defined heretofore.

FERTILIZER COMPANY PLAN.

President Schmidtman Talks Upon Outlook of the Concerns.

New York, Feb. 6.—Waldemar Schmidtman, president of the Independent Fertilizer Company, arrived in New York the other day from Germany, and coincident with his arrival rumors were started that the promoters of the new \$50,000,000 enterprise had encountered fresh trouble. In brief, it was said that owners of some of the plants who had signified their intention of joining the combination had at the last moment decided not to sell out to the new company. Mr. Schmidtman is quoted as having said the International Fertilizer Company had begun operations, but refused to tell how many companies have thus far been taken over. This combination, it will be recalled, was incorporated under the laws of New Jersey last November, when statements were made to the effect that it was planned to acquire between fifty and sixty independent concerns located in various parts of the country. Speaking of the proposed plans of the new concern, Mr. Schmidtman said: "I take an encouraging view of the outlook for this combination. It will probably elect a complete official staff and a full board of directors in about two weeks. A large number of fertilizer companies throughout the country have taken stock in the combination, and the negotiations for the purchase of the plants are being satisfactorily concluded. It is planned to have the shares listed on the stock exchange. The company plans to take over the plants of the Hubbard Fertilizer Company and the Piedmont-Mount Airy Company of this city and later to absorb other Baltimore concerns."

MAY BLOCK READING

Baltimore Contract a Bar to Western Maryland Deal.

CAPITALISTS FEAR A TRICK

Conditions Under Which City Stock Was Sold Thought to Be Protection Against Plans to Reorganize Wabash System—Value of Local Road to Local Advancement.

Baltimore, Feb. 6.—The Gould stocks, especially the shares of the Western Maryland Railroad, continue to excite interest in financial circles both in Baltimore and New York by reason of the persistent strength and rumors that interest of the Western Maryland will pass to the Reading when the former system is reorganized.

The report concerning the Reading with details upon the Western Maryland Railroad has again raised the question of the legality of such a transfer, in view of the wording of the ordinance under which the city of Baltimore sold its holdings of Western Maryland to the Fuller syndicate, which represented the Goulds. This ordinance which was designed to prevent the Western Maryland from falling into the hands of the Baltimore and Ohio or the Pennsylvania or companies controlled by those corporations and thus shutting out another competing line, expressly provided that "no title shall rest in the purchaser or purchasers of the stock of the Western Maryland Railroad Company if a railroad company now controlling, owning, or operating any line or system of lines centering, terminating or operating in the cities of Baltimore or Philadelphia, or to any persons or corporation representing, directly or indirectly, such railroad company."

Syndicate Accepts Condition.

This is followed by power at any time to institute legal proceedings to prevent the violation of this provision. The purchasing syndicate in writing expressly accepted these conditions. The city of Baltimore has taken no action to abrogate this contract of 1902. There is another agreement, which provides that the Western Maryland shall be the Atlantic seaboard terminus of the Gould system, but there is doubt whether this agreement could be enforced. There are still many well-informed persons who believe that the original plans of the Goulds for building a connection between the Western Maryland and the Wheeling and Lake Erie will be carried out, though if it is, it is not probable that the Goulds will be the dominant factors in the management. At the moment the reported deal with the Reading is considered the most likely, but it is recognized that the contract with the city of Baltimore may be a barrier to the carrying out of this plan unless the municipality could be induced to abrogate the contract.

Western Maryland Valuable.

Receiver Bush has demonstrated conclusively that under competent and aggressive management the Western Maryland is a valuable property. The roadbed has been almost entirely rebuilt during the past two years. The main line has been relaid with heavy steel rails practically all the way from Baltimore to Elkins, W. Va., and probably for the first time in its history the system has an adequate supply of rolling stock and motive power. The earning power of the road is steadily increasing, not only in the last few months having been more than sufficient to meet fixed charges and interest on the floating debt.

Reorganization Committee Has Drafted a Tentative Plan for the Rehabilitation of the Company, and Now Anxiously Awaits the Supreme Court Decision on the Constitutionality of the Commodity Clause of the Hepburn act, as upon this decision will depend the terms which will be offered to stockholders to participate in the reorganization of the property.

The company has outstanding \$10,000,000 of 4 per cent general lien and convertible bonds, an increase of about \$2,000,000 over 1907, due mostly to about \$750,000 interest on the \$60,000,000 notes issued in March, 1907, and six months' interest, \$300,000, on \$40,000,000 consolidated bonds issued in 1908. Against \$50,100,000 net income it is estimated there will be \$22,500,000 fixed charges and taxes, an increase of about \$2,000,000 over 1907, due mostly to about \$750,000 interest on the \$60,000,000 notes issued in March, 1907, and six months' interest, \$300,000, on \$40,000,000 consolidated bonds issued in 1908. The final result as above would be about 8.5 per cent earned on the \$21,500,000 stock, before deducting improvements, as compared with 10.7 per cent in 1907, 11.6 per cent in 1906, and 10 per cent in 1905.

PENNSY EARNS 8.9 PER CENT.

Good Prospects Ahead for Big Trunk Line of the East.

The Pennsylvania Railroad proper for the fiscal year ended on December 31, 1908, shows gross earnings of about \$136,256,000, a loss of \$28,500,000 as compared with the year 1907, or about 17 per cent. The last year's business is also \$12,000,000 lower than that of 1906, but the net earnings for that year of 1908 have been the smallest of the last four years, being about \$38,885,000, which is \$8,220,700 less than in 1907. Against \$50,100,000 net income it is estimated there will be \$22,500,000 fixed charges and taxes, an increase of about \$2,000,000 over 1907, due mostly to about \$750,000 interest on the \$60,000,000 notes issued in March, 1907, and six months' interest, \$300,000, on \$40,000,000 consolidated bonds issued in 1908. The final result as above would be about 8.5 per cent earned on the \$21,500,000 stock, before deducting improvements, as compared with 10.7 per cent in 1907, 11.6 per cent in 1906, and 10 per cent in 1905.

Real Estate Transfers During the Past Week

(Monday, February 1, 1909.)

Chickering-Clement W. Thompson to William H. Ormes, lots 433 and 434, \$10. West Woodland-James T. W. Clement et ux to Eugene S. Wilkins, part lot 3, square 438, \$10. M street, between Thirty-sixth and Thirty-seventh streets northwest-Susan A. Gibbons et al. to Charles F. Smith, lots 12 and 13, square 128, \$10. Clark Mills estate-Ira J. Baker et ux to Charles N. Mason, lot 34, \$10. Sixteenth street southeast-Herman B. Howenstein et ux to Francis D. Klinkiewicz, lots 38 and 44, square 372, \$10. Connecticut Avenue Terrace-Fred H. Gordon et ux to William B. Palmer, lot 17, square 126, \$15. Same to Walter E. Bennett, lot 13, square 126, \$2,000. Saul's Addition to Washington-Joseph E. Hoising et ux to Louis H. and Cora W. West, lot 7, square 222, \$10. Fourteenth and E streets northeast-Arthur Carr et ux to James W. Holiday, lot 7, square 103, \$10. Bates Warren and Samuel Ross, trustees, to William L. Browning, lot 29, square 52, \$100. William L. Browning et ux to Nettie L. Coakley, lot 29, square 52, \$10.

(Tuesday, February 2, 1909.)

111 to 113 N street southeast-George I. Berger to James F. Shea, lots 122 to 124, square 74, \$10. 123 to 125 B street northwest-Vincent V. Kelly to James F. Shea, lots 74 to 81, square 324, \$10. Van street-Florence I. McAuliffe et ux to Fritz Praeger, lot 128, square 50, \$10. Fairmont Heights-Charles M. Forrest et ux to John L. C. and Cora D. Chambers, lots 15 and 17, block 5, \$10. Bloomfield-John L. Warren et ux to William M. and Mary M. Leavitt, lot 122, block 7, \$10. Oregon street-John F. Lynch et ux to Charles M. Forrest, lot 37, square 152, \$10. 224, 224 1/2, 225, 225 1/2, 226, 226 1/2, 227, 227 1/2, 228, 228 1/2, 229, 229 1/2, 230, 230 1/2, 231, 231 1/2, 232, 232 1/2, 233, 233 1/2, 234, 234 1/2, 235, 235 1/2, 236, 236 1/2, 237, 237 1/2, 238, 238 1/2, 239, 239 1/2, 240, 240 1/2, 241, 241 1/2, 242, 242 1/2, 243, 243 1/2, 244, 244 1/2, 245, 245 1/2, 246, 246 1/2, 247, 247 1/2, 248, 248 1/2, 249, 249 1/2, 250, 250 1/2, 251, 251 1/2, 252, 252 1/2, 253, 253 1/2, 254, 254 1/2, 255, 255 1/2, 256, 256 1/2, 257, 257 1/2, 258, 258 1/2, 259, 259 1/2, 260, 260 1/2, 261, 261 1/2, 262, 262 1/2, 263, 263 1/2, 264, 264 1/2, 265, 265 1/2, 266, 266 1/2, 267, 267 1/2, 268, 268 1/2, 269, 269 1/2, 270, 270 1/2, 271, 271 1/2, 272, 272 1/2, 273, 273 1/2, 274, 274 1/2, 275, 275 1/2, 276, 276 1/2, 277, 277 1/2, 278, 278 1/2, 279, 279 1/2, 280, 280 1/2, 281, 281 1/2, 282, 282 1/2, 283, 283 1/2, 284, 284 1/2, 285, 285 1/2, 286, 286 1/2, 287, 287 1/2, 288, 288 1/2, 289, 289 1/2, 290, 290 1/2, 291, 291 1/2, 292, 292 1/2, 293, 293 1/2, 294, 294 1/2, 295, 295 1/2, 296, 296 1/2, 297, 297 1/2, 298, 298 1/2, 299, 299 1/2, 300, 300 1/2, 301, 301 1/2, 302, 302 1/2, 303, 303 1/2, 304, 304 1/2, 305, 305 1/2, 306, 306 1/2, 307, 307 1/2, 308, 308 1/2, 309, 309 1/2, 310, 310 1/2, 311, 311 1/2, 312, 312 1/2, 313, 313 1/2, 314, 314 1/2, 315, 315 1/2, 316, 316 1/2, 317, 317 1/2, 318, 318 1/2, 319, 319 1/2, 320, 320 1/2, 321, 321 1/2, 322, 322 1/2, 323, 323 1/2, 324, 324 1/2, 325, 325 1/2, 326, 326 1/2, 327, 327 1/2, 328, 328 1/2, 329, 329 1/2, 330, 330 1/2, 331, 331 1/2, 332, 332 1/2, 333, 333 1/2, 334, 334 1/2, 335, 335 1/2, 336, 336 1/2, 337, 337 1/2, 338, 338 1/2, 339, 339 1/2, 340, 340 1/2, 341, 341 1/2, 342, 342 1/2, 343, 343 1/2, 344, 344 1/2, 345, 345 1/2, 346, 346 1/2, 347, 347 1/2, 348, 348 1/2, 349, 349 1/2, 350, 350 1/2, 351, 351 1/2, 352, 352 1/2, 353, 353 1/2, 354, 354 1/2, 355, 355 1/2, 356, 356 1/2, 357, 357 1/2, 358, 358 1/2, 359, 359 1/2, 360, 360 1/2, 361, 361 1/2, 362, 362 1/2, 363, 363 1/2, 364, 364 1/2, 365, 365 1/2, 366, 366 1/2, 367, 367 1/2, 368, 368 1/2, 369, 369 1/2, 370, 370 1/2, 371, 371 1/2, 372, 372 1/2, 373, 373 1/2, 374, 374 1/2, 375, 375 1/2, 376, 376 1/2, 377, 377 1/2, 378, 378 1/2, 379, 379 1/2, 380, 380 1/2, 381, 381 1/2, 382, 382 1/2, 383, 383 1/2, 384, 384 1/2, 385, 385 1/2, 386, 386 1/2, 387, 387 1/2, 388, 388 1/2, 389, 389 1/2, 390, 390 1/2, 391, 391 1/2, 392, 392 1/2, 393, 393 1/2, 394, 394 1/2, 395, 395 1/2, 396, 396 1/2, 397, 397 1/2, 398, 398 1/2, 399, 399 1/2, 400, 400 1/2, 401, 401 1/2, 402, 402 1/2, 403, 403 1/2, 404, 404 1/2, 405, 405 1/2, 406, 406 1/2, 407, 407 1/2, 408, 408 1/2, 409, 409 1/2, 410, 410 1/2, 411, 411 1/2, 412, 412 1/2, 413, 413 1/2, 414, 414 1/2, 415, 415 1/2, 416, 416 1/2, 417, 417 1/2, 418, 418 1/2, 419, 419 1/2, 420, 420 1/2, 421, 421 1/2, 422, 422 1/2, 423, 423 1/2, 424, 424 1/2, 425, 425 1/2, 426, 426 1/2, 427, 427 1/2, 428, 428 1/2, 429, 429 1/2, 430, 430 1/2, 431, 431 1/2, 432, 432 1/2, 433, 433 1/2, 434, 434 1/2, 435, 435 1/2, 436, 436 1/2, 437, 437 1/2, 438, 438 1/2, 439, 439 1/2, 440, 440 1/2, 441, 441 1/2, 442, 442 1/2, 443, 443 1/2, 444, 444 1/2, 445, 445 1/2, 446, 446 1/2, 447, 447 1/2, 448, 448 1/2, 449, 449 1/2, 450, 450 1/2, 451, 451 1/2, 452, 452 1/2, 453, 453 1/2, 454, 454 1/2, 455, 455 1/2, 456, 456 1/2, 457, 457 1/2, 458, 458 1/2, 459, 459 1/2, 460, 460 1/2, 461, 461 1/2, 462, 462 1/2, 463, 463 1/2, 464, 464 1/2, 465, 465 1/2, 466, 466 1/2, 467, 467 1/2, 468, 468 1/2, 469, 469 1/2, 470, 470 1/2, 471, 471 1/2, 472, 472 1/2, 473, 473 1/2, 474, 474 1/2, 475, 475 1/2, 476, 476 1/2, 477, 477 1/2, 478, 478 1/2, 479, 479 1/2, 480, 480 1/2, 481, 481 1/2, 482, 482 1/2, 483, 483 1/2, 484, 484 1/2, 485, 485 1/2, 486, 486 1/2, 487, 487 1/2, 488, 488 1/2, 489, 489 1/2, 490, 490 1/2, 491, 491 1/2, 492, 492 1/2, 493, 493 1/2, 494, 494 1/2, 495, 495 1/2, 496, 496 1/2, 497, 497 1/2, 498, 498 1/2, 499, 499 1/2, 500, 500 1/2, 501, 501 1/2, 502, 502 1/2, 503, 503 1/2, 504, 504 1/2, 505, 505 1/2, 506, 506 1/2, 507, 507 1/2, 508, 508 1/2, 509, 509 1/2, 510, 510 1/2, 511, 511 1/2, 512, 512 1/2, 513, 513 1/2, 514, 514 1/2, 515, 515 1/2, 516, 516 1/2, 517, 517 1/2, 518, 518 1/2, 519, 519 1/2, 520, 520 1/2, 521, 521 1/2, 522, 522 1/2, 523, 523 1/2, 524, 524 1/2, 525, 525 1/2, 526, 526 1/2, 527, 527 1/2, 528, 528 1/2, 529, 529 1/2, 530,