



ALEXANDRIA, VA. FRIDAY, MAY 9, 1873.

THE LOUISIANA TROUBLES.—Yesterday the telegraph brought what purported to be a copy of a dispatch sent from Gen. Sherman to Gov. Kellogg of Louisiana which was published in yesterday's Gazette. This dispatch was first published in New Orleans. Attorney General Williams sent the telegram to army headquarters to Gen. Sherman, with an inquiry if the dispatch alluded to came from him. Gen. Sherman instantly replied that no such dispatch was referred to had gone from him, and further, that the only message sent to General Emory for a week past was the one sent yesterday morning.

The Attorney General then sent the following: "Washington, D. C., May 8.—W. P. Kellogg, New Orleans, La.; General Sherman informs me that the dispatch purporting to be signed by him is a forgery. So far as I know you have the hearty sympathy of the administration in your efforts to suppress lawlessness and violence."

"GEO H. WILLIAMS, Attorney General." Gen. Emory has received the following dispatch, and will act upon his instructions without delay:

"Washington, D. C., May 8, 1873.—Gen. Wm. H. Emory, commanding department of New Orleans—Sir, if in your judgment, more troops are needed in Louisiana, make your call at least specific, and we will endeavor to supply them." "W. T. SHERMAN, General."

The Washington correspondent of the Baltimore Sun says:— "A dispatch was received here at an early hour this morning, addressed by Mr. Kellogg to the President. He states that he is unable to maintain his authority, and he calls on the President for assistance to protect the State from domestic violence, under the provisions of the 7th section of the 4th article of the constitution. The dispatch was immediately forwarded to the President. Acting Secretary of War Robeson, Attorney General Williams and General Sherman, after conferring with Senator West, decided that the instructions to General Emory must guide his conduct until further orders were received from the President. General Sherman, by direction of Secretary Robeson, telegraphed to General Emory that if he needed any reinforcements they will be sent to him at once, and orders were sent to the sixteenth regiment infantry, now in Mississippi, within five hours reach of New Orleans, to hold itself under marching orders.

The "Moravian," of the Allan line, commanded by Capt. William A. Graham, arrived at Norfolk on the 7th, with a large number of passengers and a quantity of freight. The Moravian stopped at Halifax where she landed passengers and mail, sailing thence for Norfolk on Sunday. Thirteen cabin and sixty-one intermediate and steerage passengers were landed; of these eighteen go through to North Carolina, Tennessee, Georgia, Louisiana, and the remainder stop in different parts of our own State. They are mostly of English origin, with a few Irish, Scotch, German, Danes and Norwegians.

Public meetings of the members of the Bar, and the citizens generally are being held in many cities and towns, throughout the country, in honor of the memory of the late Chief Justice Chase. Some of the Departments in Washington will be closed to-morrow. In Richmond the meeting held was presided over by Mr. James Lyons. Appropriate resolutions were passed, and addresses delivered by Bradley T. Johnson and H. Coalter Cabell.

A dispatch from Parsons, Kan., says:—"Eight dead bodies, including one child have been found under the house of the Bender family, thirteen miles from here, in Sabette county, and near which the body of Senator York's brother was recently found. The Bender family left the county about two weeks ago. The excitement is great. The determination to bring the guilty parties to justice is so strong that no effort will be spared."

The rush of tobacco to Lynchburg has perhaps never been equalled in the history of that city. The Republican says: "Should the weather hold up a little the sales of tobacco in Lynchburg this week will reach nearly or quite one million pounds!"

It is said that a strong effort is about to be made, especially from Georgetown and the counties of Maryland interested in the coal trade, to induce the officers of the Chesapeake and Ohio canal to obtain a reduction in the rates of toll.

The Tuscarawas (O.) Advocate says: "Eastern Virginia engages the minds of the people more than anything else. A good many of our farmers are offering for sale with a view of emigrating thither."

The arch under the rotunda of the Capitol, at Richmond, is being taken down and is to be rebuilt and Houdon's statue of Washington replaced in its old position.

It is proposed by the friends of the late Jno. R. Thompson to mark the grave where he rests, in Holywood Cemetery, Richmond, with some simple and enduring monument.

The Maryland State Temperance Convention which has been in session in Baltimore, and was well attended, adjourned yesterday.

Geo. M. Williams, esq., an accomplished writer, will hereafter be connected with the Culpeper Observer as one of its editors.

The Catholic Beneficial Union of Virginia will hold its annual session in Richmond on the 12th of June.

A very disastrous tornado swept through the lower portion of Columbus county, N. C., last Friday.

The President is expected to be in Washington to-day.

The remains of Chief Justice Chase will lie at St. George's Church, in New York, from 8 a. m. to 1 p. m. Saturday. At 3 o'clock the same afternoon the funeral services will take place. The remains will reach Washington and will lie in state at the residence of Senator Sprague during Sunday. On Monday they will lie in the Metropolitan Church, where an opportunity will be offered to friends to view the remains. Services will be held in that church on the same afternoon, after which the interment will take place.

In Boston the State constables are going about the city serving notifications suited to the different grades of liquor sellers. Wholesale dealers are not interfered with, but barroom keepers are notified to cease at once on pain of prosecution. Dealers, wholesale and retail, are warned against selling over the bar. Eating-house dealers are asked what they sell, and if the answer is ale, porter and cider, caution against giving their customers anything stronger is imposed upon them.

As we expected would be the case, no matter how much the Conservatives of the State may have differed as to the best place for holding the State Convention, now that the selection has been made, and Richmond fixed upon, there is a general acquiescence in the decision. And so it will be when the nominations for State officers are made. The important interests at stake will not be sacrificed in a dispute about men, or for the gratification of personal preferences.

The Washington correspondent of the Cincinnati Gazette says that "the room of the Senate Committee on Foreign Relations, in the capitol at Washington, had four panels reserved for the portraits of the four most distinguished chairmen of that committee. The selections made were Cameron, Sumner, Clay, and Allen of Ohio. The post of honor has been assigned to Cameron; opposite to his right is Clay, to his left Allen."

The Martinsburg (West Va.) Statesman says:—"In reply to a letter addressed by the editor of this paper to Hon. Lewis McKenzie, President of the Washington and Ohio Railroad, that gentleman states that he will lay our suggestions, in regard to making Martinsburg, the present terminus of that road, before the next meeting of the Board of Directors."

Oakes Ames died at his residence, in North Easton, Mass., at 6:33 last night. His disease was apoplexy, complicated with pneumonia. He died very easily, passing away without a struggle, in the presence of his family. He was a very enterprising man, and those who knew him say he was kind hearted and charitable.

A Fredericksburg correspondent of the Richmond Whig says: "The colored preachers are making the subject of Fortune's escape and recapture the subject of characteristic discourses. They handle officers Edrington and Gore, his captors, with gloves off."

A man named Wooten, who has been engaged for some time in stealing horses, has been arrested in Piedmont, West Virginia, and taken to Loudoun county, in this State, for trial, as some of his thefts were committed in that county.

The Philadelphia and Baltimore papers are urging upon their city authorities the removal of the railings around the public squares; and they say New York has already removed the railings from its squares, and finds it an advantage in every way.

Special dispatches to the Richmond Dispatch from all sections of the State represent the streams as much swollen by the recent heavy rains. Much damage has been done, and fears are entertained that the flood will equal that of October, 1870.

The balances in the U. S. Treasury yesterday were: Currency \$3,903,729, coin \$73,496,228, including in coin certificates \$26,255,200; special deposit of legal-tenders for redemption of certificates of deposit \$26,995,000. Legal-tenders outstanding \$357,090,105.

The people of West Virginia will be glad to learn that Governor Jacob and his opponents have determined to await for and abide by the opinion of the Court of Appeals of that State in reference to the Governor's claims as to the power of appointment to certain offices.

We may be allowed, at least, to hope that the President of the U. S. will give the office of Chief Justice of the U. S. to some able, pure, honest, conscientious man, who will command the respect and have the confidence of the people in all portions of the country.

Mr. Pearson, a gentleman from Scotland, is said to have the best wheat crop on the south side of the Rappahannock. He bought what was known as the "Ferry Farm," near Santee, about eight miles below Fredericksburg.

Mr. J. A. Tucker, who was assaulted in Washington on the night of the 1st., by two men who were attempting to break into his house, died yesterday from the effects of his wounds.

Wm. F. Grigsby has been appointed postmaster at White Post, Clarke county, Va., vice Wm. C. B. Jennings, deceased.

Gen. McClellan has resigned his situation as Chief Engineer of the docks in New York city.

W. & O. R. R.—We notice that a meeting of the stockholders of the Washington and Ohio railroad was held in Alexandria a fortnight ago. President McKenzie and the old board of directors were re-elected. A deputation of citizens from Winchester attended the meeting to urge the construction of the road to that town. With all due deference to the opinion of our contemporary of the Winchester News we would suggest, that if the idea of the Alexandrians in building this road is to strike for supplies of cheap fuel, it would serve their purpose better to make Martinsburg the present terminus of their road. This would give them the choice of both hard and soft coal from the Pennsylvania and West Virginia beds, besides giving them direct communication with the North and ultimately with the West.—Martinsburg Statesman.

WASHINGTON ITEMS.—In the Supreme Court in banc yesterday the motion for a new trial in the case of Tom Wright was set for a hearing on Saturday.

Three small pox cases were reported to the board of health yesterday.

George T. Downing, of Washington lectured a few evenings since at Burkesville, Va., before a large audience, on "Pacification in the South." He received the thanks of all present

NEWS OF THE DAY.

"To show the very age and body of the Times."

A dispatch from San Juan, Porto Rico, says that the leaders of the Spanish party in Porto Rico have ordered their followers to abstain from voting at the coming election for members of the Cortes. The Spaniards will make no nominations. A Junta has been appointed to appraise the value of liberated slaves. The Progress, Radical, and the Democrats to join the Republican party in order to obtain further reforms. It is reported that the freedmen have refused to work on some of the plantations.

Pensioners who are being urged by claim agents for authority to obtain for them the increase of pensions provided by the act of March 3d, 1873, are notified by the Commissioner of Pensions that no attorney will be recognized. All persons entitled to additional pension under the act are requested to send their certificates by mail to the Commissioner of Pensions at Washington, and he will adjust their claims without the assistance of an attorney.

The trial of Robt. P. Bleakley, for the murder of his niece, Mary Ann Foley, alias Maud Merrill, which has been going on for the past two weeks in New York, was concluded yesterday and given to the jury, who, after an absence of two hours, rendered a verdict of murder in the second degree. The prisoner was then sentenced to the State prison for life.

Notwithstanding the "reports" in London, a dispatch from Rome, dated yesterday, states that the Pope had just received a deputation from Spain, who brought a large contribution. In reply to their address the Pope exhorted them to take warning from recent events in Spain, and hoped the princes and people would return to Christianity and morality.

The trial of Hollohan and Nicholson for the murder of Mrs. Lamplie, in Baltimore, in December last was continued at Annapolis yesterday. At the conclusion of the evidence the State proposed to submit the case without argument, but the counsel for the defence objected.

The New York markets were dull yesterday. Money ruled at 7 to 7 1/2 per cent. gold per annum until after the close of bank hours, when the rate declined to 4 1/2 per cent. Gold was steady, ranging from 117 1/2 to 117 3/4, and closing at 117 1/2.

The Commissioners to settle the dispute between Delaware and New Jersey, relative to the Delaware fish question met in Philadelphia yesterday but owing to the absence of several of the Commissioners no business was transacted.

The Board of Trustees of the University projected by Commodore Vanderbilt are in session at Nashville, Tennessee, and will determine this week whether to locate the institution in that city or at Edgefield.

The loss of the steamship Atlantic off Halifax is to be the subject of an official investigation at an early date in Liverpool. The Deputy Adjutant General of the Royal Marines will preside at the inquiry.

President Grant and family left Chicago for Washington yesterday morning at nine o'clock in a special car.

Judge King, formerly Presiding Justice of the Court of Common Pleas, Philadelphia, died yesterday, at the ripe old age of 80 years. The Prince and Princess Royal of Saxony have arrived at Vienna.

The Prince of Wales will visit Pesh on Saturday.

Ralph Waldo Emerson is on a visit to Stafford-on-Avon.

[SELECTIONS.]

SCRAPS.—A newspaper says that the new fashion bonnets are as light and airy as the pretty heads they adorn.

A young lady in the interior wants to go to California to get married, because she has been told that in that country the men "break the cradle."

Philosophers tell us that the motion of the earth is equal to seventeen miles in a second; so that if you take off your hat to a friend on King street, you go seventeen miles bareheaded without catching cold! Curious, isn't it.

The first and greatest of all frauds is to cheat ourselves.

How many fine hats serve as a cover for worthless heads, and how many plaited shirt bosoms cover a depraved heart.

A Western editor says that in the town where his paper is published "a rattlesnake was killed a few days ago by a man with thirteen rattles."

Why is money like a whip? Because it makes the mare go!

The value of property on Broadway, New York city, it is said, exceeds that of any other street in the world.

Nothing can be done well that's done in a hurry—except catching fleas.

The rose has its thorns, the diamond its specks, and the best man his failings.

ORANGE AND ALEXANDRIA RAILROAD BONDS.

The company having been unable to take up the bonds of the Orange and Alexandria Railroad, due on the first of the present month, Mr. Barbour, President, on the 30th of April issued the following circular, a copy of which was sent to all the holders of these bonds, explaining the reason why they were not paid at maturity, which will satisfy all parties interested that the delinquency was not attributable to any want of disposition on the part of the management of the company to meet its obligations, but rather to causes beyond their control, and which may eventuate to the advantage of those who hold these obligations.

ALEXANDRIA, VA., April 30, 1873.

To the Holders of the First and Third Mortgage Bonds of the Orange and Alexandria Railroad Company:

The following communication has been delayed to the present month in order to allow the Company as much time as possible to make such arrangements as were practicable to provide for its obligations falling due on the 1st proximo.

Of course, in view of past and present undertakings, the Company could not expect to take up these bonds at maturity, except by the negotiation of a new loan, and the stringency which has prevailed in the money market in this country, and its disturbed condition in Europe for the past twelve months, have prevented the successful accomplishment of this object, notwithstanding that every effort has been made to do so.

Apart from the above consideration, temporary exceptional causes have existed to embarrass the financial ability of the Company, and to divert its present and current resources. The termination of the late civil war found its railroad and rolling stock greatly damaged and reduced in value, and necessitating a large outlay of capital for their renewal. The Manassas Gap Railroad, an important tributary, extending from the trunk line 112 miles into the Shenandoah Valley, had been destroyed by military authority during the war, and its reconstruction and completion to the town of Leesburg was assumed by the Company, and executed at a cost exceeding two millions of dollars, and subsequently it became necessary, in order to perfect its Southern connections, and to develop the country, and thereby create business for the original line of railway, to construct the extended line from Lynchburg to the town of Danville and the North Carolina border, a distance of 65 1/2 miles.

These enterprises have necessarily added to the temporary financial burdens of the Company, while the ultimate effect must tend to increase the receipts of the road and enhance largely the value of the mortgage property. In these operations the Company has received considerable aid from the Baltimore and Ohio Railroad Company, which has liberally assisted the Company in all its improvements, a fact suggestive itself of the value for the permanent investments referred to (of course time sufficient has not yet elapsed since the construction of its improvements and extensions, nor has the restoration of prosperity in the region of country through which the road passes in Virginia been advanced enough, since the war to enable the Company to realize the full legitimate returns of its operations; but there is every prospect of a large remunerative traffic being developed for the road at a very early day.

The recent opening of the Chesapeake and Ohio Railroad from Gordonsville to the West, and the completion of the line to its Southern terminus at Danville, the graduation and unloading of the track now ready for the rails, must afford a large increase of business to the Company. In addition to these important elements of traffic, and independent of the ordinary agricultural products, the country in Virginia tributary to the railroad (and of easy access to the road) abounds in valuable and extensive beds of iron, copper, asbestos, chert, marble, and white and red sandstone of superior quality for building purposes. Some of these are now being developed, and all must in time secure the requisite capital to utilize their values and create a large demand for transportation to market.

In view of the facts recited, and of the difficulties involved, and after every practicable effort to make other suitable provision for its obligations, now about to mature, has been repeatedly submitted to the following proposals to the holders of the first and third mortgage bonds for their acceptance, viz: To receive, in lieu for their present obligations, a seven per cent. gold bond of equal amount, guaranteed free of all Federal taxes, with coupons payable semi-annually in New York, to run thirty years from May 1, 1873, being part of an issue of \$8,000,000, authorized by law, and secured by a first Mortgage upon 365 miles of railroad, and its equipment, franchises, &c. This issue of Bonds is intended to provide for all the Mortgages of the Company as these severally mature, and its character as a first Mortgage security will be maintained by the selection of proper Trustees to hold the original obligations until all outstanding Bonds are retired. The above proposal, it is respectfully urged, ought to be satisfactory to both classes of Bondholders. If a first Mortgage bond be held, a seven per cent. Gold Bond is offered the holder in exchange for one yielding six per cent. interest, payable in currency, and his present security retained until all outstanding Mortgages are removed, and the holder of a third Mortgage Bond will exchange for a first Mortgage Bond, bearing substantially the same value in amount of interest paid, and fortified as in the other case by having his present bond held as security. The details of the plan will be arranged, when accepted through the office of the Company in Alexandria. The Company has heretofore met its interest with punctuality, and expects to continue to pay the same as heretofore, in any event.

After all that has been done in extending its roads and developing resource of great future importance to the depressed interests of Virginia, and making valuable permanent improvements of its prosperity, the Company appeals with more than usual confidence to public liberality for acceptance of the proposed arrangement. J. S. BARBOUR, President.

There will be a meeting of the Sun Fire Company, at Harmonic Hall, on Tuesday, May 13th, at 8 p. m. A full attendance is requested as an important business will be laid before the meeting. [my 7-1] D. L. SMOOT, Pres.

PRETZELDER & BENDHEIM, No. 141 King street.

Have just received a very pretty and cheap lot of PLAIN AND FANCY CASSIMERES, A nice line of SILK UMBRELLAS, PARASOLS, NEW DRESS GOODS, a nice assortment of HOSIERY, FINE LINENS and VICTORIA LAWN, which, in conjunction with their other stock of DRY GOODS, are open for inspection. It will be advisable to examine their goods before purchasing. They offer particular bargains in MATTINGS and OIL CLOTHS. [my 9]

G. OBER & SONS "SPECIAL" TOBACCO COMPOUND.

Possessing every element for the growth and perfection of the Tobacco Plant beautifully combined. For sale by HOEE & JOHNSTON. [my 9]

I WANT A FARM HAND—a man with wife that understands milking. Also a SINGLE MAN that understands trucking. Apply at the Mansion House, Alexandria, or at Nagle's station, Alex. & Fred's Bg. R. W. [my 9-1w]

MONETARY AND COMMERCIAL.

The following were the quotations for Government Bonds in New York to-day:

Table with 2 columns: Bond description and price. Includes U. S. 5s, 1881, registered; U. S. 5s, 1882, registered; U. S. 5s, 1883, registered; U. S. 5s, 1884, registered; U. S. 5s, 1885, registered; U. S. 5s, 1886, registered; U. S. 5s, 1887, registered; U. S. 5s, 1888, registered; U. S. 5s, 1889, registered; U. S. 5s, 1890, registered; U. S. 5s, 1891, registered; U. S. 5s, 1892, registered; U. S. 5s, 1893, registered; U. S. 5s, 1894, registered; U. S. 5s, 1895, registered; U. S. 5s, 1896, registered; U. S. 5s, 1897, registered; U. S. 5s, 1898, registered; U. S. 5s, 1899, registered; U. S. 5s, 1900, registered; U. S. 5s, 1901, registered; U. S. 5s, 1902, registered; U. S. 5s, 1903, registered; U. S. 5s, 1904, registered; U. S. 5s, 1905, registered; U. S. 5s, 1906, registered; U. S. 5s, 1907, registered; U. S. 5s, 1908, registered; U. S. 5s, 1909, registered; U. S. 5s, 1910, registered; U. S. 5s, 1911, registered; U. S. 5s, 1912, registered; U. S. 5s, 1913, registered; U. S. 5s, 1914, registered; U. S. 5s, 1915, registered; U. S. 5s, 1916, registered; U. S. 5s, 1917, registered; U. S. 5s, 1918, registered; U. S. 5s, 1919, registered; U. S. 5s, 1920, registered; U. S. 5s, 1921, registered; U. S. 5s, 1922, registered; U. S. 5s, 1923, registered; U. S. 5s, 1924, registered; U. S. 5s, 1925, registered; U. S. 5s, 1926, registered; U. S. 5s, 1927, registered; U. S. 5s, 1928, registered; U. S. 5s, 1929, registered; U. S. 5s, 1930, registered; U. S. 5s, 1931, registered; U. S. 5s, 1932, registered; U. S. 5s, 1933, registered; U. S. 5s, 1934, registered; U. S. 5s, 1935, registered; U. S. 5s, 1936, registered; U. S. 5s, 1937, registered; U. S. 5s, 1938, registered; U. S. 5s, 1939, registered; U. S. 5s, 1940, registered; U. S. 5s, 1941, registered; U. S. 5s, 1942, registered; U. S. 5s, 1943, registered; U. S. 5s, 1944, registered; U. S. 5s, 1945, registered; U. S. 5s, 1946, registered; U. S. 5s, 1947, registered; U. S. 5s, 1948, registered; U. S. 5s, 1949, registered; U. S. 5s, 1950, registered; U. S. 5s, 1951, registered; U. S. 5s, 1952, registered; U. S. 5s, 1953, registered; U. S. 5s, 1954, registered; U. S. 5s, 1955, registered; U. S. 5s, 1956, registered; U. S. 5s, 1957, registered; U. S. 5s, 1958, registered; U. S. 5s, 1959, registered; U. S. 5s, 1960, registered; U. S. 5s, 1961, registered; U. S. 5s, 1962, registered; U. S. 5s, 1963, registered; U. S. 5s, 1964, registered; U. S. 5s, 1965, registered; U. S. 5s, 1966, registered; U. S. 5s, 1967, registered; U. S. 5s, 1968, registered; U. S. 5s, 1969, registered; U. S. 5s, 1970, registered; U. S. 5s, 1971, registered; U. S. 5s, 1972, registered; U. S. 5s, 1973, registered; U. S. 5s, 1974, registered; U. S. 5s, 1975, registered; U. S. 5s, 1976, registered; U. S. 5s, 1977, registered; U. S. 5s, 1978, registered; U. S. 5s, 1979, registered; U. S. 5s, 1980, registered; U. S. 5s, 1981, registered; U. S. 5s, 1982, registered; U. S. 5s, 1983, registered; U. S. 5s, 1984, registered; U. S. 5s, 1985, registered; U. S. 5s, 1986, registered; U. S. 5s, 1987, registered; U. S. 5s, 1988, registered; U. S. 5s, 1989, registered; U. S. 5s, 1990, registered; U. S. 5s, 1991, registered; U. S. 5s, 1992, registered; U. S. 5s, 1993, registered; U. S. 5s, 1994, registered; U. S. 5s, 1995, registered; U. S. 5s, 1996, registered; U. S. 5s, 1997, registered; U. S. 5s, 1998, registered; U. S. 5s, 1999, registered; U. S. 5s, 2000, registered; U. S. 5s, 2001, registered; U. S. 5s, 2002, registered; U. S. 5s, 2003, registered; U. S. 5s, 2004, registered; U. S. 5s, 2005, registered; U. S. 5s, 2006, registered; U. S. 5s, 2007, registered; U. S. 5s, 2008, registered; U. S. 5s, 2009, registered; U. S. 5s, 2010, registered; U. S. 5s, 2011, registered; U. S. 5s, 2012, registered; U. S. 5s, 2013, registered; U. S. 5s, 2014, registered; U. S. 5s, 2015, registered; U. S. 5s, 2016, registered; U. S. 5s, 2017, registered; U. S. 5s, 2018, registered; U. S. 5s, 2019, registered; U. S. 5s, 2020, registered; U. S. 5s, 2021, registered; U. S. 5s, 2022, registered; U. S. 5s, 2023, registered; U. S. 5s, 2024, registered; U. S. 5s, 2025, registered; U. S. 5s, 2026, registered; U. S. 5s, 2027, registered; U. S. 5s, 2028, registered; U. S. 5s, 2029, registered; U. S. 5s, 2030, registered; U. S. 5s, 2031, registered; U. S. 5s, 2032, registered; U. S. 5s, 2033, registered; U. S. 5s, 2034, registered; U. S. 5s, 2035, registered; U. S. 5s, 2036, registered; U. S. 5s, 2037, registered; U. S. 5s, 2038, registered; U. S. 5s, 2039, registered; U. S. 5s, 2040, registered; U. S. 5s, 2041, registered; U. S. 5s, 2042, registered; U. S. 5s, 2043, registered; U. S. 5s, 2044, registered; U. S. 5s, 2045, registered; U. S. 5s, 2046, registered; U. S. 5s, 2047, registered; U. S. 5s, 2048, registered; U. S. 5s, 2049, registered; U. S. 5s, 2050, registered; U. S. 5s, 2051, registered; U. S. 5s, 2052, registered; U. S. 5s, 2053, registered; U. S. 5s, 2054, registered; U. S. 5s, 2055, registered; U. S. 5s, 2056, registered; U. S. 5s, 2057, registered; U. S. 5s, 2058, registered; U. S. 5s, 2059, registered; U. S. 5s, 2060, registered; U. S. 5s, 2061, registered; U. S. 5s, 2062, registered; U. S. 5s, 2063, registered; U. S. 5s, 2064, registered; U. S. 5s, 2065, registered; U. S. 5s, 2066, registered; U. S. 5s, 2067, registered; U. S. 5s, 2068, registered; U. S. 5s, 2069, registered; U. S. 5s, 2070, registered; U. S. 5s, 2071, registered; U. S. 5s, 2072, registered; U. S. 5s, 2073, registered; U. S. 5s, 2074, registered; U. S. 5s, 2075, registered; U. S. 5s, 2076, registered; U. S. 5s, 2077, registered; U. S. 5s, 2078, registered; U. S. 5s, 2079, registered; U. S. 5s, 2080, registered; U. S. 5s, 2081, registered; U. S. 5s, 2082, registered; U. S. 5s, 2083, registered; U. S. 5s, 2084, registered; U. S. 5s, 2085, registered; U. S. 5s, 2086, registered; U. S. 5s, 2087, registered; U. S. 5s, 2088, registered; U. S. 5s, 2089, registered; U. S. 5s, 2090, registered; U. S. 5s, 2091, registered; U. S. 5s, 2092, registered; U. S. 5s, 2093, registered; U. S. 5s, 2094, registered; U. S. 5s, 2095, registered; U. S. 5s, 2096, registered; U. S. 5s, 2097, registered; U. S. 5s, 2098, registered; U. S. 5s, 2099, registered; U. S. 5s, 2100, registered; U. S. 5s, 2101, registered; U. S. 5s, 2102, registered; U. S. 5s, 2103, registered; U. S. 5s, 2104, registered; U. S. 5s, 2105, registered; U. S. 5s, 2106, registered; U. S. 5s, 2107, registered; U. S. 5s, 2108, registered; U. S. 5s, 2109, registered; U. S. 5s, 2110, registered; U. S. 5s, 2111, registered; U. S. 5s, 2112, registered; U. S. 5s, 2113, registered; U. S. 5s, 2114, registered; U. S. 5s, 2115, registered; U. S. 5s, 2116, registered; U. S. 5s, 2117, registered; U. S. 5s, 2118, registered; U. S. 5s, 2119, registered; U. S. 5s, 2120, registered; U. S. 5s, 2121, registered; U. S. 5s, 2122, registered; U. S. 5s, 2123, registered; U. S. 5s, 2124, registered; U. S. 5s, 2125, registered; U. S. 5s, 2126, registered; U. S. 5s, 2127, registered; U. S. 5s, 2128, registered; U. S. 5s, 2129, registered; U. S. 5s, 2130, registered; U. S. 5s, 2131, registered; U. S. 5s, 2132, registered; U. S. 5s, 2133, registered; U. S. 5s, 2134, registered; U. S. 5s, 2135, registered; U. S. 5s, 2136, registered; U. S. 5s, 2137, registered; U. S. 5s, 2138, registered; U. S. 5s, 2139, registered; U. S. 5s, 2140, registered; U. S. 5s, 2141, registered; U. S. 5s, 2142, registered; U. S. 5s, 2143, registered; U. S. 5s, 2144, registered; U. S. 5s, 2145, registered; U. S. 5s, 2146, registered; U. S. 5s, 2147, registered; U. S. 5s, 2148, registered; U. S. 5s, 2149, registered; U. S. 5s, 2150, registered; U. S. 5s, 2151, registered; U. S. 5s, 2152, registered; U. S. 5s, 2153, registered; U. S. 5s, 2154, registered; U. S. 5s, 2155, registered; U. S. 5s, 2156, registered; U. S. 5s, 2157, registered; U. S. 5s, 2158, registered; U. S. 5s, 2159, registered; U. S.