

TO THE PUBLIC.

The Proprietor of the Commercial has to announce that Mr. WILLIAM STRINGER has withdrawn from the situation of Associate Editor, and that his connection with the establishment ceases with the present number.

It is needless to say that we feel that we have sustained a loss in regard to the power of the management of the concern. Mr. STRINGER'S valuable services in the Commercial Department, and details of the market, are well known and appreciated by the public—and it cannot be otherwise than that some derangement will arise in the departments he superintended, for a season. But the Editor hopes to put all things in a proper train, in a short time, and will take care that the Commercial loses nothing of its interest in any of its subjects.

DEATH OF GEN. DROMGOOLE.

Gen. DROMGOOLE, who was elected to Congress by 27 majority, at the late election in Virginia, died a few days ago, of a sudden and violent illness.

VIRGINIA ELECTION.

We have returns from all the Congressional Districts but three. The Whigs elected are John M. Botts, Wm. L. Goggin, J. S. Pendleton, Wm. B. Preston, and Thos. S. Flourney—all except Pendleton, whig gains. The Democrats elected are, Archibald Atkinson, Geo. C. Dromgoole, Thos. S. Burch, Thos. H. Bagley, R. T. L. Beale, Jas. McDowell, and Wm. G. Brown.

VINDICATION OF THE TRUTH.

By the following letter which we copy from the National Intelligencer, written from Charleston, it will be perceived that the Editors of that paper have lent their aid in vindication of the truth, relative to the charges lately circulated to the prejudice of the Boats of the Wilmington and Raleigh Rail Road Company.

CHARLESTON, (S. C.) April 19, 1847.

GENTLEMEN: I reached Charleston this morning, after a rapid journey from New York, and now find myself amid the warmth and deep foliage of "glorious summer." A delightful change it is from the cool temperature and brown woods of your present tardy spring. As far south as Richmond and Petersburg the same wintry look hangs about the woods, while through North Carolina the young oak leaves are venturing out, and the yellow jasmine, the brilliant honeysuckle, the magnolia glauca, and their friends of other families, are in full beauty.

By contract, we are bound to deliver the mail from Weldon, in Charleston, at 12 o'clock, A. M., and in Weldon, from Charleston, at 11 P. M.

The Boats arrived in Charleston 28 days before 9 A. M. 31 hours before schedule time! one day at 9 1/2, and one day at 11 3/4 A. M., from which you will see we did not fail during the whole month of April, to deliver the mail within contract time with the mail going South.

The Cars failed but once in arriving at Weldon with the mail going North, and that was owing to the Boat failing to arrive here in time to connect, being detained at sea by a heavy gale of wind from the N. E.

Mr. EDITOR: In the last number of your paper I was surprised to see my name brought before the public as a candidate for the office of Cashier in the Commercial Bank. I regret that I had not been consulted in this matter, as I think it is one that belongs to the Board of Directors exclusively, and over whose action no improper influences should be exercised, and I assure you that my name has been thus publicly brought forward without my knowledge or consent.

took effect, the steamers being due here at half past 12 o'clock. Between that time and this, viz. thirty two days, the steamers failed to make their schedule but twice, and, though the cars continued until to-day to leave at 9 A. M., the steamers arrived twenty-three times in season to forward the mails by the cars; that is, three and a half hours before they were due.

Therefore the Commercial public South have indebted that number of times, within that period, exclusively to the Wilmington and Raleigh Railroad Company and their steamboats for the reception of the mails near twenty-four hours in advance! During the same time (thirty-two days) the cars came through from Weldon to Wilmington in time to connect with the steamers thirty-one times, falling once in consequence of a derangement of the machinery of the locomotive. The South Carolina Railroad Company advertise to day to leave at 11 A. M. By the published schedule of the Postmaster General the hour of arrival of the Wilmington steamers and departure of the South Carolina company's cars was fixed at 1 P. M. after the hours' difference between this and the actual starting of the cars from Charleston, and this must be gratuitously overcome by the steamers, or they must ensure a failure of the mail in all the towns and cities beyond this city.

It fails to take place the public must look to the Postmaster General for their remedy. If arrivals here of the mail before 11 o'clock take place, they must give credit to the Wilmington steamers and railroads for their zeal to promote the interests of the community.

And it is their due already for their performances during the past month. Of these steamers, the Gladiator, the Gov. Dudley, and Vanderbilt, I wish to say that they are large, strong, fast, and well-ordered boats, commanded by captains of skill and courage, and most kind and attentive to their passengers. Their performances amid some of the wildest storms that ever swept the ocean, during the past season, attest the truth of this assertion. But, let us suppose that I cannot see any fault, even when they exist, I will say that the cook's department in one of them will be improved without giving any body the gout or dyspepsia—a fault which I have no doubt will be remedied when those concerned see this letter, which let me say, I hope you will send them as a friendly admonition of a stranger.

Of the perseverance of the President of the Wilmington Rail Road and Steamboat Company too much cannot be said, and the only fault to be found with him and his company is, that they have allowed themselves to be misrepresented and slandered so long without resistance, but whenever complaints have been made have at once gone to work to make some new addition to the strength and means of comfort of their boats. Not a life has ever been lost on this line out of the immense number of passengers transported on it. Yours, &c. L.

WILMINGTON, N. C., May 3, 1847.

T. LORING, Esq.—Dear Sir—As much has been said, North and South, respecting the irregularity of the Great Northern and Southern Mail passing through our line, and the failures attributed to us, I herewith send you the returns of April, 1847, which will show whether we are liable to the censure and blame cast upon us. We are willing to take censure when deserved, but when we feel perfectly conscious of straining every nerve to carry out our contract with the Post Office Department in good faith, and succeed, we feel as if we ought, in justice to ourselves, wake up a little and state the facts, which are:

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one of those three ladies that got out at the Junction, on the Petersburg road; they had been all asleep and no doubt shook out and got among my things; 'twas enough to shake out good ones; poor old lady, how she is mistaking them just about now; do Mr. Conductor take them and get them to her; it will save her something; if this is the way those miserable roads is going to do I shall put mine in my reticule;'"

"And I shall put mine in my reticule," says the gentleman; but the third passenger swore his should stay, as his was put in by BILLY WAIN, of Wilmington. Exit passengers, and away goes cars. I think the Raleigh papers should copy gratis; even if the truth were not lost on the road they would have been if ever they had reached that far. The owner can have the teeth by directing a letter to E. T. A., W. & R. R. R., Weldon, Halifax, N. C.

From the N. O. Picayune.

From the Rio Grande.

We received yesterday, by the steamship Telegraph, the Matamoros Flag of the 18th inst. and the Monterey Pioneer of the 12th. We give from them such extracts as we deem of interest to our readers. Gen. Taylor is still at the Walnut Springs. He does not contemplate leaving there for some time—not until he is fully reinforced to cross the country, attack, and, with the certainty of success, takes San Luis Potosi. We should not be surprised to hear of the forces under Gen. Scott reveling in the "Halls of the Montezumas" without the co-operation of Gen. Taylor.

From the Monterey Pioneer, of the 12th, we learn that a fire broke out there on the 9th inst. in the market-house of the city. The wood work of the building was consumed. The fire communicated to the Mexican prison, which was also considerably injured. A number of concealed arms were discovered, consisting of muskets, hand grenades, fuses, rockets, &c.

A rumor was current at Monterey that Gen. Urrea has returned to that neighborhood, with four pieces of artillery, and was then somewhere between Camargo and Marín. We believe there was no foundation in fact for the rumor.

The rank and file of the 1st Ohio Regiment have taken measures to present Maj. L. Giddings with a sword, to cost \$500, as a token of their respect and thanks.

The 2d Regiment of Mississippi Volunteers have arrived at Monterey. They are all armed with rifles.

Robert White, of Capt. Bullen's company, Louisville Legion, lost his hand by the explosion of one of the rockets, found during the fire at Monterey on the morning of the 9th inst.

The editor of the Matamoros Flag has recently paid a flying or rather a steamboat visit to Camargo. Speaking of it he says: A happier looking people than the Mexicans on the Rio Grande we never saw, and many of them are becoming enriched by supplying the steamboats with wood, which is easily obtained, and for which they received \$2 50 per cord.

Camargo we found all life and bustle—apparently more business doing there than here, and merchants looking with confidence to a brighter prospect ahead. Considerable stocks of merchants' goods were being sent forward to Monterey, Saltillo and towns along the line protected by our troops, and the trade between our merchants and the Mexican bids fair to open again with new life and activity.

In our paper of Saturday morning we alluded to the following assassination. The Matamoros Flag, from which we copy, gives more fully the particulars. It says: A private in one of the companies of the 2d Mississippi Regiment, named Carson, formerly a member of the Mississippi Legislature, who had lagged behind the regiment on the march up, between Camargo and Mier, was waylaid by two Mexicans and inhumanly butchered. His mutilated body was discovered in the 'chapparal a few feet from the road, by Capt. Jack Everett and Mr. John Hays, who were journeying up to Mier—the warm blood was yet trickling from him, which induced them to think his assassins were still near, and they commenced a search in the thicket and came in sight of the two Mexicans, not more than two hundred yards from where the murdered man lay—Chase was given, and they were soon overtaken, and their guilt sufficiently proved by their blood-stained hands and garments, and the property of the murdered man found upon their persons. The first impulse was to kill them upon the spot, but reflection induced their being taken forward and turned over to Col. Davis, who, with his regiment, was not many miles in advance.

The assassins, we learn were shot. SHAMEFUL. Persons recently arrived from Monterey inform us that, in coming down, they beheld strewn along the roadside, where had been massacred the teamsters who fell into the hands of Urrea's assassins in the attack on wagon train, the decayed and mutilated remains of upwards of fifty of these unfortunate men. Where they fell, there still they are suffered to remain—their flesh made the food of vultures and wolves, and their bones scattered about by these beasts and birds of prey. Train after train has passed them by, with no more notice than a passing commentary upon their sad fate—none have stepped forth to give them burial. Humanity sickens at man's indifference to man.

It was rumored at Matamoros that the Massachusetts Volunteers were about to be relieved by the 2d Ohio Regiment, and that the former would start for Monterey in two weeks.

Henry Aldrich was arrested at Palo Alto on the 17th inst., by order of Col. Cushing, charged with having murderously assaulted a Mexican named Serbanies. He was taken to the guard-house, where he awaits his trial. Serbanies is in the Hospital.

FIENDISH MURDER. Father Ray, says the Flag, so long and favorably known as a Chaplain in the army, was recently killed by a party of Lancers on the road between Camargo and Monterey. What ignorance, combined with fanaticism will do, may be judged by the butchering of this faithful old minister of peace True to his divine calling, he forsook friends and home to make easy the couch of the dying soldier—became with design of harm to neither Mexican or American, and was arrested in his divine vocation by those who choose the same mode of worshipping the Almighty. Strange infatuation!

FROM EUROPE.

By the arrival of the Sarah Sands, at New York, on the 29th ult. advices from Liverpool 2 days later than before received came to hand. The news may generally be regarded as favorable to trade. Cotton and Corn were in demand at improving prices.

A fire broke out in London on the morning of the 5th of last month, at the Kent and Sussex Wharf, south side of London Bridge. The range of buildings occupied by Aldermen Humphreys, Messrs. Gold & Co. wholesale grocers, and Messrs. Malm & Skinner, cider merchants, was nearly destroyed, and the adjoining property, the Hibernia Wharf, was considerably injured, and Mann's wharf slightly. The fire broke out at 3 A. M. and was thoroughly extinguished before 11.

We notice, en passant, that the Liverpool Mercury notices, under the head of "diagrafic persecution," that Frederick Douglass, the fugitive slave, was denied the privilege of a gentleman in his passage home in the Cambria. He was compelled to take his meals and not allowed to mix with the saloon passengers.—This was right. No white man, who goes about the country imposing falsehoods upon the credulous as Douglass does, ought to be treated as a "gentleman," much less this base impostor.

The Cork Constitution says, "hundreds of comfortable looking farmers, of young women and men all decently clad, continue to arrive daily, with the view of emigrating to America."

The same paper gives a dismal account of the devastations committed by fever, the victims to the contagion filling the graveyards to overflowing.

The Paris Moniteur says the price of flour and grain continues to decrease in that city.

In relation to the Corn Market, a Liverpool paper of the 5th says: "The reported arrivals of Grain and Flour since Tuesday last are very moderate, but the wind now being favorable, we may expect most vessels in that are close at hand. The late reduction in our prices has attracted buyers from various quarters and rather an extensive business has been done in Wheat and Flour."

"Besides a good demand for shipment coastwise, the interior millers have taken largely of barreled Flour at 37s 6d to 39s per 106 lbs. for Western Canal, which is an improvement of 1s per bbl. within the week. Wheat has also moved more freely, but without amendment in price; indeed, for both Wheat and Flour, holders have liberally met the demand."

"Several Irish orders and buyers of Indian Corn having appeared, there has been a reaction on Tuesday's quotations of 3s to 5s per quarter; good American Corn is now firmly held at 52s per 480 lbs. In the other articles of the trade very little has been transacted, and Oats, Barley, Beans and Peas remain without alteration."

Of the Cotton Market the same paper, of April 3 says: The import of the week is 26,566 bags, namely, 24,462 from the United States, 120 from Brazil, and 1784 from Bombay. The sales of the week are 30,500 bags, of which there are taken on speculation 8400 American, 500 Egyptian, and 700 Surat; and for export 2500 American, 1000 Pernambuco, 30 Egyptian and 460 Surat. The prices of Sea Island are advanced 1/4d per lb. and of Egyptian 1/4d per lb.; those of inferior and middling quality of American Cotton are advanced 1/4d per lb."

On the 5th the report is as follows: The sales since Friday amount to 7000 bags, of which 3500 are sold to-day. The market is steady at the rates of last week. Arrived, since Friday, six vessels from the United States, two from Brazil, and one from Bombay.

From the Boston Daily Bee.

WISTAR'S BALSAM OF WILD CHERRY. There is much tampering with the fearful malady, Consumption, and numberless alleged remedies exist, which are but so many obstacles in the way of the proper treatment of the disease. The following letter from a highly respectable gentleman of this city, corroborates our previous impressions, that Wistar's Balsam was none of these nostrums.

Boston, April 14, 1846. Dr. Seth W. Fowle.—Dear Sir, I have been induced, at the suggestion of many of my friends, to make known to the public, through you, the great benefit I have derived from the use of the medicine called "WISTAR'S BALSAM OF WILD CHERRY," in the hope that others suffering with lung complaints may find the same relief by its use that I have done.

The latter part of last summer and in the fall, I suffered greatly from a severe cough, pain in the side, difficulty of breathing, loss of appetite, and other symptoms which indicated a rapid decline, three of the most learned and intelligent medical practitioners in the city pronounced my case consumption, and stated to me that nothing but a change of climate could be of the least possible benefit to me, as my lungs were in a very inflamed and diseased state. At this time, in hopes that I might find some temporary relief for my cough, I bought a bottle of the Balsam, which not only gave me the relief that my failing strength required, but seemed to give me new life and energy.

After taking several bottles of the medicine, my appetite returned, and with it my strength; my cough entirely left me, as also the night sweats, which previous to this time had been very profuse. In five weeks' time I gained eight pounds of flesh, and have been able ever since to take my accustomed exercise, a walk of from three to four miles a day, and attend to my regular business. I should be most happy to have you refer any one, who may wish further particulars to me, at my place of business, No. 305 Washington street.

Very truly yours, W. H. HOLBROOK. For sale wholesale and retail by WM. SHAW, Wilmington, and by dealers in Medicines generally throughout the country.

DOMESTIC GOODS. COTTON Yarn assorted numbers, from two, N. C. Factories. 4-4 Sheeting heavy and superior, at R. W. BROWN'S, 21-4t.

BACON. A LOT of very fine well cured. One lot 2000 lbs. Hams and Shoulders, a little touched, at reduced prices, for sale by R. W. BROWN, 21-4t.

FEATHERS. A FEW bags of good Feathers, received per Cotton Plant. For sale, by J. & W. L. MCGARY, 21-4t.

MARINE NEWS.

PORT OF WILMINGTON, MAY 4. HIGH WATER AT THE BARRIERS 9.55 P. M.

ARRIVED. 1. Barque Susan, from Charleston, in ballast, to Barry & Bryant. 2. Schr. Henrietta, Fitch, from Boston, with Brick, Hams and Potatoes, to W. B. Giles & Co. 3. Schr. Joseph Lybrand, Teal, from Philadelphia, to Geo. W. Davis, with goods for Dr. E. McQueen, Merichson, Reed & Co., J. W. McRae, A. C. Blum, Rockfish Co., Mallet & Huske, E. A. Vogler, Dr. A. C. Bell, M. E. McNeill, Washington Mining Co., Catharine Stamber, A. & D. W. Honeycutt, J. & R. Gilmer, J. G. Laah, P. J. A. Haines, A. H. Lindsay, T. D. Walker, Ballard & Huntington, Mallet & Barton, A. C. Evans, A. B. Rothwell, W. Winslow, J. C. F. R. B. Wood, Capt. J. A. J. Bradford, C. Blakesley, J. A. Davis and Fridenburg & Bro. 4. Steamer Cotton Plant, Banks, from Fayetteville, to J. & W. L. McGary, with Sheetings, Hams, Flour, Corn, Feathers, Meal, &c., for Gillespie & Robeson, R. W. Brown, B. Baxter, Sandford & Smith, L. T. Hannum and J. & W. L. McGary.

5. Schr. Watchman, Barter, from Thomaston, with 500 Casks Lime, to DeRosset, Brown & Co. 6. Schr. Ellen Perkins, Leavitt, from New York, to J. & D. McRae, with Mide, for Neff & Warner, Hall & Johnson, G. W. Davis, H. Nutt, A. H. Van Bokkellin, J. & D. McRae, B. Planner, Henrietta Steam Boat Co., and Merchants' Steam Boat Co. 7. Schr. Caroline, Gilpatrick, 11 days from Boston, in ballast, to Master. 8. Steamer Henrietta, from Fayetteville, to John Banks, with goods to Sandford & Smith. Passengers—J. W. Sandford and Lady, and C. T. Haigh.

Schr. Leeburg, from Philadelphia, to DeRosset, Brown & Co., with goods for R. A. King, G. Louder, Holcomb & Watson, Capt. W. P. Richards, W. Shaw, J. L. Barry, S. Shuter, G. W. Davis, Myers, A. Martin, R. G. Rankin, Hall & Armstrong, R. Hallett, W. B. Giles & Co., Henry Nutt, B. Hallett, A. H. Van Bokkellin, B. Planner and W. O. Jeffrey. 9. Schr. Rio Grande, Bowden, from Boston, with 950 Bbls. Turpentine, by Barry & Bryant.

CLEARED. 1. Schr. Caroline, Rogus, for New Orleans, with 228 Bbls. Tar, 150 Bbls. Pitch, 154 Bbls. B. Rosin, 468 Bbls. Common Rosin, by Barry & Bryant. 2. Brig Caroline and Mary, Wiggins, for New Orleans, with 118 Bbls. Pitch, 1388 Bbls. Rosin, by G. W. Davis. 3. Schr. Col. McRae, Marshall, for Philadelphia by DeRosset, Brown & Co. with 264 Bbls. Spirits Turpentine, 150 Bbls. Rosin, 67 Bales Sheetting, 12 Bales Yarn, 123 Bags Corn, 6 Bbls. Flour, 81 Pigs Metal, 5 Bbls. Oil, 2 Bbls. Liqueur, 2 Casks, 3 Bbls, 6 Boxes Merchandise. 4. Schr. A. F. Thorn, Sandford, for New York by R. W. Brown, with 555 Bbls. Spirits Turpentine, 500 Bbls. Turpentine, 351 Bbls. Rosin, 141 Boxes Turpentine, 156 Bags Corn, 70 Bbls. Flour, 1 Hhd., and 1 Box Fur, 2 Hds. Wax, 1 Hl. Pierce Rice, 1 Hbl. Hams, 10 Bales Sheetting, 14 Boxes and 1 Trunk Merchandise. 5. Schr. Mary Jane, Voth, for Balt., Md., by W. B. Giles & Co. (Exports in our net). 6. Steamer Rowan, Perry, for Fayetteville, by J. & W. L. McGary.

BELOW COMING UP. Schr. L. P. Smith, Brewster, from New York. Brig Hudson, Richardson, from Norwich, Conn., to G. W. Davis.

NEW YORK. Schr. Anne, Prosser, hence, April 29. Schr. W. Davis, March, hence, April 23. Schr. Jonas Smith, Horton, for this port, April 23.

WHOLESALE PRICES CURRENT. BUTTER—1/2 lb. 20¢. BEEF WAX—21¢. BACON—10¢. Sides—10¢. Shoulders—21¢. COTTON—none. COFFEE—1/2 lb. 90¢. Java—12¢. Rio—85¢. Laguira—14¢. DOMESTICS. Cotton Yarns, L. C. Sheetings, 84¢. FLOUR. Fayetteville—1/2 bbl. 57¢. 50¢. 60¢. 70¢. 80¢. 90¢. 100¢. HAY—100¢. 120¢. 140¢. 160¢. 180¢. 200¢. LARD—50¢. MOLASSES. Non-alcohol—21¢. MEAL. NAVAL STORES. Yellow Dip—2 25¢. Virgin Dip—2 25¢. Hard—1 25¢. Spirits Turpentine—1/2 gal. 35¢. Pitch—1 40¢. Rosin, No. 1—1 00¢. No. 2—1 00¢. No. 3—50¢. No. 4—1 00¢. No. 5—1 00¢. No. 6—1 00¢. No. 7—1 00¢. No. 8—1 00¢. No. 9—1 00¢. No. 10—1 00¢. No. 11—1 00¢. No. 12—1 00¢. No. 13—1 00¢. No. 14—1 00¢. No. 15—1 00¢. No. 16—1 00¢. No. 17—1 00¢. No. 18—1 00¢. No. 19—1 00¢. No. 20—1 00¢. No. 21—1 00¢. No. 22—1 00¢. No. 23—1 00¢. No. 24—1 00¢. No. 25—1 00¢. No. 26—1 00¢. No. 27—1 00¢. No. 28—1 00¢. No. 29—1 00¢. No. 30—1 00¢. No. 31—1 00¢. No. 32—1 00¢. No. 33—1 00¢. No. 34—1 00¢. No. 35—1 00¢. No. 36—1 00¢. No. 37—1 00¢. No. 38—1 00¢. No. 39—1 00¢. No. 40—1 00¢. No. 41—1 00¢. No. 42—1 00¢. No. 43—1 00¢. No. 44—1 00¢. No. 45—1 00¢. No. 46—1 00¢. No. 47—1 00¢. No. 48—1 00¢. No. 49—1 00¢. No. 50—1 00¢. No. 51—1 00¢. No. 52—1 00¢. No. 53—1 00¢. No. 54—1 00¢. No. 55—1 00¢. No. 56—1 00¢. No. 57—1 00¢. No. 58—1 00¢. No. 59—1 00¢. No. 60—1 00¢. No. 61—1 00¢. No. 62—1 00¢. No. 63—1 00¢. No. 64—1 00¢. No. 65—1 00¢. No. 66—1 00¢. No. 67—1 00¢. No. 68—1 00¢. No. 69—1 00¢. No. 70—1 00¢. No. 71—1 00¢. No. 72—1 00¢. No. 73—1 00¢. No. 74—1 00¢. No. 75—1 00¢. No. 76—1 00¢. No. 77—1 00¢. No. 78—1 00¢. No. 79—1 00¢. No. 80—1 00¢. No. 81—1 00¢. No. 82—1 00¢. No. 83—1 00¢. No. 84—1 00¢. No. 85—1 00¢. No. 86—1 00¢. No. 87—1 00¢. No. 88—1 00¢. No. 89—1 00¢. No. 90—1 00¢. No. 91—1 00¢. No. 92—1 00¢. No. 93—1 00¢. No. 94—1 00¢. No. 95—1 00¢. No. 96—1 00¢. No. 97—1 00¢. No. 98—1 00¢. No. 99—1 00¢. No. 100—1 00¢. No. 101—1 00¢. No. 102—1 00¢. No. 103—1 00¢. No. 104—1 00¢. No. 105—1 00¢. No. 106—1 00¢. No. 107—1 00¢. No. 108—1 00¢. No. 109—1 00¢. No. 110—1 00¢. No. 111—1 00¢. No. 112—1 00¢. No. 113—1 00¢. No. 114—1 00¢. No. 115—1 00¢. No. 116—1 00¢. No. 117—1 00¢. No. 118—1 00¢. No. 119—1 00¢. No. 120—1 00¢. No. 121—1 00¢. No. 122—1 00¢. No. 123—1 00¢. No. 124—1 00¢. No. 125—1 00¢. No. 126—1 00¢. No. 127—1 00¢. No. 128—1 00¢. No. 129—1 00¢. No. 130—1 00¢. No. 131—1 00¢. No. 132—1 00¢. No. 133—1 00¢. No. 134—1 00¢. No. 135—1 00¢. No. 136—1 00¢. No. 137—1 00¢. No. 138—1 00¢. No. 139—1 00¢. No. 140—1 00¢. No. 141—1 00¢. No. 142—1 00¢. No. 143—1 00¢. No. 144—1 00¢. No. 145—1 00¢. No. 146—1 00¢. No. 147—1 00¢. No. 148—1 00¢. No. 149—1 00¢. No. 150—1 00¢. No. 151—1 00¢. No. 152—1 00¢. No. 153—1 00¢. No. 154—1 00¢. No. 155—1 00¢. No. 156—1 00¢. No. 157—1 00¢. No. 158—1 00¢. No. 159—1 00¢. No. 160—1 00¢. No. 161—1 00¢. No. 162—1 00¢. No. 163—1 00¢. No. 164—1 00¢. No. 165—1 00¢. No. 166—1 00¢. No. 167—1 00¢. No. 168—1 00¢. No. 169—1 00¢. No. 170—1 00¢. No. 171—1 00¢. No. 172—1 00¢. No. 173—1 00¢. No. 174—1 00¢. No. 175—1 00¢. No. 176—1 00¢. No. 177—1 00¢. No. 178—1 00¢. No. 179—1 00¢. No. 180—1 00¢. No. 181—1 00¢. No. 182—1 00¢. No. 183—1 00¢. No. 184—1 00¢. No. 185—1 00¢. No. 186—1 00¢. No. 187—1 00¢. No. 188—1 00¢. No. 189—1 00¢. No. 190—1 00¢. No. 191—1 00¢. No. 192—1 00¢. No. 193—1 00¢. No. 194—1 00¢. No. 195—1 00¢. No. 196—1 00¢. No. 197—1 00¢. No. 198—1 00¢. No. 199—1 00¢. No. 200—1 00¢. No. 201—1 00¢. No. 202—1 00¢. No. 203—1 00¢. No. 204—1 00¢. No. 205—1 00¢. No. 206—1 00¢. No. 207—1 00¢. No. 208—1 00¢. No. 209—1 00¢. No. 210—1 00¢. No. 211—1 00¢. No. 212—1 00¢. No. 213—1 00¢. No. 214—1 00¢. No. 215—1 00¢. No. 216—