

THE WIDE WORLD.

GENERAL TELEGRAPHIC AND CABLE CULLINGS

Of Brief Items of Interest From Various Sources.

Fire at Plainfield, N. J., destroyed property to the amount of \$300,000. The private bank of M. N. Willis, of Lamar, Mo., made an assignment Friday.

A fire in Philadelphia Sunday night gutted the four-story building Nos. 719, 721 and 723 Vine street.

Dispatches of Friday reveal the intelligence that the epidemic of influenza is daily spreading in Berlin.

Bellefonte, Pa., iron and nail works, limited, suspended Saturday with liabilities aggregating \$302,000.

The Paris Official Journal publishes a decree authorizing the importation of American pork into France.

A dispatch of Friday from Brazil, Ind., says the miners are gradually returning to work in the black coal mines in that district.

Mrs. Delia Stewart Parnell, mother of the late Charles Stewart Parnell, sailed Saturday for England, accompanied by her son, John Parnell.

Friday's dispatches state that a change for the worse has occurred in the condition of Dom Pedro, ex-emperor of Brazil, who is suffering from chills complicated with diabetes.

The Sterling wagon works, at Sterling, Ill., were destroyed by fire early Wednesday morning. Adam Spies, the proprietor, says the loss will reach \$100,000, covered by insurance.

A London cablegram says: The suit of Countess Russell for separation from her husband, Earl Russell, which has been the social sensation of that city for a week, terminated Friday in a verdict against the countess.

A Philadelphia dispatch says: The 4 o'clock express on the Bound Brook route from New York, Thursday afternoon, collided with a gravel train near Flemington, N. J.

A New York telegram of Saturday says: The total visible supply of cotton for the world is 4,163,817, of which 1,780,517 are American, against 3,057,127 and 2,678,327 respectively last year.

A cablegram of Sunday from Paris states that out of eight archbishops and sixty-seven bishops throughout France only six have refrained from open adhesion to the archbishop of Aix against the government in the matter of the decree forbidding bishops to leave their dioceses without permission.

Ninety-seven per cent of the creditors of the Chicago National Bank of S. V. White & Co. of New York, who failed several months ago, have accepted the firm's proposition to settle for 50 cents on the dollar.

A dispatch of Saturday from Utica, N. Y., says: Hiram D. Wilson, of Glen Falls, who was sent to the state hospital some time ago, is not the bomb thrower who made the attempt on the life of Russell Sage as has been reported.

A London cablegram of Sunday says: The committee of the English bondholders of the Ohio and Mississippi bonds have obtained the opinion of the majority of the English vote in electing three directors charged to carry the policy of union with the Baltimore and Ohio.

Suit was entered Thursday afternoon against ex-Mayor Richard Pearson, of Allegheny, Pa., for embezzlement. He is charged with retaining \$740 of workhouse and jail funds.

The Richmond Terminal's preferred stockholders held a meeting in New York Wednesday. After some discussion over current rumors the following resolution was passed: "Resolved, That a committee of five be appointed who shall represent the interests of the preferred stockholders, and who shall take such steps to protect the interests involved as in their discretion may seem necessary."

A Richmond, Va., dispatch says the legislature convened at noon Wednesday. In his annual message the governor says: "There is a very general demand for separate stations for the two races throughout Virginia and the south. I would advise the enactment of a statute requiring every railroad company to provide separate coaches for the accommodation of white and colored passengers and separate accommodations at passenger stations, all of equal comfort and convenience. When travel on the road is not sufficient to require two coaches a single coach should be so divided by partition as to secure separate accommodations. The law should be enforced by suitable penalties."

Adopted by Farmers for Raising the Price of Their Cotton. A dispatch from Charleston says: The cotton farmers of Greenville county, S. C., have adopted a novel mode of raising the price of cotton. At a mass meeting, held Saturday, the following resolution was adopted: "Resolved, That we, the cotton producers of Greenville county, and other citizens thereof, agree to assign all cotton, to be made in this county in 1892, to the county commissioners, or other officers to be elected by the voters of the county, and will deliver the same at such place in the county as may be directed by said county commissioners, or other officers, pay for the same in cash or county bonds at 11 cents a pound for middling, and less or more for other cotton, by class or grade, 1 cent a pound to be reserved for expenses, etc."

THE CORNER MAN. The corner man of the man found in Mr. Sage's office and from the mass of flesh and clothing took a seven-chamber bulldog revolver. This was all that could be found by which an identification could be made.

MR. SAGE'S STATEMENT. Russell Sage made the following statement to Inspector Barnes: "I came out of my office, having been sent for. I found there a man with a satchel. He handed me a card bearing the name of H. D. Wilson. He said he came from John D. Rockefeller's, and at the same time handed me a type-written letter in which he stated that he was a messenger to me. I opened it and found that it was a demand upon me for the immediate payment of \$1,350,000. The letter stated that if the money was not given up at once to the presenter of the letter, that he would blow me, himself and the office in which I was sitting. I read the letter, and, placing it in an envelope, handed it back to him and turned to go into my private office when the explosion occurred."

A LATER DISPATCH says that it is now believed to be a fact that only two people were killed—the bomb thrower and H. F. Norton, Mr. Sage's private secretary. It was said that fragments of at least three bodies were found, but this cannot be substantiated, and no one else is known to be missing. So thoroughly has Russell Sage recovered from the effects of the explosion that he has just announced his intention of resuming business at once. Colonel Slocum, Mr. Sage's cashier, says that the report that securities and bonds had been blown through the windows of the office into the streets is untrue. About one hundred thousand dollars' worth of securities are missing.

DOM PEDRO DIES. But no Official Recognition of the Fact is Taken by Brazil. Cable dispatches of Sunday from Rio Janeiro say that the news of the death of Dom Pedro met with no official recognition in the Brazilian capital. A number of merchants and shopkeepers in Rio Janeiro closed their places of business out of respect for the ex-emperor, but otherwise the death of the former ruler of Brazil was marked by no demonstration of any kind. The king of Portugal, in a telegram to Countess Isabella, daughter of Dom Pedro, offers the use of the vault of the Braganza family for the burial of the emperor.

DOM PEDRO WAS FULLY POSSESSED of his mental faculties till the end. During Friday forenoon, being conscious that he was nearing death, he had many conversations with his last hours the ex-emperor repeatedly exhorted his heir, Princess Isabella, to pray with him for the peace and prosperity of Brazil. He passed quietly away. His body has been embalmed and other preparations made for the funeral.

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A MADMAN'S FREAK.

Hurlis a Dynamite Bomb at Russell Sage--Death and Destruction.

At 12:15 o'clock Friday afternoon a poorly dressed man, carrying a brown satchel, entered the office of Russell Sage, at 71 and 73 Broadway, New York, and demanded a private interview with Mr. Sage. Mr. Sage's clerk, told him that Mr. Sage was busy and could not be seen. The man persisted and continued to talk in a loud tone. Mr. Sage was in an inner office and came out to see what was wanted. He asked of the man what was wanted. The man said: "I demand a private interview with you." Mr. Sage replied that it would be impossible for him to see the man then, but he might possibly do so later in the day. The man continued to demand a private interview and then Mr. Sage ordered him to leave the office.

A TERRIFIC EXPLOSION.

On this the man dropped a leather bag which exploded, and an explosion which shook the entire block, instantly followed. Mr. Sage was thrown across the room and stunned. Mr. Laidlaw was also thrown across the office and had one leg badly lacerated. A stranger was thrown against a partition wall, and was so badly injured that he subsequently died. In Mr. Sage's office at the time of the explosion were Colonel J. J. Slocum, F. C. Osborn, C. W. Osborn, F. C. Menzies and R. F. Norton. Mr. Norton was badly injured and was taken in an ambulance to St. Vincent's hospital, where he died. Pieces of several bodies were picked up on the second floor of a building near the scene of the explosion and placed in a fire department life-saving wagon.

When the dynamite entered Mr. Sage's office he handled the clerk a card which bore the name "H. D. Wilson." It appears from investigation that Wilson had a companion when he entered the building and inquired for Sage's office. Benjamin F. Norton, who was blown through a window, a clerk in the office of Sage, was removed to Chambers street hospital, where he died while under operation for fracture of the skull.

THE CORNER MAN'S EXAMINATION. The coroner made an examination of the mangled remains of the man found in Mr. Sage's office and from the mass of flesh and clothing took a seven-chamber bulldog revolver. This was all that could be found by which an identification could be made.

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THROUGH DIXIE.

NEWS OF THE SOUTH BRIEFLY PARAPHRASED

Forming an Epitome of Daily Happenings Here and There.

South Carolina has been awarded a gold medal by the board of directors of the Augusta exposition for the excellence of its exhibit of natural and manufactured products.

Sales of loose leaf tobacco in the Danville, Va., market during November reached 2,307,000 pounds and for two months of the tobacco year 4,659,365 pounds, showing a decrease as compared with the same months of 1890 of 3,380,320 pounds.

In the United States court in Louisville, Ky., Wednesday, on the complaint of the Central Trust company, of New York, and other creditors, the Richmond, Nicholasville and Beattyville railroad was placed in the hands of a receiver. The liabilities aggregate nearly three million dollars.

A Nashville dispatch says: The certificate of election as a member of congress to represent the second district was issued Thursday by Governor Buchanan to John C. Houk. The official returns from the recent elections show the total vote to be: J. C. Houk, 24,095; J. C. J. Williams, 7,839; W. H. Henry, 211.

The citizens of Senoia, Ga., have organized a banking company, which will be in operation within sixty days. It will be known as the Farmers and Merchants' Bank of Senoia. Work is being rapidly pushed on the bank building, and it will soon be ready for occupation. The bank will start with a capital of \$25,000.

A meeting of the Eli Whitney Monument Association of Augusta, Ga., was held Saturday and it was definitely determined to celebrate the centennial anniversary of Whitney's great invention, the cotton gin, next November, during August's great cotton exposition, by unveiling a handsome monument. It will be a magnificent monument and will cost at least \$50,000.

A Nashville dispatch of Thursday says: That it is the intention of the state officials to return the convicts to the East Tennessee branch prisons within a few days is now conceded. Acting under the authority recently given him, Superintendent Wade has employed a number of guards and is securing more every day. The 300 men at \$40 a month will cost \$144,000 per annum.

A Nashville dispatch of Saturday says: The investigation of the interstate commerce commission into the charges against the Louisville and Nashville railroad has been concluded, the only man examined being Stuart R. Knott, first vice president and traffic manager of the Louisville and Nashville railroad. The written testimony will be sent to Washington and be submitted to the commission.

Eight of the nine district alliance lecturers of North Carolina held a meeting at Raleigh Wednesday. President Butler and the state lecturer were present. A plan of work was mapped out and the lecturers will visit all sections of the state. Strong resolutions against party action were adopted, and the lecturers will not advocate independent party action. This means much for North Carolina.

A Charlotte, N. C., dispatch of Wednesday says: J. M. Benson, treasurer of Bladen county, has absconded with \$6,000 of the county's money. Benson has for several years held the position of treasurer of his county, and for the past two years has been largely engaged in the mercantile business at Elizabethtown. His store has been headquarters for the alliance of Bladen county.

A Jackson, Miss., dispatch says: The Clarion on Wednesday re-published an editorial criticism from The Memphis Appeal-Avalanche, in which ex-Governor Leamy and General W. H. McCarlie are brought sharply to task for omitting, in their recently printed history of Mississippi, any direct reference to Mrs. Jefferson Davis. The Clarion defends the historians, and refers to the fact that Mrs. Davis in her book failed to refer to many distinguished Mississippians, and named six.

CRASH ON THE RAILS. Three Trains Piled in a Promiscuous Heap--Seven Lives Lost. A dispatch from Worcester, Mass., says: A most terrible wreck occurred on the New York and New England railroad at East Thompson at 6 o'clock Friday morning, caused by the collision of a south-bound freight with an east-bound freight going over a west-bound track. The Long Island express was passing on the other track at the time and all three trains were piled up together. Engineer Tabor of the Boston train, and his fireman are reported killed; one passenger on the Pullman is reported burned to death and many were injured. The cars almost immediately took fire. The accident is said to have been due to an open switch. Two of the injured passengers have died, making seven deaths in all. The fireman, as well as the engineer of the steamboat train was killed. Both trains were running eastward on parallel tracks and came together at full speed at a cross-over, the switch being probably broken. The freight crashed into the side of the passenger train.

IT FLOATS. Uncle Sam's New Cruiser, New York, Launched. A Philadelphia dispatch says: The United States armored cruiser New York was launched Wednesday afternoon at 2:35 o'clock from the yard of the Cramp Shipbuilding Company in the presence of 15,000 people, included among whom were the secretaries of the navy and interior departments, United States senators, congressmen, high naval officials and representative business and professional men from all parts of the country. Miss Helen Page, daughter of J. Seaver Page, secretary of the Union League Club, of New York, broke the traditional bottle of wine upon the great steel rail of the cruiser as she slid from her wooden cradle into the Delaware river and christened her, New York. When the New York is finished, she will be the most formidable cruising vessel that has ever flown the stars and stripes.

THE ENGLISH HOLDERS OF VIRGINIA BONDS KICK. A London cablegram says: Several interviews were had Tuesday with leading English holders of Virginia bonds in regard to the latest plan for funding the state debt. All of them were bitterly opposed to the plan of settlement. Cooper, secretary of the committee of English holders, said that only an outline of the proposition had been cabled. Until the full account which was coming to England on the steamer Etruria was received no meeting of English holders would be convened. In the meantime every opinion that he had heard expressed concurred that the proposition was unworkable.

PRESIDENT POLK Says That the Third Party Was "Not In It" at Indianapolis. President Polk was in Raleigh, N. C., Monday for the first time since the Indianapolis convention. When asked about the report of the "split," going over to the third party, etc., he said: "There was no report in the statement. The convention was large and enthusiastic, and a more harmonious meeting was never held in the United States. He further said: "The third party was not mentioned in the convention at all, and the body never gave it a single thought."

RAILROADS OF THE COUNTRY.

Statistics Showing Gigantic Strides in Construction and Traffic.

The third annual report on "Statistics of the Railways of the United States," issued from the office of the statistician of the interstate commission at Washington, gives comprehensive statistics covering the operations of railways during the fiscal year ended June 30, 1890, and a statement of earnings and expenses for nine months ended March 30, 1891. A marked feature of this report, which adds greatly to the value of its statistics, is the mapping and division of all statistics in ten territorial groups, by which differences in conditions of operation in various parts of the country are clearly brought to notice. Comparisons rendered possible by this report show marked differences in different parts of the country.

MILES OF RAILS.

The railway mileage in the United States on June 30, 1890, was 163,597 miles; increase in railway mileage brought into operation during the year was 6,060 miles. Michigan shows the largest increase in railway mileage during the fiscal year, being 459 miles, and Georgia comes next with increased mileage of 487 miles. Group five, made up of Kentucky, Tennessee, Mississippi, Alabama, Georgia and Florida, shows an increased mileage of 1,870 miles during the year. The number of railway corporations on June 30, 1890, was 1,707, of which 927 are operating companies, twenty-two companies representing 1,646 miles, have been re-organized during the year, and the number of miles represented by 1,905 miles, have merged their corporation existence into the other corporations.

The gross income of seventy-four companies is \$837,000,000 out of a total gross income of all the railways in the country of \$1,041,877,632, or 80 per cent. The total number of locomotives owned by the railways is 29,928, of which 8,384 are passenger locomotives and 16,140 are freight locomotives. This shows ten freight locomotives and five passenger locomotives for each 100 miles of operated line. The number of cars used in railways of the United States is 1,164,138 or 744 per 100 miles.

THE ARMY OF EMPLOYEES. The total number of men employed is 749,301, being an increase of 45,537 over that employed in 1889. The 154,404.06 miles of line which are made the basis of statistics in this report are represented by railway capital to the amount of \$9,459,444,173, equivalent to \$60.481 per mile. Assuming that the remaining mileage is capitalized at the same rate the total capitalization of railway property in the United States would be \$9,894,488,409. The increase in railway capital for 1890 over the railway capital for the previous year is \$444,268,768. Of this amount \$250,000,000 at least is due to the increase in capitalization on lines already in operation.

The number of passengers carried during the year was 403,430,865. The aggregate number of miles traveled by all passengers, was 11,847,785,517, or an average journey of twenty-four miles. The number of tons of freight carried during the year, covered by the report, was 636,441,611.

CASUALTIES. The total number of persons reported by railways as killed during the year was 6,320, and the total number reported as injured was 29,024. Of the total number killed 4,451 were employees, 285 passengers and 3,584 were classed as "other persons." In this latter figure are included a large number of suicides. Of the number of casualties, 23,390 were employees, 444 passengers, besides 4,200 unclassified. If the number of employees killed be assigned to the total number, it appears that one death occurs for every 306 men employed on the railways, and one injury occurs for every thirty-three men employed. The largest number of casualties occurred on the Erie, while the greatest number of deaths occurred directly in handling trains. Thus while the trainmen represent but 18 per cent of the total number of employees, the casualties sustained by them account for 58 per cent of the total casualties. A passenger riding continuously, at the rate of thirty miles an hour, might expect to meet with one death by railway accident for 1,700 years; but an engineer, brakeman or conductor, under the same conditions, is liable to fatal accident at the expiration of forty years.

The report recommends that express companies, water transportation companies and rolling stock and terminal companies be required to furnish railway statistics to the commission.

TRADE NOTES. Business of the Past Week as Reported by Dan & Co. The business failures occurring throughout the country during the last seven days, as reported by R. G. Dun & Co., number for the United States, 330; Canada, twenty-six or a total of 356, against 295 last week. The only change observable in the condition of business is a gradual improvement. One sign of an unfavorable character is that collections at some points are slower and harder than usual, particularly where the low price of cotton leads the holders to defer selling as long as possible. But at the principal western points, collections are very satisfactory, larger trade centers reporting most favorably in that respect, and there is less difficulty at eastern cities, though at the south some embarrassment continues.

THE MONEY MARKET.

Money is not particularly stringent anywhere, though rather close at Nashville and Montgomery. Speculative markets have tended downward on the whole. Cotton has again declined a sixteenth to 8.06c, with sales of 693,000 bales at New York, and portreceipts still far exceed the extraordinary receipts of last year.

Southern markets are overloaded and a stringency at some points is caused by delay in realizing, prices being unsatisfactorily low. At most southern ports the low price of cotton causes a set-back and business is only fair, though at Richmond it is improving with tobacco sections.

THE IRON MARKET.

There is little new in the great industries, for while the tone of the iron market improves, and there is more inquiry for rails and bar iron, with larger sales of pig, the price is depressed by the attempts of some southern makers to realize. Trade in certain goods is perhaps a shade better, and in boots and shoes the factories are well employed.

A PROHIBITION BILL

For the State Has Been Passed by South Carolina's Legislature. A dispatch of Saturday says: The house of representatives, on Saturday, passed, by a vote of 49 to 20, the prohibition bill. The bill absolutely prohibits the sale of beer, liquors, wines, etc., in any portion of the state, or the transportation of it by railroads, express companies, etc., under heavy penalties. It was passed after a bitter fight lasting two days. The law is said to be framed on a basis now in force in Iowa. It is generally believed that if this bill becomes a law it will divide the democratic party in the state, and result in the complete enfranchisement of the negro voters, who will be called in to take part in the state and national campaign next year.

CIVIL SERVICE EMPLOYES.

The Commission Makes its Annual Report to the President. A Washington dispatch of Saturday says: The civil service commission in its annual report to the president states that the classified civil service now contains 34,000 government employees. From July 1, 1890, to June 30, 1891, 5,306 applicants were examined for departmental service; 35,240; common to whom 3,337 passed and 1,869 failed to pass. The report calls attention to the extension of the classified service to include a portion of the Indian service, and says that this extension is especially important as for the first time applying the principle of non-partisan appointments to the Indian service.

ATLANTA MARKETS.

CORRECTED WEEKLY.

Coffee--Roasted--Arabica 2 1/2% 100 lb. Cases; Lion 20%; Levering's 20c; Green--Extra choice 2 1/2%; choice good 1 1/2%; fair 1 1/2%; common 1 1/2%; Sugar--Granulated 4 1/2%; of granulated--No. 1 4 1/2%; No. 2 4 1/2%; No. 3 4 1/2%; No. 4 4 1/2%; No. 5 4 1/2%; No. 6 4 1/2%; No. 7 4 1/2%; No. 8 4 1/2%; No. 9 4 1/2%; No. 10 4 1/2%; No. 11 4 1/2%; No. 12 4 1/2%; No. 13 4 1/2%; No. 14 4 1/2%; No. 15 4 1/2%; No. 16 4 1/2%; No. 17 4 1/2%; No. 18 4 1/2%; No. 19 4 1/2%; No. 20 4 1/2%; No. 21 4 1/2%; No. 22 4 1/2%; No. 23 4 1/2%; No. 24 4 1/2%; No. 25 4 1/2%; No. 26 4 1/2%; No. 27 4 1/2%; No. 28 4 1/2%; No. 29 4 1/2%; No. 30 4 1/2%; No. 31 4 1/2%; No. 32 4 1/2%; No. 33 4 1/2%; No. 34 4 1/2%; No. 35 4 1/2%; No. 36 4 1/2%; No. 37 4 1/2%; No. 38 4 1/2%; No. 39 4 1/2%; No. 40 4 1/2%; No. 41 4 1/2%; No. 42 4 1/2%; No. 43 4 1/2%; No. 44 4 1/2%; No. 45 4 1/2%; No. 46 4 1/2%; No. 47 4 1/2%; No. 48 4 1/2%; No. 49 4 1/2%; No. 50 4 1/2%; No. 51 4 1/2%; No. 52 4 1/2%; No. 53 4 1/2%; No. 54 4 1/2%; No. 55 4 1/2%; No. 56 4 1/2%; No. 57 4 1/2%; No. 58 4 1/2%; No. 59 4 1/2%; No. 60 4 1/2%; No. 61 4 1/2%; No. 62 4 1/2%; No. 63 4 1/2%; No. 64 4 1/2%; No. 65 4 1/2%; No. 66 4 1/2%; No. 67 4 1/2%; No. 68 4 1/2%; No. 69 4 1/2%; No. 70 4 1/2%; No. 71 4 1/2%; No. 72 4 1/2%; No. 73 4 1/2%; No. 74 4 1/2%; No. 75 4 1/2%; No. 76 4 1/2%; No. 77 4 1/2%; No. 78 4 1/2%; No. 79 4 1/2%; No. 80 4 1/2%; No. 81 4 1/2%; No. 82 4 1/2%; No. 83 4 1/2%; No. 84 4 1/2%; No. 85 4 1/2%; No. 86 4 1/2%; No. 87 4 1/2%; No. 88 4 1/2%; No. 89 4 1/2%; No. 90 4 1/2%; No. 91 4 1/2%; No. 92 4 1/2%; No. 93 4 1/2%; No. 94 4 1/2%; No. 95 4 1/2%; No. 96 4 1/2%; No. 97 4 1/2%; No. 98 4 1/2%; No. 99 4 1/2%; No. 100 4 1/2%; No. 101 4 1/2%; No. 102 4 1/2%; No. 103 4 1/2%; No. 104 4 1/2%; No. 105 4 1/2%; No. 106 4 1/2%; No. 107 4 1/2%; No. 108 4 1/2%; No. 109 4 1/2%; No. 110 4 1/2%; No. 111 4 1/2%; No. 112 4 1/2%; No. 113 4 1/2%; No. 114 4 1/2%; No. 115 4 1/2%; No. 116 4 1/2%; No. 117 4 1/2%; No. 118 4 1/2%; No. 119 4 1/2%; No. 120 4 1/2%; No. 121 4 1/2%; No. 122 4 1/2%; No. 123 4 1/2%; No. 124 4 1/2%; No. 125 4 1/2%; No. 126 4 1/2%; No. 127 4 1/2%; No. 128 4 1/2%; No. 129 4 1/2%; No. 130 4 1/2%; No. 131 4 1/2%; No. 132 4 1/2%; No. 133 4 1/2%; No. 134 4 1/2%; No. 135 4 1/2%; No. 136 4 1/2%; No. 137 4 1/2%; No. 138 4 1/2%; No. 139 4 1/2%; No. 140 4 1/2%; No. 141 4 1/2%; No. 142 4 1/2%; No. 143 4 1/2%; No. 144 4 1/2%; No. 145 4 1/2%; No. 146 4 1/2%; No. 147 4 1/2%; No. 148 4 1/2%; No. 149 4 1/2%; No. 150 4 1/2%; No. 151 4 1/2%; No. 152 4 1/2%; No. 153 4 1/2%; No. 154 4 1/2%; No. 155 4 1/2%; No. 156 4 1/2%; No. 157 4 1/2%; No. 158 4 1/2%; No. 159 4 1/2%; No. 160 4 1/2%; No. 161 4 1/2%; No. 162 4 1/2%; No. 163 4 1/2%; No. 164 4 1/2%; No. 165 4 1/2%; No. 166 4 1/2%; No. 167 4 1/2%; No. 168 4 1/2%; No. 169 4 1/2%; No. 170 4 1/2%; No. 171 4 1/2%; No. 172 4 1/2%; No. 173 4 1/2%; No. 174 4 1/2%; No. 175 4 1/2%; No. 176 4 1/2%; No. 177 4 1/2%; No. 178 4 1/2%; No. 179 4 1/2%; No. 180 4 1/2%; No. 181 4 1/2%; No. 182 4 1/2%; No. 183 4 1/2%; No. 184 4 1/2%; No. 185 4 1/2%; No. 186 4 1/2%; No. 187 4 1/2%; No. 188 4 1/2%; No. 189 4 1/2%; No. 190 4 1/2%; No. 191 4 1/2%; No. 192 4 1/2%; No. 193 4 1/2%; No. 194 4 1/2%; No. 195 4 1/2%; No. 196 4 1/2%; No. 197 4 1/2%; No. 198 4 1/2%; No. 199 4 1/2%; No. 200 4 1/2%; No. 201 4 1/2%; No. 202 4 1/2%; No. 203 4 1/2%; No. 204 4 1/2%; No. 205 4 1/2%; No. 206 4 1/2%; No. 207 4 1/2%; No. 208 4 1/2%; No. 209 4 1/2%; No. 210 4 1/2%; No. 211 4 1/2%; No. 212 4 1/2%; No. 213 4 1/2%; No. 214 4 1/2%; No. 215 4 1/2%; No. 216 4 1/2%; No. 217 4 1/2%; No. 218 4 1/2%; No. 219 4 1/2%; No. 220 4 1/