

BRITISH CAPTURE SPION KOP

Gen. Warren Surprises the Enemy and Captures Their Position—Boers' Desperate Attempt to Retake It—Many Killed and Wounded—Gen Woodgate Among the Slain—White Flag Raised.

HOLD SPION KOP.

A despatch from Spearman's Camp says:—Gen. Warren's troops, last night captured Spion kop, surprising the small garrison, who fled.

The hill has been held by us all day, though we were heavily attacked, especially by a very annoying shell fire. Our casualties are considerable, and I have to inform you with regret that Gen. Woodgate was dangerously wounded.

Gen. Warren is of the opinion that we have rendered the enemy's position untenable.

"The men are splendid."

LONG CASUALTY LIST.

A despatch from London says:—Nothin' can be added to the brief and accurate account of the success which has brought intense relief to Great Britain. A few speak of the possibility that the British may be unable to retain what they have so hard-ly won in view of the "very annoying shell fire" mentioned in General Buller's despatch, and that the hill may have to be taken, but assuming that the position is permanently held, and that the Boers are driven from the remainder of the plateau dominated by Spion kop, there is no ill-reputed shadow of the gravity of the task involved in opening the twelve or fifteen miles separating the hill and the Boer lines outside Ladysmith. There is complete ignorance here as to the ability of our troops to obtain reinforcements, and as to whether they have prepared any solid line of defence. This ignorance prevents any forecast of the operations. The critics continue to bid the public to prepare for a long casualty list, by attaching the fullest significance to General Buller's intimation that he has lost the losses in the fighting previous to the attack on Spion kop. But this has yet been received, though each day brings additions.

General Buller's force, which is holding Chabville, had a few killed and wounded on January 23, which indicates an engagement which hitherto has not been reported. It was probably a reconnaissance.

GEN WOODGATE DEAD.

A despatch has been received from Spearman's camp that Gen. Woodgate has succumbed to the wounds he received in the attack upon Spion kop.

A despatch from Spearman's Camp, says:—The fighting continues. The infantry is concentrated at the crest of the hill, near the centre. The Boers are holding the corresponding crest in front of the hill. The Boers are replying to our shells, and moving their guns when they are located by the British, but seldom firing more than three shots in any one place.

A case of stretcher-bearers, raised by Major's wife Worley, behaved well during the fighting after volunteering to bring in the wounded under heavy fire.

At 2 o'clock the Boers raised a white flag on the summit of a high hill, but this was not a permanent truce.

The British yesterday included Capt. B. of the Queen's Own, killed, and Lieut. Warden and Lieut. Smith of the Buffs severely wounded.

Cap. Earl of the Yorkshires, was killed, and Lieut. Barlow severely wounded.

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METHUEN'S VIGOROUS ATTACK.

A despatch from Modder River says:—The Boers were engaged by the enemy's cannon on the kopjes and highlands. The British Light Infantry advanced smartly in extended order to protect a half battery of howitzers, which swiftly took a position on the left facing the kopjes.

The guns were unlimbered and in action within a couple of minutes of the time they halted.

There was strong and incessant shelling between the howitzers and two Boer guns in kloofs in the hills.

The British long-range guns supported the howitzers. The firing lasted from 5.55 to 7.30 p.m.

The Boers were facing a strong sunset, and this seemed to hinder their marksmanship. Though they shelled both the infantry and artillery they hit nobody.

The enemy's loss, if any, is unknown. The Boers were within seeing distance of the Boers' trenches. They were wide and deep, and banked with sand. They were strongly occupied.

A TERRIBLE ORDEAL.

A despatch from London says:—The assembly in Pall Mall outside the War Office, and those privileged to wait in the lobbies, reluctantly dispersed at midnight, after the final word had been said, and the word announced. The morning papers went to press with conjectures and forecasts of all sorts, striving to guess out something from Spion kop.

Topography maps show that Spion kop is the highest part of a rocky plateau. Eastward for eight miles are the Boers' positions along the Tugela. North-westward from Spion kop the plateau runs gradually up to a great spur of the Drakenberg.

Gen. Buller's infantry, to reach the summit of Spion kop, must cross a natural glacis three-quarters of a mile wide, and climb 500 feet up a steep slope.

Nobody here seems to know, not even the War Office, what Lord Roberts has done with his large reinforcements. Six thousand troops awaited his arrival at Cape Town, and since then 6,000 others have reached there. Military critics are all hoping that a good share of these 12,000 have gone to help Gen. Buller, and they argue that

FRENCH COULD TAKE COLESBURG.

A despatch from London says:—Gen. Buller, with the utmost deliberation and the greatest caution, is drawing his lines more closely around the Boer position. Every day he tightens the net, greatly to the alarm and uneasiness of the enemy.

SPARKS FROM THE WIRES.

Newsy Items About Ourselves and Our Neighbors—Something of Interest From Every Quarter of the Globe.

CANADA.

Sheriff McKim of Wellington is dead.

The Methodist century fund now totals \$590,060.

The number of failures during 1899 was less than in any year since 1882.

Mr. Cornelius Neville, Deputy Collector of Inland Revenue, died at Ottawa.

It is rumored that Mr. Edward Miall, Commissioner of Inland Revenue, will retire.

The Toronto and Collingwood Railway Company is applying for incorporation.

An agency for the sale of mining lands will be opened by the Ontario Government at Sudbury.

The Provincial Legislature will meet about the middle of February, but the exact date has not yet been decided on.

By a fire in Peck & Co's block Winnipeg, the Consolidated Stationery Company lost \$30,000 by damage to stock.

The name of the steamer wrecked in St. Mary's Bay, Newfoundland, is still a mystery. A diver will go out to the wreck to-day.

The man who murdered Miss Ferguson, of Toronto, attacked several other persons. He is supposed to be a maniac.

A large part of the business quarter of Dawson City was burned on Wednesday night, January 10. The loss exceeds \$500,000.

An order in Council has been adopted by the Macdonald Government in Manitoba dispensing with the service of J. A. Macdonell, Chief Provincial Engineer.

Fourteen people—women, children and cripples—were taken out in an all-unknown winter storm from a fire in Lang & Co's department store, Ottawa.

A case of smallpox has been discovered at the Windsor Hotel, Moncton, N.B., the patient being an Intercolonial Railway brakeman, who brought the disease from Campbellton.

The Connors syndicate has awarded the contract for the construction of the large grain elevator at Montreal to Barrett & Record of Chicago. The building will cost about \$1,500,000.

Captain Philip H. Gibson of the Montreal Fire Department fell down headfirst in the shaft of a spiral staircase at No. 2 fire station, and died in the ambulance on the way to the Notre Dame Hospital.

The contract between the Great Northern Railway Company and Messrs. A. F. Chapman & Co. of Buffalo for the construction of a \$200,000 grain elevator at Quebec has been signed.

Walter L. Fellows, the stock-broker, who tried on the bookshop transactions for the clerks of the Bank of Montreal, has been arrested on a charge of receiving stolen money, knowing it to have been stolen.

The Winnipeg Free Press was informed a few days ago by a man calling at the office that the reports of contemplated attacks by Fenians from American territory were sober truth, so far as Winnipeg and Manitoba are concerned.

The British Columbia Provincial Government have declared their intention of so amending their alien extension law as to hereafter permit Americans to hold claims purchased from Canadian locators. Such a concession quite satisfies the Americans in Atlin.

The New Brunswick Government has been reconstructed, Premier Emmons, while retaining that position, becomes Attorney-General, while Hon. Mr. White, late Attorney-General, succeeds Mr. Emmons as Chief Commissioner of Public Works. H. A. McKeown, M.P.P., St. John, enters the Government without portfolio.

S. D. Vallieres, one of the candidates for Alderman in Montreal, makes a serious charge against his opponent, Ald. Renouveau, of offering him \$500 to leave the field, accompanying the offer with the assurance that he would endeavor to have Mr. Vallieres elected two years hence for the same seat by acclamation.

GREAT BRITAIN.

London has 10,000 professional musicians.

Col. Steele will command the Strathcona Hoops.

R. D. Blackmore, the famous novelist, is dead.

The Duke of Argyll is seriously ill at Inverary, Scotland.

The death of the Duke of Teck is reported at Surry.

British census reports of family names give for England and Wales 253,600 Smiths and 242,100 Jones.

More than forty per cent. of the people of Great Britain could not write their names when Queen Victoria ascended the throne. Now only seven per cent. of the population are in that condition.

Lord Roberts has authorized the formation of a complete division of colonial troops under Gen. Brabant.

As a further mark of favor, Lord Roberts, it is said, intends to select his own body guard from the colonials.

Forty million rounds of small-arms ammunition, 11,000 rounds of shell, Lyddite, and common shell, 351 boxes of fuses, and forty boxes of pistol ammunition were recently dispatched to the seat of war. This is one of the largest consignments of ammunition ever sent from Great Britain.

Military ballooning is of course in its infancy, and the present war is practically the first opportunity we have had of testing its efficacy. Each balloon is furnished with nearly a dozen cameras in order to obtain panoramic views of the country, which are of great value to the invading army.

UNITED STATES.

All the street car lines in Troy, N.Y., are tied up by a strike.

The first 500-foot steamer built on the great lakes was launched at Cleveland.

James Pyle, the great Pearlina maker, is dead. He was a citizen of New York, though born in Nova Scotia.

Hon. Hugh John Macdonald has accepted the Lieutenant-Colonelcy of the Winnipeg Light Infantry, a new regiment now being organized.

Edward J. Fisher of Brantford, a delegate attending the Masons' Convention at Rochester, committed suicide by jumping into Genesee Falls.

Mrs. John O'Connell of Hamilton was bequeathed \$10,000 in cash and twenty-five acres of land in Wilmington, Delaware, by Miss Julia Nelson, an aunt.

Mr. John R. Booth, says there is no truth in the statement that a syndicate of New York capitalists is negotiating for the purchase of the Parry Sound and Canada Atlantic Railways.

At Frankfort, Ky., ex-Congressman David J. Colson shot and killed Eitelhart Scott, Luther Domer and Chas. Julian. The killing occurred in the lobby of the Capitol Hotel, and was the outcome of an old feud.

John J. Albright, announces to the Board of Directors of the Buffalo Fine Arts Academy his intention to present to that city an art gallery, to cost not less than \$250,000, and to begin its construction immediately.

As the result of a family row at an Italian tenement house in East Eleventh street, New York, Antonio Colletti, aged 37, Casper Colletti, his brother, aged 19, and David Salvatoro, a cousin, aged 40, were shot and killed. Vincenzo Spinella and his son Frank are under arrest, charged with the murder, and the police are after others.

GENERAL.

Russian soldiers are supplied with handkerchiefs at the expense of the Government.

The outbreak of typhoid fever on the Montezuma may cause some delay in her sailing.

A dynamite factory in Italy near Turin exploded, shattering five buildings. Ten bodies have been found in the ruins.

Blackleg has broken out among the cattis in the Glenvale district. A veterinary surgeon vaccinated the animals in the affected district.

The Japanese Government has offered to establish a military academy at Peking to educate Chinese under Japanese officers, China may accept.

Alph. Girouard, a hotelkeeper, of St. Cuneonville, was handling an incandescent electric light when he received a shock and dropped dead.

Horses shipped to South Africa for the war are allowed a space of 24 in, by 8 in. on board the transport. Mules are packed in pens of four, each animal being allowed 2 ft. 6 in.

Tenders have been invited for a monthly steamship service, including the carrying of mails, between Halifax and Kingston, Jamaica, calling at Bermuda and Turk's Island.

Mr. Frank Pedley, Superintendent of Immigration, estimates that nearly 14,000 settlers from the United States have become residents of Canada during the past season.

FATAL WRECK ON G. T. R.

Two Freight Trains Collide Between Whittby and Port Union, Two Men Killed.

A despatch from Port Union says:—A head-on collision, which cost the lives of Wm. Huton and Henry Meek, occurred on the G.T.R. line about two miles east of Port Union shortly before nine o'clock last night. At an early hour this morning the bodies of the victims had not been recovered though two wrecking trains, from Toronto and Belleville, had been working at the spot for hours.

A light freight engine, in charge of Driver Wm. Huton and Fireman Henry Meek, left Whittby, bound for Port Union. The driver's instructions were to water and then return to take a string of cars out of Whittby. Huton started out, and thinking, of course, that the line would be kept clear, put on steam and went flying along the line at a high rate of speed. When rounding a curve a short distance east of his destination the glare of a headlight on an approaching train shone suddenly before him, and before the unfortunates driver could do more than shut off steam the engines had come together with terrific force.

Both engines were hurled from the track, and several of the freight cars were almost instantly killed, and a fireman on the eastbound train received injuries. The engineer escaped unhurt.

The two engines are fit only for the junk-shop, though most of the cars remained on the track.

The freight was from York, in charge of Conductor Feller, of Toronto.

Huton was a married man, and lived in York with his family, Meek, who was unmarried, also lived in York. They are both evidently new to the place, as neither name is given in last year's directory.

According to the version of the accident gathered from local railway officials last night, the collision occurred between Scarborough and Port Union, and was between two light engines going from York to Belleville, and a double-headed freight train coming west. It was also reported at the Union station that four men had been killed, but this could not be confirmed, and the first report given both as to the accident and the extent of the casualties is evidently correct.

The accident blocked traffic on the line for several hours last night, and the regular night express for Montreal was unable to leave until 1:40 o'clock this morning. The express from Montreal due here at 9:15 last night, was laid up at Frenchman's bay.

MARKETS OF THE WORLD.

Prices of Cattle, Cheese, &c. in Leading Markets.

Toronto.
Butter—Creamery, 28c; and 29c; and 30c; and 31c; and 32c; and 33c; and 34c; and 35c; and 36c; and 37c; and 38c; and 39c; and 40c; and 41c; and 42c; and 43c; and 44c; and 45c; and 46c; and 47c; and 48c; and 49c; and 50c; and 51c; and 52c; and 53c; and 54c; and 55c; and 56c; and 57c; and 58c; and 59c; and 60c; and 61c; and 62c; and 63c; and 64c; and 65c; and 66c; and 67c; and 68c; and 69c; and 70c; and 71c; and 72c; and 73c; and 74c; and 75c; and 76c; and 77c; and 78c; and 79c; and 80c; and 81c; and 82c; and 83c; and 84c; and 85c; and 86c; and 87c; and 88c; and 89c; and 90c; and 91c; and 92c; and 93c; and 94c; and 95c; and 96c; and 97c; and 98c; and 99c; and 100c.

London.
Wheat—No. 1, 55s; No. 2, 54s; No. 3, 53s; No. 4, 52s; No. 5, 51s; No. 6, 50s; No. 7, 49s; No. 8, 48s; No. 9, 47s; No. 10, 46s; No. 11, 45s; No. 12, 44s; No. 13, 43s; No. 14, 42s; No. 15, 41s; No. 16, 40s; No. 17, 39s; No. 18, 38s; No. 19, 37s; No. 20, 36s; No. 21, 35s; No. 22, 34s; No. 23, 33s; No. 24, 32s; No. 25, 31s; No. 26, 30s; No. 27, 29s; No. 28, 28s; No. 29, 27s; No. 30, 26s; No. 31, 25s; No. 32, 24s; No. 33, 23s; No. 34, 22s; No. 35, 21s; No. 36, 20s; No. 37, 19s; No. 38, 18s; No. 39, 17s; No. 40, 16s; No. 41, 15s; No. 42, 14s; No. 43, 13s; No. 44, 12s; No. 45, 11s; No. 46, 10s; No. 47, 9s; No. 48, 8s; No. 49, 7s; No. 50, 6s; No. 51, 5s; No. 52, 4s; No. 53, 3s; No. 54, 2s; No. 55, 1s; No. 56, 10d; No. 57, 9d; No. 58, 8d; No. 59, 7d; No. 60, 6d; No. 61, 5d; No. 62, 4d; No. 63, 3d; No. 64, 2d; No. 65, 1d; No. 66, 10c; No. 67, 9c; No. 68, 8c; No. 69, 7c; No. 70, 6c; No. 71, 5c; No. 72, 4c; No. 73, 3c; No. 74, 2c; No. 75, 1c; No. 76, 10m; No. 77, 9m; No. 78, 8m; No. 79, 7m; No. 80, 6m; No. 81, 5m; No. 82, 4m; No. 83, 3m; No. 84, 2m; No. 85, 1m; No. 86, 10k; No. 87, 9k; No. 88, 8k; No. 89, 7k; No. 90, 6k; No. 91, 5k; No. 92, 4k; No. 93, 3k; No. 94, 2k; No. 95, 1k; No. 96, 10l; No. 97, 9l; No. 98, 8l; No. 99, 7l; No. 100, 6l; No. 101, 5l; No. 102, 4l; No. 103, 3l; No. 104, 2l; No. 105, 1l; No. 106, 10s; No. 107, 9s; No. 108, 8s; No. 109, 7s; No. 110, 6s; No. 111, 5s; No. 112, 4s; No. 113, 3s; No. 114, 2s; No. 115, 1s; No. 116, 10d; No. 117, 9d; No. 118, 8d; No. 119, 7d; No. 120, 6d; No. 121, 5d; No. 122, 4d; No. 123, 3d; No. 124, 2d; No. 125, 1d; No. 126, 10c; No. 127, 9c; No. 128, 8c; No. 129, 7c; No. 130, 6c; No. 131, 5c; No. 132, 4c; No. 133, 3c; No. 134, 2c; No. 135, 1c; No. 136, 10m; No. 137, 9m; No. 138, 8m; No. 139, 7m; No. 140, 6m; No. 141, 5m; No. 142, 4m; No. 143, 3m; No. 144, 2m; No. 145, 1m; No. 146, 10k; No. 147, 9k; No. 148, 8k; No. 149, 7k; No. 150, 6k; No. 151, 5k; No. 152, 4k; No. 153, 3k; No. 154, 2k; No. 155, 1k; No. 156, 10l; No. 157, 9l; No. 158, 8l; No. 159, 7l; No. 160, 6l; No. 161, 5l; No. 162, 4l; No. 163, 3l; No. 164, 2l; No. 165, 1l; No. 166, 10s; No. 167, 9s; No. 168, 8s; No. 169, 7s; No. 170, 6s; No. 171, 5s; No. 172, 4s; No. 173, 3s; No. 174, 2s; No. 175, 1s; No. 176, 10d; No. 177, 9d; No. 178, 8d; No. 179, 7d; No. 180, 6d; No. 181, 5d; No. 182, 4d; No. 183, 3d; No. 184, 2d; No. 185, 1d; No. 186, 10c; No. 187, 9c; No. 188, 8c; No. 189, 7c; No. 190, 6c; No. 191, 5c; No. 192, 4c; No. 193, 3c; No. 194, 2c; No. 195, 1c; No. 196, 10m; No. 197, 9m; No. 198, 8m; No. 199, 7m; No. 200, 6m; No. 201, 5m; No. 202, 4m; No. 203, 3m; No. 204, 2m; No. 205, 1m; No. 206, 10k; No. 207, 9k; No. 208, 8k; No. 209, 7k; No. 210, 6k; No. 211, 5k; No. 212, 4k; No. 213, 3k; No. 214, 2k; No. 215, 1k; No. 216, 10l; No. 217, 9l; No. 218, 8l; No. 219, 7l; No. 220, 6l; No. 221, 5l; No. 222, 4l; No. 223, 3l; No. 224, 2l; No. 225, 1l; No. 226, 10s; No. 227, 9s; No. 228, 8s; No. 229, 7s; No. 230, 6s; No. 231, 5s; No. 232, 4s; No. 233, 3s; No. 234, 2s; No. 235, 1s; No. 236, 10d; No. 237, 9d; No. 238, 8d; No. 239, 7d; No. 240, 6d; No. 241, 5d; No. 242, 4d; No. 243, 3d; No. 244, 2d; No. 245, 1d; No. 246, 10c; No. 247, 9c; No. 248, 8c; No. 249, 7c; No. 250, 6c; No. 251, 5c; No. 252, 4c; No. 253, 3c; No. 254, 2c; No. 255, 1c; No. 256, 10m; No. 257, 9m; No. 258, 8m; No. 259, 7m; No. 260, 6m; No. 261, 5m; No. 262, 4m; No. 263, 3m; No. 264, 2m; No. 265, 1m; No. 266, 10k; No. 267, 9k; No. 268, 8k; No. 269, 7k; No. 270, 6k; No. 271, 5k; No. 272, 4k; No. 273, 3k; No. 274, 2k; No. 275, 1k; No. 276, 10l; No. 277, 9l; No. 278, 8l; No. 279, 7l; No. 280, 6l; No. 281, 5l; No. 282, 4l; No. 283, 3l; No. 284, 2l; No. 285, 1l; No. 286, 10s; No. 287, 9s; No. 288, 8s; No. 289, 7s; No. 290, 6s; No. 291, 5s; No. 292, 4s; No. 293, 3s; No. 294, 2s; No. 295, 1s; No. 296, 10d; No. 297, 9d; No. 298, 8d; No. 299, 7d; No. 300, 6d; No. 301, 5d; No. 302, 4d; No. 303, 3d; No. 304, 2d; No. 305, 1d; No. 306, 10c; No. 307, 9c; No. 308, 8c; No. 309, 7c; No. 310, 6c; No. 311, 5c; No. 312, 4c; No. 313, 3c; No. 314, 2c; No. 315, 1c; No. 316, 10m; No. 317, 9m; No. 318, 8m; No. 319, 7m; No. 320, 6m; No. 321, 5m; No. 322, 4m; No. 323, 3m; No. 324, 2m; No. 325, 1m; No. 326, 10k; No. 327, 9k; No. 328, 8k; No. 329, 7k; No. 330, 6k; No. 331, 5k; No. 332, 4k; No. 333, 3k; No. 334, 2k; No. 335, 1k; No. 336, 10l; No. 337, 9l; No. 338, 8l; No. 339, 7l; No. 340, 6l; No. 341, 5l; No. 342, 4l; No. 343, 3l; No. 344, 2l; No. 345, 1l; No. 346, 10s; No. 347, 9s; No. 348, 8s; No. 349, 7s; No. 350, 6s; No. 351, 5s; No. 352, 4s; No. 353, 3s; No. 354, 2s; No. 355, 1s; No. 356, 10d; No. 357, 9d; No. 358, 8d; No. 359, 7d; No. 360, 6d; No. 361, 5d; No. 362, 4d; No. 363, 3d; No. 364, 2d; No. 365, 1d; No. 366, 10c; No. 367, 9c; No. 368, 8c; No. 369, 7c; No. 370, 6c; No. 371, 5c; No. 372, 4c; No. 373, 3c; No. 374, 2c; No. 375, 1c; No. 376, 10m; No. 377, 9m; No. 378, 8m; No. 379, 7m; No. 380, 6m; No. 381, 5m; No. 382, 4m; No. 383, 3m; No. 384, 2m; No. 385, 1m; No. 386, 10k; No. 387, 9k; No. 388, 8k; No. 389, 7k; No. 390, 6k; No. 391, 5k; No. 392, 4k; No. 393, 3k; No. 394, 2k; No. 395, 1k; No. 396, 10l; No. 397, 9l; No. 398, 8l; No. 399, 7l; No. 400, 6l; No. 401, 5l; No. 402, 4l; No. 403, 3l; No. 404, 2l; No. 405, 1l; No. 406, 10s; No. 407, 9s; No. 408, 8s; No. 409, 7s; No. 410, 6s; No. 411, 5s; No. 412, 4s; No. 413, 3s; No. 414, 2s; No. 415, 1s; No. 416, 10d; No. 417, 9d; No. 418, 8d; No. 419, 7d; No. 420, 6d; No. 421, 5d; No. 422, 4d; No. 423, 3d; No. 424, 2d; No. 425, 1d; No. 426, 10c; No. 427, 9c; No. 428, 8c; No. 429, 7c; No. 430, 6c; No. 431, 5c; No. 432, 4c; No. 433, 3c; No. 434, 2c; No. 435, 1c; No. 436, 10m; No. 437, 9m; No. 438, 8m; No. 439, 7m; No. 440, 6m; No. 441, 5m; No. 442, 4m; No. 443, 3m; No. 444, 2m; No. 445, 1m; No. 446, 10k; No. 447, 9k; No. 448, 8k; No. 449, 7k; No. 450, 6k; No. 451, 5k; No. 452, 4k; No. 453, 3k; No. 454, 2k; No. 455, 1k; No. 456, 10l; No. 457, 9l; No. 458, 8l; No. 459, 7l; No. 460, 6l; No. 461, 5l; No. 462, 4l; No. 463, 3l; No. 464, 2l; No. 465, 1l; No. 466, 10s; No. 467, 9s; No. 468, 8s; No. 469, 7s; No. 470, 6s; No. 471, 5s; No. 472, 4s; No. 473, 3s; No. 474, 2s; No. 475, 1s; No. 476, 10d; No. 477, 9d; No. 478, 8d; No. 479, 7d; No. 480, 6d; No. 481, 5d; No. 482, 4d; No. 483, 3d; No. 484, 2d; No. 485, 1d; No. 486, 10c; No. 487, 9c; No. 488, 8c; No. 489, 7c; No. 490, 6c; No. 491, 5c; No. 492, 4c; No. 493, 3c; No. 494, 2c; No. 495, 1c; No. 496, 10m; No. 497, 9m; No. 498, 8m; No. 499, 7m; No. 500, 6m; No. 501, 5m; No. 502, 4m; No. 503, 3m; No. 504, 2m; No. 505, 1m; No. 506, 10k; No. 507, 9k; No. 508, 8k; No. 509, 7k; No. 510, 6k; No. 511, 5k; No. 512, 4k; No. 513, 3k; No. 514, 2k; No. 515, 1k; No. 516, 10l; No. 517, 9l; No. 518, 8l; No. 519, 7l; No. 520, 6l; No. 521, 5l; No. 522, 4l; No. 523, 3l; No. 524, 2l; No. 525, 1l; No. 526, 10s; No. 527, 9s; No. 528, 8s; No. 529, 7s; No. 530, 6s; No. 531, 5s; No. 532, 4s; No. 533, 3s; No. 534, 2s; No. 535, 1s; No. 536, 10d; No. 537, 9d; No. 538, 8d; No. 539, 7d; No. 540, 6d; No. 541, 5d; No. 542, 4d; No. 543, 3d; No. 544, 2d; No. 545, 1d; No. 546, 10c; No. 547, 9c; No. 548, 8c; No. 549, 7c; No. 550, 6c; No. 551, 5c; No. 552, 4c; No. 553, 3c; No. 554, 2c; No. 555, 1c; No. 556, 10m; No. 557, 9m; No. 558, 8m; No. 559, 7m; No. 560, 6m; No. 561, 5m; No. 562, 4m; No. 563, 3m; No. 564, 2m; No. 565, 1m; No. 566, 10k; No. 567, 9k; No. 568, 8k; No. 569, 7k; No. 570, 6k; No. 571, 5k; No. 572, 4k; No. 573, 3k; No. 574, 2k; No. 575, 1k; No. 576, 10l; No. 577, 9l; No. 578, 8l; No. 579, 7l; No. 580, 6l; No. 581, 5l; No. 582, 4l; No. 583, 3l; No. 584, 2l; No. 585, 1l; No. 586, 10s; No. 587, 9s; No. 588, 8s; No. 589, 7s; No. 590, 6s; No. 591, 5s; No. 592, 4s; No. 593, 3s; No. 594, 2s; No. 595, 1s; No. 596, 10d; No. 597, 9d; No. 598, 8d; No. 599, 7d; No. 600, 6d; No. 601, 5d; No. 602, 4d; No. 603, 3d; No. 604, 2d; No. 605, 1d; No. 606, 10c; No. 607, 9c; No. 608, 8c; No. 609, 7c; No. 610, 6c; No. 611, 5c; No. 612, 4c; No. 613, 3c; No. 614, 2c; No. 615, 1c; No. 616, 10m; No.