

H.M.S. MAJESTIC TORPEDOED

Like the Triumph, She Was Submerged While Supporting Land Forces on Gallipoli Peninsular

A despatch from London says: The British battleship Majestic, Capt. H. F. G. Talbot, was torpedoed and sunk by an enemy submarine while the battleship was supporting the allied land forces on the Gallipoli Peninsula. Nearly all the officers and men were saved.

It is supposed that the submarine that sank the Majestic was the same that sent the British battleship Triumph to the bottom on Tuesday last.

The Majestic was completed in the year 1895, and was the oldest battleship on the active list of the navy. She was one of nine vessels known as the Majestic class. Her displacement was 14,000 tons, length 390 feet, speed 17 knots, and she carried four 12-inch, twelve 6-inch and sixteen 18-pounder guns of old pattern, with five torpedo tubes. Her nominal complement was 737 officers and men.

The sinking of the Majestic is said to have occurred off Seddul Bair, at the southern point of the Gallipoli Peninsula. This statement is made in a Constantinople despatch received by way of Berlin.

A despatch to the Times from its Madros correspondent says that 400 men of the crew of the battleship Triumph, which was sunk Tuesday in the Gulf of Saros, were saved. The officers and crew on board the Triumph in peace times numbered about 700 men.

SUBMARINE VISITS ARSENAL

Torpedoes a Transport in Harbor and Sinks Ammunition and Supply Ships in Sea of Marmora

A despatch from London says: The submarine E-11, Lieut. Commander Martin E. Nasmith, has sunk in the Sea of Marmora a vessel containing a great quantity of ammunition, comprising charges for heavy howitzers, several 75 calibre torpedoes and a six-inch gun. She also chased a supply ship with a heavy cargo of stores and torpedoed her alongside a pier at Rodosto. A small store ship was also chased and run ashore.

The submarine E-11 entered the sea of Marmora and discharged a torpedo at a transport alongside the arsenal. The torpedo was heard to explode.

DROVE GERMANS OUT OF ABLAIN

French Troops Win a Decided Success in the Region of Arras

A despatch from Paris says: French troops have won decided successes in the region of Arras lately, and have secured possession of a greater part of Ablain. In addition they have driven the Germans from their strongly fortified positions in the cemetery near Ablain and have advanced for some distance beyond it.

During this fighting, says the War Office report, the German losses were very heavy. Nothing is said as to the price in lives at which the French made their progress. It will be remembered that Arras was occupied by the allied troops several days ago, who were subsequently forced to retire by the violence of the German counter-attacks.

Otherwise in this sector, where the principal fighting of the last few days has occurred, the French have taken some of the German trenches southwest of Souchez at Chateau Tardieu.

A French aerial squadron, composed of 18 aeroplanes, each one carrying 110 pounds of bombs, bombarded a chemical factory at Luderghafena, on the Rhine, opposite Mannheim.

Fire broke out in several of the factory buildings as a result of this bombardment. This factory is one of the most important manufacturing enterprises in all Germany. The French aviators were in the air for six hours, and covered more than 400 kilometres (240 miles). This expedition against an important German establishment was the French reply to the attempts of German aviators on the City of Paris.

In all, 145 distinct languages are spoken in India.

DRIVE GERMANS OUT OF ABLAIN

A despatch from Paris says: French troops have won decided successes in the region of Arras lately, and have secured possession of a greater part of Ablain. In addition they have driven the Germans from their strongly fortified positions in the cemetery near Ablain and have advanced for some distance beyond it.

BUY ALL HER SUPPLIES HERE

Three Parties of Military Buyers Have Already Left Italy It is Said

A despatch from Paris says: Americans who are offering supplies to the French Government are being instructed by the commissariat to direct such offers to J. P. Morgan and Company, of New York, who were recently authorized to make purchases in the United States on behalf of the military administration. Similar offers from Canadians should be addressed to the Hudson's Bay Company, of Montreal, who are doing in Canada what Morgan and Company are doing for the French Government in the United States.

Practically all of Italy's buying will be done in the United States and Canada, according to the belief of the commission agents here. Three parties of military buyers have been sent to New York already, it is said.

WILL BE INTERNED IN VATICAN

Pope's Private Chamberlain Failed to Attend Mass Where Prayers Were Offered for Italy's Triumph

A despatch from Rome says: Monsignor Gerlach, the Austrian private chamberlain of the Pope, has been interned in the Vatican, where he must remain until the end of the war. This action was taken by the Pope when he learned that Monsignor Gerlach no longer attends the daily mass of the Pontiff, where prayers are offered for the triumph of Italian arms.

Monsignor Gerlach was accused of having falsified the words of Pope Benedict in a conversation between the Pontiff and the correspondent of a paper recently, at which Monsignor Gerlach acted as interpreter.

Austrian Consuls in Italy Arrested

where they are kept under observation by the police.

This unusual measure is said to have been the outgrowth of an allegation that Austria has not permitted the Italian Consuls in her territory to cross the frontier to Italian soil.

Men who will be the Leaders of the Italian Forces in the War for National Expansion.



SHIP BLOWN UP, 325 MEN KILLED

Crew of 250 and 78 Workers Perish on Former C.P.R. Boat at Sheerness.

A despatch from London says: The Princess Irene, a British mining ship, was literally blown to atoms with at least 325 men aboard as she lay at anchor in Sheerness harbor Friday morning. The explosion apparently was internal, its origin being marked by complete mystery. Only one man has survived, a stoker, named David Willis, who was picked up badly injured.

It is understood that all but three of her crew of 250 men were aboard the steamer, as well as 78 dockyard men carrying out repairs. The Daily Mail asserts that in addition to the 78 shipwrights there were on board 100 workmen from Chatham, as well as 240 members of the crew, which would give a total of 418 persons on the steamer at the time she was blown up.

The disaster has immediately recalled the fate of the British battleship Bulwark, which was mysteriously blown up on November 20 at practically the identical spot in which rested the Princess Irene, with the loss of some 736 officers and men. The destruction of the Bulwark was never explained. There were rumors at the time that a German submarine had slipped into Sheerness harbor and launched a torpedo at the warship, subsequently stealing away without detection. It has since seemed more probable, however, that the Bulwark was blown up by an internal explosion—the inference being, of course, that a spy accomplished the work.

The Princess Irene, which is a Canadian Pacific liner requisitioned by the Government, was lying at her moorings, 70 yards off Port Victoria, her decks crowded with busy workmen. The harbor was filled with vessels of all descriptions. Nothing of an extraordinary nature had occurred to arouse suspicion.

TRY TO FORCE U.S. INTO WAR

Germany Submarine American Steamer That Carried No Contraband.

A despatch from London says: The steamer Nebraska, of the American-Hawaiian Line, under charter of the White Star Line, and flying the U.S. flag, was torpedoed by an unseen submarine 40 miles south-west of South Cliff, which is near Fastnet.

The Nebraska was outbound from Liverpool to Philadelphia, which she was carrying contraband into England. The vessel received the torpedo in the forward part of the ship about nine o'clock at night. In these regions at this time of the year it is still light at nine o'clock, but whether the flag could be distinguished even if flying is something which must be cleared up later.

The Nebraska had her name in giant letters on both sides, however, and being an American ship, she doubtless carried her ship's lights, which vessels of belligerent countries nowadays do not do. Serbs were by order of the French Government, displayed in groups over many of the public buildings and monuments of Paris. Among the edifices thus decorated are the residence of the President of the republic, the Senate and the Chamber of Deputies, and all the Ministries.

Female Police Force Organized in Italy

A despatch from Paris says: The Rome correspondent of the Temps telegraphs that nearly 11,000 women have been enrolled in a female police force authorized by the Italian Government. These women belong for the most part to the middle classes. They will undergo special physical training and wear uniforms.

WHEN IS SECURITY SUFFICIENT?

There are various tests to apply to railroad bonds to ascertain the amount of security behind them, and as to whether they are or are not an absolutely safe investment. Examination of the trust deed will show the nature of a mortgage; but the investor need not bother much about this as the bond house will give him all the necessary information. The total market value of the road, its cost and replacement value are, however, important factors. These can be arrived at only by careful consideration of all the securities outstanding and their selling price in the open market. The bonds should be covered twice over. Then there is the earnings feature of the case. It is essential that the railroad be operating at a good profit. Bond interest must be earned and well earned. Further, before profits are shown the property must be well maintained, sufficient allowance being set aside for replacements and renewals.

The issue of subsequent mortgages is a good thing for the prior lien holders. It shows that others have confidence in the property, and moreover it provides a buyer for the road should it fall to meet expenses; for the second and subsequent mortgages must buy in the road at a sum equal to the first mortgage or lose their money.

Why They Are a Good Buy. Many Canadian and American railroad bonds are an unusually good buy at the present time. The security behind the issues of the best; and particularly in the case of Canadian railroads largely financed through the sale of stock, is the market value of the roads greatly in excess of the bonded indebtedness. For various reasons railroad bonds have kept down below normal values and appear cheap compared with some other investment securities. Their extremely wide range of offerings together with general stability of price make them an attractive buy. As some of these bonds are quite speculative in nature, however, the counsel of a thoroughly reliable bond dealer is advised where safe investment is the first consideration.

PRICES OF FARM PRODUCTS

REPORTS FROM THE LEADING TRADE CENTERS OF AMERICA.

Wheat—No. 1 Northern, \$1.12; No. 2 Northern, \$1.10; No. 3 Northern, \$1.08; No. 4 Northern, \$1.06; No. 5 Northern, \$1.04; No. 6 Northern, \$1.02; No. 7 Northern, \$1.00; No. 8 Northern, \$0.98; No. 9 Northern, \$0.96; No. 10 Northern, \$0.94; No. 11 Northern, \$0.92; No. 12 Northern, \$0.90; No. 13 Northern, \$0.88; No. 14 Northern, \$0.86; No. 15 Northern, \$0.84; No. 16 Northern, \$0.82; No. 17 Northern, \$0.80; No. 18 Northern, \$0.78; No. 19 Northern, \$0.76; No. 20 Northern, \$0.74; No. 21 Northern, \$0.72; No. 22 Northern, \$0.70; No. 23 Northern, \$0.68; No. 24 Northern, \$0.66; No. 25 Northern, \$0.64; No. 26 Northern, \$0.62; No. 27 Northern, \$0.60; No. 28 Northern, \$0.58; No. 29 Northern, \$0.56; No. 30 Northern, \$0.54; No. 31 Northern, \$0.52; No. 32 Northern, \$0.50; No. 33 Northern, \$0.48; No. 34 Northern, \$0.46; No. 35 Northern, \$0.44; No. 36 Northern, \$0.42; No. 37 Northern, \$0.40; No. 38 Northern, \$0.38; No. 39 Northern, \$0.36; No. 40 Northern, \$0.34; No. 41 Northern, \$0.32; No. 42 Northern, \$0.30; No. 43 Northern, \$0.28; No. 44 Northern, \$0.26; No. 45 Northern, \$0.24; No. 46 Northern, \$0.22; No. 47 Northern, \$0.20; No. 48 Northern, \$0.18; No. 49 Northern, \$0.16; No. 50 Northern, \$0.14; No. 51 Northern, \$0.12; No. 52 Northern, \$0.10; No. 53 Northern, \$0.08; No. 54 Northern, \$0.06; No. 55 Northern, \$0.04; No. 56 Northern, \$0.02; No. 57 Northern, \$0.00; No. 58 Northern, \$0.00; No. 59 Northern, \$0.00; No. 60 Northern, \$0.00; No. 61 Northern, \$0.00; No. 62 Northern, \$0.00; No. 63 Northern, \$0.00; No. 64 Northern, \$0.00; No. 65 Northern, \$0.00; No. 66 Northern, \$0.00; No. 67 Northern, \$0.00; No. 68 Northern, \$0.00; No. 69 Northern, \$0.00; No. 70 Northern, \$0.00; No. 71 Northern, \$0.00; No. 72 Northern, \$0.00; No. 73 Northern, \$0.00; No. 74 Northern, \$0.00; No. 75 Northern, \$0.00; No. 76 Northern, \$0.00; No. 77 Northern, \$0.00; No. 78 Northern, \$0.00; No. 79 Northern, \$0.00; No. 80 Northern, \$0.00; No. 81 Northern, \$0.00; No. 82 Northern, \$0.00; No. 83 Northern, \$0.00; No. 84 Northern, \$0.00; No. 85 Northern, \$0.00; No. 86 Northern, \$0.00; No. 87 Northern, \$0.00; No. 88 Northern, \$0.00; No. 89 Northern, \$0.00; No. 90 Northern, \$0.00; No. 91 Northern, \$0.00; No. 92 Northern, \$0.00; No. 93 Northern, \$0.00; No. 94 Northern, \$0.00; No. 95 Northern, \$0.00; No. 96 Northern, \$0.00; No. 97 Northern, \$0.00; No. 98 Northern, \$0.00; No. 99 Northern, \$0.00; No. 100 Northern, \$0.00; No. 101 Northern, \$0.00; No. 102 Northern, \$0.00; No. 103 Northern, \$0.00; No. 104 Northern, \$0.00; No. 105 Northern, \$0.00; No. 106 Northern, \$0.00; No. 107 Northern, \$0.00; No. 108 Northern, \$0.00; No. 109 Northern, \$0.00; No. 110 Northern, \$0.00; No. 111 Northern, \$0.00; No. 112 Northern, \$0.00; No. 113 Northern, \$0.00; No. 114 Northern, \$0.00; No. 115 Northern, \$0.00; No. 116 Northern, \$0.00; No. 117 Northern, \$0.00; No. 118 Northern, \$0.00; No. 119 Northern, \$0.00; No. 120 Northern, \$0.00; No. 121 Northern, \$0.00; No. 122 Northern, \$0.00; No. 123 Northern, \$0.00; No. 124 Northern, \$0.00; No. 125 Northern, \$0.00; No. 126 Northern, \$0.00; No. 127 Northern, \$0.00; No. 128 Northern, \$0.00; No. 129 Northern, \$0.00; No. 130 Northern, \$0.00; No. 131 Northern, \$0.00; No. 132 Northern, \$0.00; No. 133 Northern, \$0.00; No. 134 Northern, \$0.00; No. 135 Northern, \$0.00; No. 136 Northern, \$0.00; No. 137 Northern, \$0.00; No. 138 Northern, \$0.00; No. 139 Northern, \$0.00; No. 140 Northern, \$0.00; No. 141 Northern, \$0.00; No. 142 Northern, \$0.00; No. 143 Northern, \$0.00; No. 144 Northern, \$0.00; No. 145 Northern, \$0.00; No. 146 Northern, \$0.00; No. 147 Northern, \$0.00; No. 148 Northern, \$0.00; No. 149 Northern, \$0.00; No. 150 Northern, \$0.00; No. 151 Northern, \$0.00; No. 152 Northern, \$0.00; No. 153 Northern, \$0.00; No. 154 Northern, \$0.00; No. 155 Northern, \$0.00; No. 156 Northern, \$0.00; No. 157 Northern, \$0.00; No. 158 Northern, \$0.00; No. 159 Northern, \$0.00; No. 160 Northern, \$0.00; No. 161 Northern, \$0.00; No. 162 Northern, \$0.00; No. 163 Northern, \$0.00; No. 164 Northern, \$0.00; No. 165 Northern, \$0.00; No. 166 Northern, \$0.00; No. 167 Northern, \$0.00; No. 168 Northern, \$0.00; No. 169 Northern, \$0.00; No. 170 Northern, \$0.00; No. 171 Northern, \$0.00; No. 172 Northern, \$0.00; No. 173 Northern, \$0.00; No. 174 Northern, \$0.00; No. 175 Northern, \$0.00; No. 176 Northern, \$0.00; No. 177 Northern, \$0.00; No. 178 Northern, \$0.00; No. 179 Northern, \$0.00; No. 180 Northern, \$0.00; No. 181 Northern, \$0.00; No. 182 Northern, \$0.00; No. 183 Northern, \$0.00; No. 184 Northern, \$0.00; No. 185 Northern, \$0.00; No. 186 Northern, \$0.00; No. 187 Northern, \$0.00; No. 188 Northern, \$0.00; No. 189 Northern, \$0.00; No. 190 Northern, \$0.00; No. 191 Northern, \$0.00; No. 192 Northern, \$0.00; No. 193 Northern, \$0.00; No. 194 Northern, \$0.00; No. 195 Northern, \$0.00; No. 196 Northern, \$0.00; No. 197 Northern, \$0.00; No. 198 Northern, \$0.00; No. 199 Northern, \$0.00; No. 200 Northern, \$0.00; No. 201 Northern, \$0.00; No. 202 Northern, \$0.00; No. 203 Northern, \$0.00; No. 204 Northern, \$0.00; No. 205 Northern, \$0.00; No. 206 Northern, \$0.00; No. 207 Northern, \$0.00; No. 208 Northern, \$0.00; No. 209 Northern, \$0.00; No. 210 Northern, \$0.00; No. 211 Northern, \$0.00; No. 212 Northern, \$0.00; No. 213 Northern, \$0.00; No. 214 Northern, \$0.00; No. 215 Northern, \$0.00; No. 216 Northern, \$0.00; No. 217 Northern, \$0.00; No. 218 Northern, \$0.00; No. 219 Northern, \$0.00; No. 220 Northern, \$0.00; No. 221 Northern, \$0.00; No. 222 Northern, \$0.00; No. 223 Northern, \$0.00; No. 224 Northern, \$0.00; No. 225 Northern, \$0.00; No. 226 Northern, \$0.00; No. 227 Northern, \$0.00; No. 228 Northern, \$0.00; No. 229 Northern, \$0.00; No. 230 Northern, \$0.00; No. 231 Northern, \$0.00; No. 232 Northern, \$0.00; No. 233 Northern, \$0.00; No. 234 Northern, \$0.00; No. 235 Northern, \$0.00; No. 236 Northern, \$0.00; No. 237 Northern, \$0.00; No. 238 Northern, \$0.00; No. 239 Northern, \$0.00; No. 240 Northern, \$0.00; No. 241 Northern, \$0.00; No. 242 Northern, \$0.00; No. 243 Northern, \$0.00; No. 244 Northern, \$0.00; No. 245 Northern, \$0.00; No. 246 Northern, \$0.00; No. 247 Northern, \$0.00; No. 248 Northern, \$0.00; No. 249 Northern, \$0.00; No. 250 Northern, \$0.00; No. 251 Northern, \$0.00; No. 252 Northern, \$0.00; No. 253 Northern, \$0.00; No. 254 Northern, \$0.00; No. 255 Northern, \$0.00; No. 256 Northern, \$0.00; No. 257 Northern, \$0.00; No. 258 Northern, \$0.00; No. 259 Northern, \$0.00; No. 260 Northern, \$0.00; No. 261 Northern, \$0.00; No. 262 Northern, \$0.00; No. 263 Northern, \$0.00; No. 264 Northern, \$0.00; No. 265 Northern, \$0.00; No. 266 Northern, \$0.00; No. 267 Northern, \$0.00; No. 268 Northern, \$0.00; No. 269 Northern, \$0.00; No. 270 Northern, \$0.00; No. 271 Northern, \$0.00; No. 272 Northern, \$0.00; No. 273 Northern, \$0.00; No. 274 Northern, \$0.00; No. 275 Northern, \$0.00; No. 276 Northern, \$0.00; No. 277 Northern, \$0.00; No. 278 Northern, \$0.00; No. 279 Northern, \$0.00; No. 280 Northern, \$0.00; No. 281 Northern, \$0.00; No. 282 Northern, \$0.00; No. 283 Northern, \$0.00; No. 284 Northern, \$0.00; No. 285 Northern, \$0.00; No. 286 Northern, \$0.00; No. 287 Northern, \$0.00; No. 288 Northern, \$0.00; No. 289 Northern, \$0.00; No. 290 Northern, \$0.00; No. 291 Northern, \$0.00; No. 292 Northern, \$0.00; No. 293 Northern, \$0.00; No. 294 Northern, \$0.00; No. 295 Northern, \$0.00; No. 296 Northern, \$0.00; No. 297 Northern, \$0.00; No. 298 Northern, \$0.00; No. 299 Northern, \$0.00; No. 300 Northern, \$0.00; No. 301 Northern, \$0.00; No. 302 Northern, \$0.00; No. 303 Northern, \$0.00; No. 304 Northern, \$0.00; No. 305 Northern, \$0.00; No. 306 Northern, \$0.00; No. 307 Northern, \$0.00; No. 308 Northern, \$0.00; No. 309 Northern, \$0.00; No. 310 Northern, \$0.00; No. 311 Northern, \$0.00; No. 312 Northern, \$0.00; No. 313 Northern, \$0.00; No. 314 Northern, \$0.00; No. 315 Northern, \$0.00; No. 316 Northern, \$0.00; No. 317 Northern, \$0.00; No. 318 Northern, \$0.00; No. 319 Northern, \$0.00; No. 320 Northern, \$0.00; No. 321 Northern, \$0.00; No. 322 Northern, \$0.00; No. 323 Northern, \$0.00; No. 324 Northern, \$0.00; No. 325 Northern, \$0.00; No. 326 Northern, \$0.00; No. 327 Northern, \$0.00; No. 328 Northern, \$0.00; No. 329 Northern, \$0.00; No. 330 Northern, \$0.00; No. 331 Northern, \$0.00; No. 332 Northern, \$0.00; No. 333 Northern, \$0.00; No. 334 Northern, \$0.00; No. 335 Northern, \$0.00; No. 336 Northern, \$0.00; No. 337 Northern, \$0.00; No. 338 Northern, \$0.00; No. 339 Northern, \$0.00; No. 340 Northern, \$0.00; No. 341 Northern, \$0.00; No. 342 Northern, \$0.00; No. 343 Northern, \$0.00; No. 344 Northern, \$0.00; No. 345 Northern, \$0.00; No. 346 Northern, \$0.00; No. 347 Northern, \$0.00; No. 348 Northern, \$0.00; No. 349 Northern, \$0.00; No. 350 Northern, \$0.00; No. 351 Northern, \$0.00; No. 352 Northern, \$0.00; No. 353 Northern, \$0.00; No. 354 Northern, \$0.00; No. 355 Northern, \$0.00; No. 356 Northern, \$0.00; No. 357 Northern, \$0.00; No. 358 Northern, \$0.00; No. 359 Northern, \$0.00; No. 360 Northern, \$0.00; No. 361 Northern, \$0.00; No. 362 Northern, \$0.00; No. 363 Northern, \$0.00; No. 364 Northern, \$0.00; No. 365 Northern, \$0.00; No. 366 Northern, \$0.00; No. 367 Northern, \$0.00; No. 368 Northern, \$0.00; No. 369 Northern, \$0.00; No. 370 Northern, \$0.00; No. 371 Northern, \$0.00; No. 372 Northern, \$0.00; No. 373 Northern, \$0.00; No. 374 Northern, \$0.00; No. 375 Northern, \$0.00; No. 376 Northern, \$0.00; No. 377 Northern, \$0.00; No. 378 Northern, \$0.00; No. 379 Northern, \$0.00; No. 380 Northern, \$0.00; No. 381 Northern, \$0.00; No. 382 Northern, \$0.00; No. 383 Northern, \$0.00; No. 384 Northern, \$0.00; No. 385 Northern, \$0.00; No. 386 Northern, \$0.00; No. 387 Northern, \$0.00; No. 388 Northern, \$0.00; No. 389 Northern, \$0.00; No. 390 Northern, \$0.00; No. 391 Northern, \$0.00; No. 392 Northern, \$0.00; No. 393 Northern, \$0.00; No. 394 Northern, \$0.00; No. 395 Northern, \$0.00; No. 396 Northern, \$0.00; No. 397 Northern, \$0.00; No. 398 Northern, \$0.00; No. 399 Northern, \$0.00; No. 400 Northern, \$0.00; No. 401 Northern, \$0.00; No. 402 Northern, \$0.00; No. 403 Northern, \$0.00; No. 404 Northern, \$0.00; No. 405 Northern, \$0.00; No. 406 Northern, \$0.00; No. 407 Northern, \$0.00; No. 408 Northern, \$0.00; No. 409 Northern, \$0.00; No. 410 Northern, \$0.00; No. 411 Northern, \$0.00; No. 412 Northern, \$0.00; No. 413 Northern, \$0.00; No. 414 Northern, \$0.00; No. 415 Northern, \$0.00; No. 416 Northern, \$0.00; No. 417 Northern, \$0.00; No. 418 Northern, \$0.00; No. 419 Northern, \$0.00; No. 420 Northern, \$0.00; No. 421 Northern, \$0.00; No. 422 Northern, \$0.00; No. 423 Northern, \$0.00; No. 424 Northern, \$0.00; No. 425 Northern, \$0.00; No. 426 Northern, \$0.00; No. 427 Northern, \$0.00; No. 428 Northern, \$0.00; No. 429 Northern, \$0.00; No. 430 Northern, \$0.00; No. 431 Northern, \$0.00; No. 432 Northern, \$0.00; No. 433 Northern, \$0.00; No. 434 Northern, \$0.00; No. 435 Northern, \$0.00; No. 436 Northern, \$0.00; No. 437 Northern, \$0.00; No. 438 Northern, \$0.00; No. 439 Northern, \$0.00; No. 440 Northern, \$0.00; No. 441 Northern, \$0.00; No. 442 Northern, \$0.00; No. 443 Northern, \$0.00; No. 444 Northern, \$0.00; No. 445 Northern, \$0.00; No. 446 Northern, \$0.00; No. 447 Northern, \$0.00; No. 448 Northern, \$0.00; No. 449 Northern, \$0.00; No. 450 Northern, \$0.00; No. 451 Northern, \$0.00; No. 452 Northern, \$0.00; No. 453 Northern, \$0.00; No. 454 Northern, \$0.00; No. 455 Northern, \$0.00; No. 456 Northern, \$0.00; No. 457 Northern, \$0.00; No. 458 Northern, \$0.00; No. 459 Northern, \$0.00; No. 460 Northern, \$0.00; No. 461 Northern, \$0.00; No. 462 Northern, \$0.00; No. 463 Northern, \$0.00; No. 464 Northern, \$0.00; No. 465 Northern, \$0.00; No. 466 Northern, \$0.00; No. 467 Northern, \$0.00; No. 468 Northern, \$0.00; No. 469 Northern, \$0.00; No. 470 Northern, \$0.00; No. 471 Northern, \$0.00; No. 472 Northern, \$0.00; No. 473 Northern, \$0.00; No. 474 Northern, \$0.00; No. 475 Northern, \$0.00; No. 476 Northern, \$0.00; No. 477 Northern, \$0.00; No. 478 Northern, \$0.00; No. 479 Northern, \$0.00; No. 480 Northern, \$0.00; No. 481 Northern, \$0.00; No. 482 Northern, \$0.00; No. 483 Northern, \$0.00; No. 484 Northern, \$0.00; No. 485 Northern, \$0.00; No. 486 Northern, \$0.00; No. 487 Northern, \$0.00; No. 488 Northern, \$0.00; No. 489 Northern, \$0.00; No. 490 Northern, \$0.00; No. 491 Northern, \$0.00; No. 492 Northern, \$0.00; No. 493 Northern, \$0.00; No. 494 Northern, \$0.00; No. 495 Northern, \$0.00; No. 496 Northern, \$0.00; No. 497 Northern, \$0.00; No. 498 Northern, \$0.00; No. 499 Northern, \$0.00; No. 500 Northern, \$0.00; No. 501 Northern, \$0.00; No. 502 Northern, \$0.00; No. 503 Northern, \$0.00; No. 504 Northern, \$0.00; No. 505 Northern, \$0.00; No. 506 Northern, \$0.00; No. 507 Northern, \$0.00; No. 508 Northern, \$0.00; No. 509 Northern, \$0.00; No. 510 Northern, \$0.00; No. 511 Northern, \$0.00; No. 512 Northern, \$0.00; No. 513 Northern, \$0.00; No. 514 Northern, \$0.00; No. 515 Northern, \$0.00; No. 516 Northern, \$0.00; No. 517 Northern, \$0.00; No. 518 Northern, \$0.00; No. 519 Northern, \$0.00; No. 520 Northern, \$0.00; No. 521 Northern, \$0.00; No. 522 Northern, \$0.00; No. 523 Northern, \$0.00; No. 524 Northern, \$0.00; No. 525 Northern, \$0.00; No. 526 Northern, \$0.00; No. 527 Northern, \$0.00; No. 528 Northern, \$0.00; No. 529 Northern, \$0.00; No. 530 Northern, \$0.00; No. 531 Northern, \$0.00; No. 532 Northern, \$0.00; No. 533 Northern, \$0.00; No. 534 Northern, \$0.00; No. 535 Northern, \$0.00; No. 536 Northern, \$0.00; No. 537 Northern, \$0.00; No. 538 Northern, \$0.00; No. 539 Northern, \$0.00; No. 540 Northern, \$0.00; No. 541 Northern, \$0.00; No. 542 Northern, \$0.00; No. 543 Northern, \$0.00; No. 544 Northern, \$0.00; No. 545 Northern, \$0.00; No. 546 Northern, \$0.00; No. 547 Northern, \$0.00; No. 548 Northern, \$0.00; No. 549 Northern, \$0.00; No. 550 Northern, \$0.00; No. 551 Northern, \$0.00; No. 552 Northern, \$0.00; No. 553 Northern, \$0.00; No. 554 Northern, \$0.00; No. 555 Northern, \$0.00; No. 556 Northern, \$0.00; No. 557 Northern, \$0.00; No. 558 Northern, \$0.00; No. 559 Northern, \$0.00; No. 560 Northern, \$0.00; No. 561 Northern, \$0.00; No. 562 Northern, \$0.00; No. 563 Northern, \$0.00; No. 564 Northern, \$0.00; No. 565 Northern, \$0.00; No. 566 Northern, \$0.00; No. 567 Northern, \$0.00; No. 568 Northern, \$0.00; No. 569 Northern, \$0.00; No. 570 Northern, \$0.00; No. 571 Northern, \$0.00; No. 572 Northern, \$0.00; No. 573 Northern, \$0.00; No. 574 Northern, \$0.00; No. 575 Northern, \$0.00; No. 576 Northern, \$0.00; No. 577 Northern, \$0.00; No. 578 Northern, \$0.00; No. 579 Northern, \$0.00; No. 580 Northern, \$0.00; No. 581 Northern, \$0.00; No. 582 Northern, \$0.00; No. 583 Northern, \$0.00; No. 584 Northern, \$0.00; No. 585 Northern, \$0.00; No. 586 Northern, \$0.00; No. 587 Northern, \$0.00; No. 588 Northern, \$0.00; No. 589 Northern, \$0.00; No. 590 Northern, \$0.00; No. 591 Northern, \$0.00; No. 592 Northern, \$0.00; No. 593 Northern, \$0.00; No. 594 Northern, \$0.00; No. 595 Northern, \$0.00; No. 596 Northern, \$0.00; No. 597 Northern, \$0.00; No. 598 Northern, \$0.00; No. 599 Northern, \$0.00; No. 600 Northern, \$0.00; No. 601 Northern, \$0.00; No. 602 Northern, \$0.00; No. 603 Northern, \$0.00; No. 604 Northern, \$0.00; No. 605 Northern, \$0.00; No. 606 Northern, \$0.00; No. 607 Northern, \$0.00; No. 608 Northern, \$0.00; No. 609 Northern, \$0.00; No. 610 Northern, \$0.00; No. 611 Northern, \$0.00; No. 612 Northern, \$0.00; No. 613 Northern, \$0.00; No. 614 Northern, \$0.00; No. 615 Northern, \$0.00; No. 616 Northern, \$0.00; No. 617 Northern, \$0.00; No. 618 Northern, \$0.00; No. 619 Northern, \$0.00; No. 620 Northern, \$0.00; No. 621 Northern, \$0.00; No. 622 Northern, \$0.00; No. 623 Northern, \$0.00; No. 624 Northern, \$0.00; No. 625 Northern, \$0.00; No. 626 Northern, \$0.00; No. 627 Northern, \$0.00; No. 628 Northern, \$0.00; No. 629 Northern, \$0.00; No. 630 Northern, \$0.00; No. 631 Northern, \$0.00; No. 632 Northern, \$0.00; No. 6