

## The Toronto World

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SATURDAY MORNING, AUG. 3, 1912.

WHY NOT MAKE PARLIAMENT  
SUPREME?

The constitution under which we live  
so far as it has been reduced to writ-  
ing, consists of a statute passed by the  
British Parliament in 1867, commonly  
known as the B. N. A. Act. This act  
was amended at the request of the  
Canadian Parliament in 1907, by in-  
creasing the provincial subsidies. It is  
now anticipated that parliament will  
petition His Majesty to have the act  
again amended in so far as it relates  
to provincial subsidies, and also with  
respect to representation in the house  
of commons. It is also apparent that  
a third amendment respecting the mar-  
riage law is necessary as a result of the  
recent decision of the imperial privy  
council.

Our provinces, like our people, feel  
the increased cost of living, and some  
of them are importunate suitors for  
larger grants from the government.  
The demands for larger subsidies will  
become more and more insistent and  
they will have to be met either by in-  
creasing the subsidies or by the Dom-  
inion shouldering expenses now borne  
by the provinces. A subsidy based on  
a per capita test is not satisfactory,  
and perhaps the matter will have to be  
solved by giving to each province a  
percentage of the revenue collected in  
that province by the federal govern-  
ment.

As to the matter of representation in  
the house of commons, there will be  
natural sympathy with the complaints  
of the smaller provinces on the Atlan-  
tic coast, who at every census lose  
some membership in the house. In one  
way, it is difficult to see how this sym-  
pathy is to find expression. As it is,  
the house bids fair to increase in size  
until it becomes unwieldy. Should  
there be anything like the increase in  
the Canadian population, which many  
of us think possible, the membership  
of the house might easily increase to  
one thousand within a comparatively  
few years.

Would it not be well if the B. N. A.  
Act were again amended to have in-  
stead of thirty as to VIRTUALLY  
GIVE PLenary POWER TO PAR-  
LIAMENT? This would not mean that  
jurisdiction now assigned to provinces  
would be wrested from them, but that  
parliament, not the courts, would pass  
upon the constitutionality of all sta-  
tutes. We may as well enjoy the dis-  
cretion and power of the British sys-  
tem in its entirety and get away from  
the American tendency to subordinate  
parliament to the courts.

## ASSESSMENT REFORM.

The Telegram has struck the nail on  
the head which we have been hammer-  
ing at for long enough. If the  
assessment department could be per-  
suaded to have an assessment which  
would equitably cover the full value  
of the property assessed, we believe  
that the statement of The Telegram  
would be justified as to the large sums  
that would be added to the assessment  
roll. It is not necessary to suppose  
that taxation would be greatly in-  
creased. There would be a fairer dis-  
tribution of the taxes. The poor man  
would have less to pay and the rich  
man more. And this, we fear, is the  
reason the assessment department  
cannot be got to carry out the terms of  
the Assessment Act.

We are told that every piece of prop-  
erty is assessed at about 80 per cent.  
of its value. But this is a glaring in-  
justice to the small owner.

If his property is worth \$2000 he gets  
off paying on \$1600. But the rich man  
who owns \$20,000 gets off paying on  
\$16,000 at the same rate. Why should  
any property owner be let off paying  
on \$40,000 of property, or on \$400 for  
that matter?

The duty of the assessment depart-  
ment is to assess property for its full  
value, and if there be any doubt, it  
should lean to the city's side. The tax-  
payer has always the right to appeal.  
And in this connection we believe there  
is not enough use made of the court of  
revision. The gentlemen who compose  
this court are understood to be real  
estate experts, else there is no object  
in having them. If the department  
has any doubt about values, it ought  
to be able to get the advice of these  
experts.

It would not be a bad idea if the  
court of revision were entrusted with  
the duty of appealing against assess-  
ments that are set too low, or of re-  
viewing those without appeal. No de-  
cent man wishes to go into court and  
appeal against his neighbor's under-  
estimated assessment. Nor should he  
be asked to do so. This duty should be  
laid upon a public body or official.  
The poor man knows that so far as



**Keefer**  
Is a Home Beer. The  
one Lager you see going  
into the Homes everywhere  
**PILSENER LAGER**  
THE LIGHT BEER IN THE LIGHT BOTTLE



he is concerned the 80 per cent. as-  
sessment is a bluff. He is generally  
put down for every dollar his property  
is worth. And he would not object to  
this, nor would anyone else, were it  
clearly understood that every other  
property owner was also down for  
every dollar his property was worth.  
The 80 per cent. assessment plan is  
a very plausible one for letting the  
little men pay for the big ones, and  
the sooner it is abolished the fairer  
and juster will it be for the whole com-  
munity and for every individual tax-  
payer.

## OUR GRAIN AT DULUTH.

The Port Arthur Chronicle is respon-  
sible for the statement that thirty mil-  
lion bushels of grain will be shipped  
this fall from the Canadian west to  
Duluth. The government has already  
applied to the United States Interstate  
Commerce Commission for the re-es-  
tablishment of the rates effective last  
spring from points in western Canada  
to Duluth, Minneapolis and other  
points in Minnesota on wheat, oats, flax  
and barley. The Winnipeg Free Press  
complains that last year these low  
rates were obtained too late in the  
season and for too short a time, to permit  
the tough wheat to be hurried to Du-  
luth and Minneapolis for treatment.  
The result is that a great quantity of  
this grain is congested this summer at  
Port Arthur and Port William, where  
thirty thousand bushels per day are  
being cared for by the gigantic floating  
dred imported by the Canadian grain  
commission from Duluth.

We doubt if the United States rail-  
ways will be able to render much as-  
sistance in moving Canadian crops be-  
cause they will be unable to handle  
the unusually large harvest of their  
own in the western states, but if it is  
true that only forty per cent. of our  
western crop can be moved by Cana-  
dian railways before the close of nar-  
igation, there seems to be no good rea-  
son why the American roads should not  
help to move it.

The Chronicle, however, complains  
that Duluth is being built up as a Cana-  
dian port, and for this it bitterly  
blames the present government. Mr.  
Borden, it declares, came into office  
pledged to the nationalization of the  
terminal grain elevators at Port Ar-  
thur and Port William. The complaint  
is not that these pledges were unre-  
deemed but that the change in policy  
was not more promptly announced. To  
quote:

Necessity existed last year for  
the increase of the plants at this  
point, but the threat of public own-  
ed elevators stood in the way. No  
person knew what the government  
was about to do and private cap-  
ital refused to proceed with the de-  
velopment which it had started ap-  
parently on from year to year in a  
very satisfactory manner. It has  
only been within the past week or  
so that the situation has become  
sufficiently clear to warrant eleva-  
tor investors again entering the  
field. But any building which may  
now be done will not relieve the  
situation this fall whatever may oc-  
cur a year hence.

Curiously enough, The Chronicle  
makes no reference to the big elevator  
whose construction by the government  
for use this season was promised some  
weeks ago by Hon. Mr. Rogers at Pe-  
gina. Such an elevator should help the  
situation to some extent, especially if  
government operation keeps it free  
from the practices so bitterly com-  
plained of in the past of nearly all of  
the private corporations engaged in the  
elevator business at Port William and  
Port Arthur.

## INTERNATIONAL MAVERICKS.

A German or American settler natu-  
ralized in Canada is a British subject  
so long as he remains upon the soil  
of Canada; outside of Canada he is  
not a British subject. If he takes up  
his abode in England, he will find him-  
self before the law merely an alien,  
with no greater rights in England than  
a Mexican or a Filipino.

This seems an anomalous state of  
affairs, discriminating as it does, natu-  
ralized Canadians. If it be true that  
"when Britain is at war, Canada is at  
war" then all Canadians should be  
everywhere regarded as Britons. In  
short, as Sir Wilfrid Laurier very hap-

ply put it, a British subject anywhere  
should be a British subject everywhere.  
The matter can only be dealt with by  
concurrent legislation which will per-  
mit the self-governing states of the  
empire to grant empire citizenship.  
Perhaps it is because of our defe-  
cient naturalization that settlers from  
the United States are slow to natu-  
ralize. They should be encouraged to do  
so, and they certainly should be made  
to understand that they cannot vote in  
Canada unless and until they become  
Canadian citizens. If the provincial  
governments are permitting aliens to  
vote, the matter should be dealt with  
by parliament. On the other hand,  
American settlers who do naturalize  
should have the same rights as native  
Canadians.

Mr. Bennett, M.P. for Calgary, fears  
the American settlers will make good  
Canadians but not good Britishers. We  
take this to mean that they regard  
themselves as citizens of the Dominion  
rather than as citizens of the empire.  
This is not an unnatural attitude, when  
we reflect that the American settler,  
naturalized in Canada, finds himself,  
once outside of Canada, to be an inter-  
national maverick, a man without a  
country.

Imperial sentiment must be stimu-  
lated by imperial citizenship. To this  
end the Canadian Government, which  
is more vitally interested in the ques-  
tion than any other, should vigorously  
press for such legislation by the im-  
perial Parliament as will place natu-  
ralized Canadians upon an equality with  
their fellow-citizens of Canada as British  
subjects everywhere.

WHERE SHALL THE HOMELESS  
BUILD?

Houses to buy or houses to rent are  
scarce enough in Toronto. To this  
add the fact that there are no vacant  
factories or larger ones being built  
every day. New people are pouring in  
to the city. There is employment for  
everyone.

And at this very moment The Tele-  
gram continues to hammer the expan-  
sion of the city.

People are rushing to buy lots and  
build in the suburbs.  
Yet The Telegram says if you do you  
will not get streets, sewers, water or  
anything else. You must settle in the  
congested parts first!

People who want these essentials of  
city life can't get them, according to  
The Telegram. "Land barons" are  
making money out of selling lots!  
Somebody is glad to buy them! Is it  
a crime to supply the want?

Will The Telegram tell the man who  
can't get a house other than buy a lot  
and build on it, what else he can do?

## TO BONUS FLOUR MILLS.

The Moose Jaw News is urging the  
government to bonus the export milling  
industry. It would certainly seem  
that the establishment of four mills in  
the west would have a tendency to  
relieve the grain blockade which has  
come to be an annual incident to rail-  
road navigation. That there are not more  
mills in the west may be due to the  
absence of mixed farming, but it seems  
probable that more farmers would get  
in for stock raising and dairying if  
the by-products of the mills were  
cheaper in the west.

The News suggests that bonusing the

mills would raise the price of Cana-  
dian wheat in Canada and do away  
with the spread between Winnipeg and  
Minneapolis prices which furnishes so  
much capital for the advocates of re-  
ciprocidity. It would also contribute to  
the establishment of manufacturing in-  
dustries in Western Canada and thus  
tend to diffuse more generally the ben-  
efits of the national policy.

The proposition will meet with the  
objection that our industrial system  
should not lean too heavily upon gov-  
ernment aid. Bounties as a rule are  
not popular, but they have been gen-  
erally approved of in the case of the  
iron and steel industry and would meet  
with little opposition if extended to the  
shipbuilding industry.

Mr. Ames, M.P. for St. Antoine's di-  
vision of Montreal, once suggested  
bonusing the grain grower, but bonus-  
ing the milling industry might achieve  
the same end, together with other ben-  
efits for the general community.

And McBride should get out a pat-  
ent muffer for the roosters. The crow-  
less rooster is bound to come.

## WHAT THE NORTH NEEDS.

Editor World: The Rev. Dr. T. Al-  
bert Moore, general secretary of the  
Canadian Alliance for Moral and So-  
cial Reform, informs The Globe that  
what the north needs is persistent,  
unceasing, determined enforcement of  
the liquor law; he further states that  
there is evidence of the existence of a  
good many "blind pigs." This last  
statement is amusing. Why, every  
third building in the north country is  
a "blind pig," built up, erected, stocked  
and carried on successfully as a re-  
sult of the course pursued by the so-  
called moral element, or societies who  
of late years think, like the Jews of  
old, that they can legislate men to  
heaven, whereas they are legislating  
them to hell. They are forcing the  
hard working miner, prospector or set-  
tler (perhaps worn out after a hard  
day's work or after a long journey  
which has "packed" him back to  
snack into some hole or corner to pay  
a high price for a glass of bad beer  
or whiskey, instead of being able in a  
many ways to enter a respectable li-  
censed hotel and drink a pint of good  
ale and then go about his work again  
refreshed. The writer has been three  
times in the north country and over all  
its townships, and I say that the  
temperance alliance people are an-  
noying for the death of many a good  
man. Where there are good licensed  
hotels there are no "blind pigs," for  
example Haliburton and Englishman.  
On the other hand, Coburn, Golden City  
and South Porcupine are perforated  
with them, and I venture to say that  
nothing would drive them out of exist-  
ence quicker than a good licensed li-  
censed hotel, and there is one and only one  
way to prevent excessive drinking, that is,  
to pass a drastic law to prohibit treat-  
ing. If ministers would mind their  
own business, which is to attend to  
the spiritual welfare of the people and  
allow our representatives, under the  
guidance of Sir James Whitney, to at-  
tend to the temporal welfare of the  
people of the north, there would be  
less immorality and crime and fewer  
deaths. We who cleared and settled  
out Ontario and made it a goodly  
horizon, and our glass of old or good  
whiskey when we were worn out after  
a hard day's work or long wet journey  
thru the same hardships in carving out  
a New Ontario, be denied the same  
privileges at the bidding of no doubt  
a well-meaning people according to  
the ordinary citizen, their action is  
prompted by a love of publicity rather  
than love to their weak brother, for

## Sunday World Pictures.

News events of large impor-  
tance, both at home and abroad,  
are adequately treated in the  
pictorial section of The Toronto  
Sunday World this week.  
Among the subjects are, group  
photograph of the Western On-  
tario Bowling Association tour-  
nament at London; several ex-  
cellent pictures of the Ward 4  
Conservative picnic at Queens-  
ton; the New York-Toronto  
baseball game; the Gooderham  
hydroplane, the fastest boat in  
Toronto waters; Canadian  
teachers at Biele; Olympic  
Marathon; views of Elizabeth-  
street playgrounds; Massa-  
chusetts Ancient and Honorable  
Artillery at Windsor Castle;  
Insurance Act protest in Fin-  
sbury Circus, London; King and  
Queen at "Shakespeare's Eng-  
land" Exhibition at Earl's  
Court, and a lot of water front  
pictures.

If this was the case, why in thunder  
don't they exercise their love or char-  
ity at home, for if there was a licensed  
hotel in every village of New Ontario  
there would not be so much whiskey-  
drunk in a year as there is drunk in  
one day in the Rev. Albert Moore's  
fair City of Toronto.

## WANTS INSURANCE BELOW COST

Editor World: The letters in some  
of your late issues regarding the recent  
high monthly assessments of the A.  
O. U. W. contain much interest. This  
subject is one of the most serious  
resulting in great disaster to very many  
members. It is an unreasonable tax,  
and it is impossible for many mem-  
bers to do what is impossible. My  
plan of procedure against this in-  
justice is for the members to get busy,  
write their representatives in the  
Dominion and Provincial Houses,  
and insist that the action of the A.  
O. U. W. be brought up in parliament  
for consideration. Furthermore, let  
every one, whether a member of the  
order or not, who feels for his fellow-  
man on this question, also demand  
that his representative make this  
question a live issue in parliament.  
An Old Member.  
Campbell's Cross, July 30, 1912.

Objected to Photo  
Displaying Injuries  
Received by 'Empress'

QUEBEC, Aug. 2.—(Can. Press).—The  
investigation into the collision between  
the Empress of Britain and Helvetia  
ended this afternoon and judgment will  
be given in a few days.

Captain T. D. Walsh, marine super-  
intendent of the C. P. R., deposed as  
to the taking of photographs of the  
Empress after she got into port. One  
of them showed the damage caused  
by a steamer crossing her bows from  
starboard to port. He described the  
damage suffered by the ship.

Mr. Cook, on behalf of the owners  
of the Helvetia, objected to evidence  
taken from photographs.

The witness said if the Empress had  
not been checked in her advance, the  
damage would have been much greater.  
In answer to the court, Captain  
Walsh remarked that the anchor was  
loose, the port anchor was bent and  
the bow broken. The Helvetia was  
locked into the Empress, about fifty-  
six tons of the former sticking to the  
latter when they separated.

The witness said he had not been going  
slowly.

## Half Speed in Fog.

J. Clark, chief engineer of the Hel-  
vetia, said there were four engineers  
on the Helvetia, one on duty during the  
day. Before the accident the ship trav-  
eled at full speed, ten knots, in clear  
weather, but five or six knots when  
there was fog, or half-speed. Witness  
heard a horn and then saw the bows  
of the Empress. She came on them  
direct. He could not say what speed  
the Empress was going at. They were  
going about two knots. The second en-  
gineer was washed out of the engine  
room.

## Real Woolly West Riders.

Calgary will send a mounted corps of  
competitors at the Canadian National  
Exhibition. The boy soldiers from the  
foot of the Rockies are expert horse-  
men, thoroughly drilled, and they will put  
on a musical ride as part of the per-  
formance in front of the grand stand.  
As the Royal Canadian Dragoons will  
be increasing to watch how the boys  
of the west compare with the men of  
the east.

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STEEL KINGS  
DULY FLAYED

Stanley Report Also Accuses  
Roosevelt of Fostering High-  
ly-Watered Industry—  
Enemy to Labor.

WASHINGTON, Aug. 2.—(Can. Press).—The  
report of the majority of the  
committee of the house of repre-  
sentatives directed more than a year  
ago to investigate the United States  
Steel Corporation, was submitted to the  
house to-day by Representative Stanley  
of Kentucky, chairman of the commit-  
tee.

Representative Sterling submitted his  
individual views in a minority report,  
and Representative Littleton (Dem-  
ocrat), dissenting from the recommen-  
dations of the majority for amendment of  
the Sherman anti-trust law, filed his  
views.

Representative Baughman and Dan-  
forth submitted in another minority re-  
port.

The report of the majority deals with  
the steel trust from its inception and  
describes the various steps by which  
J. P. Morgan and his associates built  
up the corporation. In addition to  
recommendations for legislation sug-  
gested as remedial, the Democratic  
members of the committee made gen-  
eral accusations against the men re-  
sponsible for the organization.

Oceans of Water.  
J. P. Morgan and his associates are  
held up as being the beneficiaries of  
enormous profits realized from the  
over-capitalization of the subsidiary  
companies of the steel corporation and  
later of the corporation itself.

Judge E. H. Gary and his dinners to  
steel manufacturers are credited with a  
scheme by which prices and territory  
were controlled by the steel trust after  
pooling arrangements were discarded.

Former President Roosevelt is in-  
dicted for making the control of the  
steel trust absolute and is charged with  
being responsible for the gigantic sta-  
ture which the trust has attained.

The United States Steel Corporation  
is flayed as an enemy of organized  
labor, accused of lowering the social  
conditions of its employees and  
of contributing to American industry

## On the Holiday

It will be an excellent outing, and at  
the same time profitable, to spend part  
of all the day selecting either a home-  
site or an investment on Scarboro  
bluffs: Sandown Park or Park Hill.  
There are a number of wooded, ravine  
and hillcrest lots, all of which have  
an excellent view of the lake. The  
Kingston Road car takes you direct to  
any of above properties. Plans and all  
information at C. White & Co.'s, 56 Vic-  
toria Street, Main 5195.

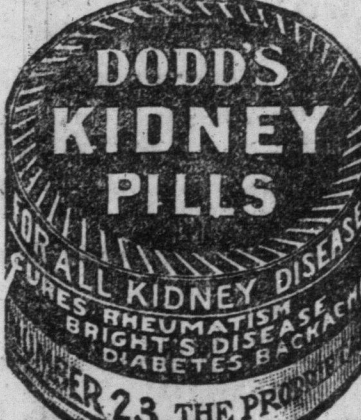
workmen and work methods un-Am-  
erican and foreign to the best interests  
of labor.

## CARLOAD OF YELPS.

Entries for the Dog Show at the Cana-  
dian National Exhibition are already  
so numerous that it has been found  
necessary to subdivide some of the  
classes. Winnipeg alone is sending a  
carload of dogs, most of which are  
prize winners at the big western show.

## Competing French Aviators.

PARIS, Aug. 2.—(Can. Press).—The  
French Aero Club has selected Jules  
Verdier, Maurice Prevost and Andre  
Frey to represent France in the In-  
ternational aviation contest for the  
Gordon Bennett Cup at Chicago. The  
substitutes who will accompany them  
are Guillaume Buisson and M. Leger.



## JOHN G.

## TABLE

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(Slightly im-  
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yards, 2 x 3  
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## JAP HA

## HALF P

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## TOWEL

Fine Irish  
Towels. To-  
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and highly  
up to 87.50.  
NOW CLEA

## IRISH

## TABLE

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