

1836 The Bank of British North America 1912

Seventy-six Years in Business. Capital and Surplus Over \$7,500,000.

Two Members of a Family

Particularly if they live far from town, frequently find it very convenient to take advantage of our JOINT ACCOUNT plan.

Either may make deposits or withdraw cash on his or her own signature alone. Thus either can do the banking when in town, as suits their convenience.

\$1.00 opens a Savings Account, Joint or Ordinary. Interest added half-yearly. Money may be withdrawn at any time.

London Branch—H. F. Skey, Manager.

London Market Square Branch—C. F. Pearson, Manager.

810-YW

Did you ever Stop to Think that when you are gone

Forty Thieves

will try to defraud your wife or daughter out of all your savings? A monthly Life-Income Policy in the Equitable places the inheritance beyond the reach of well-meaning friends as well as of fraudulent promoters. Get in touch with an Equitable man at once.

Sydney C. Tweed, Agency Manager Bank of Commerce Chambers, London, Ontario.

The Metropolitan Suit and Skirt Mfg. Co.

THE SEASON'S GREATEST SKIRT SALE

The last word in STYLE, the LOWEST MARK in PRICE and the Metropolitan standard QUALITY. These are the things that make hundreds of ladies the constant patrons of our Skirt Department.

From among the many strong values, these stand out very prominently:

SKIRTS

Dozens of desirable skirts in every shade. Many of these samples in AT quality. These could not be purchased elsewhere for less than \$4. Our price

\$1.98 and \$2.85

SKIRTS

A varied collection of skirts, in Panama, serge, tweeds and Venetians. The styles are numerous and in the season's most charming design. Special at

\$3.75

SKIRTS

Smart spring styles in voiles, whippers and French gorges. Some of these are plain, others are braided or fringed and button trimmed. Our price

\$5.75 and \$6.95

We carry the largest assortment of Suits, Coats, Skirts and Waists of any store in London, and we give you the best value for the money. We also make any Alteration Free of Charge.

See our display of Waists, in linens, lawns and nets.

THE BARGAIN STORE. 232 DUNDAS STREET. LOOK FOR THE STAR SIGN

When You Buy Tools, You Want the Best, Don't You?

Well, that's what we are carrying today, and we guarantee every tool we sell.

We are taking into stock today a new line of Screwdrivers made by the Yankee Tool Company.

We can give you a Ratchet Screwdriver from .50c to \$3.00 Ordinary Screwdriver (warranted).....20c to \$1.00

A fresh shipment of the famous India Oil-Stones, so much sought after by the first-class mechanic.

Also we are showing the famous Pike India Razor Strip. This strip is filled with the same material that composes the India Oil-Stone.

We carry Starratt Machinist Tools, Marshalltown Trowels, Disston Saws, Maydole Hammers, Russell-Jennings Genuine Augur Bits, Electricians' Pliers, etc.

COWAN'S HARDWARE

125 and 127 Dundas Street. Phones 3461-3462.

STRATHROY RECEPTION

Mrs. Thomas Wilson Entertained a Number of Her Friends.

Strathroy, April 15.—One of the most charming social affairs of the season was held at the home of Mrs. Thomas Wilson, Caradoc street, yesterday afternoon in the form of a reception from 2 to 9. The hostess was assisted by Mrs. (Rev.) Robinson and by her sister, Mrs. Gemmell, of Ingersoll, and Miss Lenore Gemmell. The tea-room was presided over by Mrs. Endacott assisted by Mrs. Dr. O. J. Berdan, Miss Bartholomew, of Ingersoll, Miss Nellie Richardson, Miss Endacott and Miss Ida Woods. The decorations were of calla lilies, and were most attractive.

Union Death. [Special to The Advertiser.]

Union, April 15.—The funeral of Mrs. Ralph Steele was held from the family residence here today to the Friends' burying ground at Sparta. Mrs. Steele was 55 years old, and had been ill only a week with heart trouble.

Lame shoulder is nearly always due to rheumatism of the muscles, and quickly yields to the free application of Chamberlain's Liniment. For sale by all dealers.

STILL TIED UP.

Vancouver, B. C., April 15.—There is no material change on the situation in the Canadian Northern grade, where the I. W. O. strike has tied up work. The strikers are now awaiting the arrival of Vincent W. St. John, international organizer, who is said to be on his way from Chicago.

Shiloh's Cure quickly stops coughs, cures colds, heals the throat and lungs. 25 cents.

PASTOR RESIGNS. [Special to The Advertiser.]

Woodstock, April 16.—Owing to ill-health, Rev. W. C. Weir, for some time pastor of the Oxford Street Baptist Church, has tendered his resignation. The congregation has not as yet accepted it, as it is hoped that if Mr. Weir has a long rest he may improve sufficiently to resume his duties.

INTRINSIC VALUE. [Chicago Tribune.]

"Uncle Ephraim, you were a slave when a young man, weren't you?" "Yes, sir; I was one of de six best sellers in Old Kaintuck."

GREYHOUNDS RAGED TO RESCUE BUT GREAT SHIP WAS GONE

Wireless Appeal Was Sent Broadcast Over Atlantic When the Titanic Struck Iceberg, But Other Boats Were Too Far Off To Reach Spot in Time.

New York, April 15.—The Titanic, of the White Star line, the biggest, most luxurious ship in the world, lies at the bottom of the sea just south of the Grand Banks of Newfoundland, and 600 miles southeast of Halifax. On her maiden voyage the Colossus of steamships shattered herself against an iceberg. Nothing availed to keep her afloat. The science of shipbuilding prevails against winds and weathers, but the mighty steel ocean greyhounds of the twentieth century are as much at the mercy of fogs and ice as were the oak bottoms of a hundred years ago.

Staggering in the icefield, into which she had driven at full speed, the Titanic sped call after call to the hurrying liners of the upper roads—the Cunarder Carpathia, the Virginian and Parisian of the Allan line, the great Baltic, the good Samaritan of the Atlantic, and the big Germans that were plowing their way between the continents. And the wireless once more proved its worth, for the Carpathia, wheeling in its course, sped through the night, venturing unknown dangers, and raced up in time to save the lives of 700, all of the first-class passengers and that portion of the crew which manned the lifeboats. It is feared that over 1,500 other souls on board perished.

It has been many years since the world was left in such suspense and dread as followed the first faltering calls for help from the crushed Titanic. At 10:30 on Sunday night, the Virginian, speeding on her way to Glasgow, picked up the White Star's insistent frantic "C. Q. D." the Marconi signal of distress and peril that clears the air of all lesser messages and stops ships at sea full in their tracks. Dash by dash and dot by dot the wireless operator of the Virginian caught the cry for help.

"Have struck an iceberg. Badly damaged. Rush aid."

SURVIVORS OF THE TITANIC SUFFERED GREAT HARDSHIPS

When Picked Up From Lifeboats the Survivors Had Been Through Eight Hours of Peril and Exposure and May Be in Serious Condition.

New York, April 15.—Even the survivors of the Titanic disaster have gone through hardships of exposure and peril which may have left many of them in a serious condition. A dispatch announced at the White Star offices late tonight said that those rescued by the Carpathia were picked up from a "small fleet" of lifeboats at 7:30 o'clock Monday morning. It was eight hours before that the Titanic is reported to have gone to the bottom.

In the opinion of Vice-President Franklin, the Carpathia will hasten with all possible speed to make this port, in order that those survivors suffering worst from exposure may be able to obtain proper medical attention. The dispatch accounted for 875 survivors on the Carpathia.

LATEST ESTIMATE OF THE LOSS IS 1,500

Continued From Page One.

Of the foregoing summarized reports concerning the awful tragedy in the ice fields of the Atlantic, two were fraught with hope as the day dawned. The first was that the rescue ship Carpathia carried nearly 600 survivors, as against 675 reported to be on board yesterday. The second was the message saying that the Virginian might have others on board whose safety would cut the list of dead.

CAPTAIN PROBABLY LOST.

Captain E. J. Smith, commander of the Titanic, probably went to his grave with his ill-fated ship, without once being able to communicate direct with agents of his line. Aside from the "C. Q. D." sent by his wireless operator, not one word from him was received up to the time the Titanic sank. The presumption is that he and his crew enforced rigidly the unwritten law of the sea—women and children first—is plainly indicated by the preponderance of women along the partial list of survivors that the wireless has given.

AN ABLE MARINER.

Although rated as one of the most able commanders since the advent of the modern steamship, Captain Smith's career had been recently marred with ill-luck. He was in command of the Titanic's sister ship Olympic, when that vessel was in collision with the British cruiser Hawke. Exonerated of all blame for the collision, he was placed in command of the Titanic, only to have disaster when his new charge almost fouled the steamship New York in the Solent after leaving Southampton on her maiden voyage, which has ended so disastrously. He had been in the line's employ for more than thirty years, and his first important command was the Maudslayi.

SOME OF THE CREW SAVED.

Although 866 souls are reported to be on the Carpathia, it is apparent that all of them are not passengers, for it was necessary to some of the Titanic's crew to man the lifeboats which set out from the sinking liner's sides. How many of the crew were assigned to each boat under the conditions prevailing is a matter of conjecture. A similarly unsettled matter is the percentage of first-class passengers among those saved. While the names of survivors obtained are largely those of saloon passengers, the rule "women first" should apply equally to the second cabin and steerage, a regulation which may have cost the life of many prominent men. It is natural also that the names of the more obscure survivors would be slower in reaching land.

FALSE NEWS AND HOPES.

New York, April 16.—False news and false hopes, and an international belief that the palatial Titanic was practically unsinkable, followed the slowly unfolding accounts of her loss in a way without precedent. Eager crowds in the different parts of the country besieged bulletin boards when it became known that the giant liner had really sunk with terrible loss of life, and in New York city hysterical men and women crowded into the White Star Line office seeking news of relatives.

BERG VS. LINER.

The speed at which the Titanic was travelling when she shattered herself against the iceberg, will perhaps be known when the first of her survivors reach here. Whatever her rate of progress, however, shipbuilders here and abroad must admit that while the modern steamship may defy the elements and weather, ice and fog remain an ever-present element of danger. No ship, and those carrying mails maintain a schedule which almost equals in punctuality that of the railway mail trains.

Trans-Atlantic steamers travel in well-defined routes, known as "steamer lanes," the westbound and the eastbound. This reduces to a minimum the chances of collision with one another. But icebergs and derelicts have to be a dire warning in time of fog or very thick weather. There is no way to give warning until too late. Out of a smother of a fog a pallid shape may be glimpsed over the bows, to be followed a half minute later by the crash of the bows against the mass of ice.

PROBABLY CRUMPLED UP.

Louis E. Nixon, the eminent naval architect is inclined to think the Titanic was either travelling at full speed or perhaps crashed into a berg so tremendous that there was practically no give. "If the Titanic hit one of those great ice masses," said Mr. Nixon, "it is likely that she struck one that had no more give than a rock. Under these circumstances, something had to give way, and, as the iceberg did not, the great ship had to crumple up. It is conceivable that an impact of this sort might have buckled her longitudinal plates forward to end, shearing off and starting rivets, and opening up the watertight compartments throughout the length of the vessel."

For many years steamship men have asserted that the safest place to be is on a well-equipped ocean liner. In proportion to the number carried the statistics show that there is less loss of life and less chance of injury on board a modern liner than there is in any other means of transportation. Fleet-coming and going from New York and other ports with the regularity of the tides, and those carrying mails maintain a schedule which almost equals in punctuality that of the railway mail trains.

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A PRESENTATION MADE T. C. WRIGHT

Given Pair of Gold Cuff Links by the Seventh Regiment Officers.

Mr. T. C. Wright, formerly of the Mason & Risch Piano Company, in this city, but who has gone to Hamilton to be associated with Heintzman & Co.

was presented with a pair of gold cuff links with the Seventh Regiment crest by the officers of the regiment on Monday afternoon, prior to his departure for his new home. The presentation was made by Lieut.-Col. A. A. Campbell, who spoke of the regret felt by the officers of the Seventh. They had found him a good officer, and an excellent citizen. Practically all of them were at the depot to wish him prosperity in his new home.

PITIFUL SCENES IN OLD LONDON

Newspaper Offices Besieged By Friends of Those on the Titanic.

LONDON OVERWHELMED

Consternation Through British Capital When News of Disaster Was Received.

[Canadian Press.]

London, April 16.—The news of the loss of the steamship Titanic and the probable drowning of more than a thousand of her passengers, overwhelmed London today. Those who had friends among the passengers or crew had gone to their homes last night after a day spent in eager inquiry, reassured by the late evening dispatches which declared convincingly that the vessel was still afloat, and proceeding to Halifax.

Londoners were sure all was well, when the authentic tidings came this morning of the disaster that had overwhelmed the great ship. The news, published in a few late editions of the morning papers, and in early editions of the evening newspapers, spread rapidly, and consternation resulted. This was particularly true at Lloyd's.

Pitiful Scenes. Throughout the morning the crowds which besieged the newspaper offices and the headquarters of the White Star Line, increased in size. Pitiful scenes were witnessed, as men, women and children, unable to get information as to relatives or friends, left the crowds with tearful faces.

Officials of the White Star Line had little to offer them beyond dispatches identical with those cabled to the newspapers from New York city. These were to the effect that a considerable number of rescued passengers were aboard the Carpathia and that a few more might have been picked up by the Virginian. The announcement that the steamship Californian was remaining in the vicinity of the wreck also gave some hope that more survivors might be found.

The list of rescued began trickling into the newspaper offices during the morning, cabled from New York. Every name was eagerly scanned by waiting thousands of people, the list bringing joy to some, dismay to others.

BIG MONTREALERS ON THE TITANIC

Chas. M. Hays, Markland Molson and Thornton Davidson May Have Perished.

CITY PLUNGED IN GLOOM

Paul Chevre, the Noted Canadian Sculptor, Was Also a Passenger.

Montreal, April 15.—The terrible loss of life on the Titanic, which was admitted late tonight by Mr. James Thorne, Canadian manager of the White Star line, came home to Montrealers with a sickening sense of nearness. Mr. Thorne admitted to a correspondent that upwards of 1,500 perished when that boat took her fatal plunge at 2:20 o'clock this morning. Just who were saved and who were drowned is not known. "I suppose the women and children were taken off first, and as only 675 were rescued, it looks as if all the men went down. It is a terrible disaster, and we are prostrated as a result," said Mr. Thorne. A dozen of Montreal's most prominent citizens have already been in watery graves, and this brings the disaster very near.

Hays' Party Aboard.

Mr. Charles M. Hays, president of the Grand Trunk and Grand Pacific Lines, together with his wife, a daughter and son-in-law, Mr. and Mrs. Thornton Davidson, Mr. Hays left here about six weeks ago on a semi-annual trip to consult the directors of the Grand Trunk Railway in London. He was one of the best known men in Canada, having bought the Grand Trunk from a state of bankruptcy to its present prosperous condition. Before coming to the Grand Trunk he had a wide experience in American railroads, particularly in the Wabash and on the Southern Pacific. He was president of the latter road for a few years. His wide experience on both American and Canadian roads made him one of the most widely-known men on the continent.

His son-in-law, Mr. Thornton Davidson, was one of the youngest and best known stock brokers in Montreal. He was a son of Mr. Justice Davidson, and brother of Mr. Peers Davidson, K.C., who sprang into prominence in connection with the Hebert case and no temere decree. Mr. Davidson was about 30 years of age, and carried on his business at 86 Notre Dame street. He married Miss Hays about five years ago.

Mr. H. Markland Molson was a director of Molsons Bank, and an ex-alderman and prominent financier. Mr. H. J. Allison, wife and children, were also on board. Mr. Allison was a member of the firm of Johnson, McConnell & Allison, brokers and bankers, on St. James street.

Mrs. James Baxter and her son, Mr. Quigg Baxter, were other Montrealers on board the White Star boat. Mr. Quigg Baxter was formerly a student at Loyola and McGill, and was returning from prosecuting his studies abroad.

Mr. Jas. Douglas is the wife of Dr. Douglas, at 50 Park avenue, corner of Milton street.

Sculptor Chevre.

Mr. Paul Chevre, designer of the Champlain monument and the monument which is shortly to be unveiled, was another passenger, as was Leopold Weis, sculptor of Brown's-grove Guild (Canada) Limited, who has been commissioned to carve two panels on the facade of the new Art Gallery on Sherbrooke street.

The publication of this list of men and women known to all citizens, has cast a deep gloom over the city, and all sources of news are being taxed to answer the queries. In addition, the fact that the White Star boat came to Montreal has made the disaster more real and terrible than it would otherwise have been.

Mr. George Hamann, passenger manager of the Allan line, discussing the disaster late tonight, expressed his belief that the Virginian arrived too late to be of any assistance.

Going to Take Pictures This Spring?

The season is almost here when everyone wants to take pictures. KODAK WE KEEP THEM.

For perfect results bring us your films. Our expert photographer, with latest apparatus for printing and developing, guarantees results. Your supplies can be procured here.

Strong's Drug Store 184 DUNDAS ST. A Pocket Book on Pocket Kodaks free on application.

TWO MILES DEEP AT DISASTER POINT

The Scene of Titanic Tragedy About Five Hundred Miles From Halifax.

Halifax, N. S., April 15.—The place where the Titanic sank, according to an official of the marine department here, is about 500 miles from Halifax, and the water at that point, about 70 miles south of the Grand Banks, is at least two miles deep. It is situated between Sable Island and Cape Race, and in a line with those dangerous sands, which, however, might have been a place of safety had there been time to run the Titanic there, and beach her on the northern side.

News of the disaster was difficult to obtain today. The Canadian warship Niobe has a powerful wireless apparatus, but has not yet received anything, and Campdown, the Government wireless station here, heard very little.

Lloyd's agent here has not yet had word of the sinking of the ship. Halifax is particularly interested in the White Star Line, for it was at the entrance to this harbor that the Atlantic was lost in this same month, April, 39 years ago. There is one Halifax man on board, Mr. George Wright, who is returning from a trip to the Mediterranean.

Cattle and Produce Markets

For Other Markets See Page Eleven

PRODUCE.

TORONTO, April 15.—Local trade is fairly active, with prices steady. Sugar are quoted at Toronto, in bags, as follows: Granulated, No. 1, 45¢; No. 2, 44¢; No. 3, 43¢; No. 4, 42¢; No. 5, 41¢; No. 6, 40¢; No. 7, 39¢; No. 8, 38¢; No. 9, 37¢; No. 10, 36¢; No. 11, 35¢; No. 12, 34¢; No. 13, 33¢; No. 14, 32¢; No. 15, 31¢; No. 16, 30¢; No. 17, 29¢; No. 18, 28¢; No. 19, 27¢; No. 20, 26¢; No. 21, 25¢; No. 22, 24¢; No. 23, 23¢; No. 24, 22¢; No. 25, 21¢; No. 26, 20¢; No. 27, 19¢; No. 28, 18¢; No. 29, 17¢; No. 30, 16¢; No. 31, 15¢; No. 32, 14¢; No. 33, 13¢; No. 34, 12¢; No. 35, 11¢; No. 36, 10¢; No. 37, 9¢; No. 38, 8¢; No. 39, 7¢; No. 40, 6¢; No. 41, 5¢; No. 42, 4¢; No. 43, 3¢; No. 44, 2¢; No. 45, 1¢; No. 46, 0¢; No. 47, 0¢; No. 48, 0¢; No. 49, 0¢; No. 50, 0¢; No. 51, 0¢; No. 52, 0¢; No. 53, 0¢; No. 54, 0¢; No. 55, 0¢; No. 56, 0¢; No. 57, 0¢; No. 58, 0¢; No. 59, 0¢; No. 60, 0¢; No. 61, 0¢; No. 62, 0¢; No. 63, 0¢; No. 64, 0¢; No. 65, 0¢; No. 66, 0¢; No. 67, 0¢; No. 68, 0¢; No. 69, 0¢; No. 70, 0¢; No. 71, 0¢; No. 72, 0¢; No. 73, 0¢; No. 74, 0¢; No. 75, 0¢; No. 76, 0¢; No. 77, 0¢; No. 78, 0¢; No. 79, 0¢; No. 80, 0¢; No. 81, 0¢; No. 82, 0¢; No. 83, 0¢; No. 84, 0¢; No. 85, 0¢; No. 86, 0¢; No. 87, 0¢; No. 88, 0¢; No. 89, 0¢; No. 90, 0¢; No. 91, 0¢; No. 92, 0¢; No. 93, 0¢; No. 94, 0¢; No. 95, 0¢; No. 96, 0¢; No. 97, 0¢; No. 98, 0¢; No. 99, 0¢; No. 100, 0¢; No. 101, 0¢; No. 102, 0¢; No. 103, 0¢; No. 104, 0¢; No. 105, 0¢; No. 106, 0¢; No. 107, 0¢; No. 108, 0¢; No. 109, 0¢; No. 110, 0¢; No. 111, 0¢; No. 112, 0¢; No. 113, 0¢; No. 114, 0¢; No. 115, 0¢; No. 116, 0¢; No. 117, 0¢; No. 118, 0¢; No. 119, 0¢; No. 120, 0¢; No. 121, 0¢; No. 122, 0¢; No. 123, 0¢; No. 124, 0¢; No. 125, 0¢; No. 126, 0¢; No. 127, 0¢; No. 128, 0¢; No. 129, 0¢; No. 130, 0¢; No. 131, 0¢; No. 132, 0¢; No. 133, 0¢; No. 134, 0¢; No. 135, 0¢; No. 136, 0¢; No. 137, 0¢; No. 138, 0¢; No. 139, 0¢; No. 140, 0¢; No. 141, 0¢; No. 142, 0¢; No. 143, 0¢; No. 144, 0¢; No. 145, 0¢; No. 146, 0¢; No. 147, 0¢; No. 148, 0¢; No. 149, 0¢; No. 150, 0¢; No. 151, 0¢; No. 152, 0¢; No. 153, 0¢; No. 154, 0¢; No. 155, 0¢; No. 156, 0¢; No. 157, 0¢; No. 158, 0¢; No. 159, 0¢; No. 160, 0¢; No. 161, 0¢; No. 162, 0¢; No. 163, 0¢; No. 164, 0¢; No. 165, 0¢; No. 166, 0¢; No. 167, 0¢; No. 168, 0¢; No. 169, 0¢; No. 170, 0¢; No. 171, 0¢; No. 172, 0¢; No. 173, 0¢; No. 174, 0¢; No. 175, 0¢; No. 176, 0¢; No. 177, 0¢; No. 178, 0¢; No. 179, 0¢; No. 180, 0¢; No. 181, 0¢; No. 182, 0¢; No. 183, 0¢; No. 184, 0¢; No. 185, 0¢; No. 186, 0¢; No. 187, 0¢; No. 188, 0¢; No. 189, 0¢; No. 190, 0¢; No. 191, 0¢; No. 192, 0¢; No. 193, 0¢; No. 194, 0¢; No. 195, 0¢; No. 196, 0¢; No. 197, 0¢; No. 198, 0¢; No. 199, 0¢; No. 200, 0¢; No. 201, 0¢; No. 202, 0¢; No. 203, 0¢; No. 204, 0¢; No. 205, 0¢; No. 206, 0¢; No. 207, 0¢; No. 208, 0¢; No. 209, 0¢; No. 210, 0¢; No. 211, 0¢; No. 212, 0¢; No. 213, 0¢; No. 214, 0¢; No. 215, 0¢; No. 216, 0¢; No. 217, 0¢; No. 218, 0¢; No. 219, 0¢; No. 220, 0¢; No. 221, 0¢; No. 222, 0¢; No. 223, 0¢; No. 224, 0¢; No. 225, 0¢; No. 226, 0¢; No. 227, 0¢; No. 228, 0¢; No. 229, 0¢; No. 230, 0¢; No. 231, 0¢; No. 232, 0¢; No. 233, 0¢; No. 234, 0¢; No. 235, 0¢; No. 236, 0¢; No. 237, 0¢; No. 238, 0¢; No. 239, 0¢; No. 240, 0¢; No. 241, 0¢; No. 242, 0¢; No. 243, 0¢; No. 244, 0¢; No. 245, 0¢; No. 246, 0¢; No. 247, 0¢; No. 248, 0¢; No. 249, 0¢; No. 250, 0¢; No. 251, 0¢; No. 252, 0¢; No. 253, 0¢; No. 254, 0¢; No. 255, 0¢; No. 256, 0¢; No. 257, 0¢; No. 258, 0¢; No. 259, 0¢; No. 260, 0¢; No. 261, 0¢; No. 262, 0¢; No. 263, 0¢; No. 264, 0¢; No. 265, 0¢; No. 266, 0¢; No. 267, 0¢; No. 268, 0¢; No. 269, 0¢; No. 270, 0¢; No. 271, 0¢; No. 272, 0¢; No. 273, 0¢; No. 274, 0¢; No. 275, 0¢; No. 276, 0¢; No. 277, 0¢; No. 278, 0¢; No. 279, 0¢; No. 280, 0¢; No. 281, 0¢; No.