

## 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 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 380 feet, speed 17 knots, and she carried four 12-inch, twelve 6-inch and sixteen 12-pounder guns of old pattern, with five torpedo tubes. Her nominal complement was 757 officers and men.

The sinking of the Majestic is said to have occurred off Seddul Bahr, 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 Mudros correspondent says that 460 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 gun mountings 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 Constantinople and discharged a torpedo at a transport alongside the arsenal. The torpedo was heard to explode."

## SHIP BLOWN UP, 325 MEN KILLED

Crew of 250 and 75 Workers Perish on Former C.P.R. Boat at Sheerness.

A despatch from London says: The Princess Irene, a British military 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 75 dockyard men carrying out repairs. The Daily Mail asserts that in addition to the 75 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 29 at practically the identical spot in which rested the Princess Irene, with the loss of some 730 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

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A despatch from London says: The Russians have administered a severe check to the German and Austrian forces advancing towards Peremyel on the San River front in Galicia. It is officially announced from Petrograd that 17 cannon, including six heavy guns, have been captured from the enemy and 7,000 prisoners taken in this fighting, and both Berlin and Vienna officially admit that a reverse has occurred. The Austro-German reports ascribe the setback to the arrival of fresh Russian forces from the north. Berlin says that six guns were lost, and Vienna adds that the force defeated consists of a body of Hungarian troops that were cut off on the east bank of the San during a withdrawal to the west bank.

It appears from the Russian official statement that the victorious troops consisted of reinforcements not from the north, but from the Caucasus, where recent successes over the Turks have made it possible for part of the Russian forces to be withdrawn.

Naturalized Baronet Sails for New York

A despatch from London says: Sir Edgar Speyer, who recently resigned his Privy Councilship on account of criticism based on the occupancy of such a position by a native of Germany, sailed for New York on the steamship Philadelphia. He said he was going on a short holiday.

## MET GERMANS WITH BAYONETS

Enemy's Attack Was Paralyzed and He Was Forced Into the Open and Suffered Heavy Losses

A despatch from London says: "Canadian and Indian troops successfully repulsed at the point of the bayonet a vigorous German attack near Richebourg. Having destroyed the British wire defences by means of a terrific artillery fire, the enemy launched a strong attack and succeeded, despite severe losses suffered in the open, in reaching our trenches here," says a Central News message.

"They were met with an inferno of rifle and machine gun fire before which they wavered, then the Canadians and Indians leaped from the

trenches and met the German reserves with the bayonet as the latter swarmed up to strengthen the thinned first line. The colonials, fighting with terrific vigor, simply paralyzed the attack of the enemy, who were pursued into the open. Our losses were heavy, but the defeat suffered by the Germans was severe both morally and materially. The progress made justifies the belief that the German hold on the region of La Bassée will very soon become untenable and necessitate a withdrawal to a new line of defence.

## Sergeant O'Leary, V.C., Killed

A despatch from Dublin says: Relatives of Sergt. Michael O'Leary of the Irish Guards, who has been hailed as "the bravest man in the British army," because of his feat in capturing unaided a German position at Cuinchy, were notified

Thursday that he had been killed in battle. For his valor at Cuinchy, O'Leary, who was 24 years old, was awarded the Victoria Cross and promoted from corporal to sergeant. He formerly served in the North-West Mounted Police.

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



DUKE OF THE ABRUZZI KING VICTOR EMMANUEL III PREMIER SALANDRA L'GENERAL LUIGI CADORNA

## AUSTRIANS FLEE IN DISORDER

Rapidity of Italian Advance Has Paralyzed the Enemy.

A despatch from London says: With the occupation of the town of Grado, on the Gulf of Trieste, the Italian front in the advance over the eastern frontier into Austrian territory, now forms a continuous line of about 40 miles, stretching from Caporetto, on the left flank, to the sea. The farthest advance into Austrian territory is at Montefalcone, on the railway to Trieste, the Italians being thus within 22 miles of that port.

The Daily Chronicle correspondent says: I hear that the Austrians are in full retreat along the whole of their defensive line, burning houses, stores, crops and forage and destroying roads and bridges, in fact, laying waste entire provinces.

The Italian forces which invaded Tyrol from the southern frontier of that region have advanced as far as the mouth of the Chiese River in Lake Idro, occupying all the rugged terrain between the lake and Lake Garda, to the east. There have been artillery engagements at the Tonale Pass, where very strong Austrian forts bar the progress of the Italians, and on the Asiago plateau, on the eastern frontier of Tyrol, toward which the invaders proceeded up Val Sugana.

Italian gunboats on Lake Garda gave effective support to the troops operating on the eastern shore of the lake, enabling them to occupy several strategic points around Monte Baldo, of which an important peak, Monte Altissimo, 5,630 feet high, was captured yesterday. The objective of these troops is Mori, on the railroad connecting Riva and Arco with Rovereto and Trento, thus cutting off from the rear the Austrian garrison at Riva and the Austrian forces at the mouth of the Adige.

## 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 Carency 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 projectiles, bombarded a chemical factory at Ludwigshafen, 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 establishments 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.

Difficult.

Little Robert: "Ma, was Robin, son Crusoe an acrobat?" Mother: "I don't know. Why?" Little Robert: "Well, here it reads that after he had finished his day's work he sat down on his chest."

## KING VICTOR AT THE FRONT

First Citizen of Italy Will Remain Among His Fighting Troops Until Victory is Assured

A despatch from Rome says: King Victor Emmanuel has assumed supreme command of the army and navy. He left incognito for the front. Only his Ministers, who were confidentially informed of the intended departure of the King, bade him farewell.

The Messaggero, in paying a tribute to the King, says:

"The first citizen of Italy has left the capital to go to the front and be among his fighting troops. To him, who to-day set foot for the first time on Italian land, which

until a few days ago was yet disunited from the Mother Country; to him, who in this moment is the symbol of the union and concord among all Italians, goes our augural salutation, in the hope for the highest success to the Italian arms.

"For Victor Emmanuel has been reserved the highest fortune that ever a sovereign could enjoy; that he will see complete, under his crown, national unity.

"To Victor Emmanuel go the grateful and solemn greetings of the entire Italian people."

## CANADIAN VESSEL SUNK BY PIRATES

Steamer Morwenna Was in the Passenger Trade on the St. Lawrence.

A despatch from London says: The Canadian steamer Morwenna was torpedoed and shelled by a German submarine off the Welsh coast. One member of her crew was killed. The others, including three wounded, have been landed at Cardiff by the Belgian trawler Jaqueline. The Morwenna was bound from Cardiff for Sydney, N.S., in ballast.

The Morwenna hailed from Montreal, and was owned by the Black Diamond Line. Since early this year she has been under charter to the Red Cross Line. She was built at Dundee in 1904, and before the war was a well-known passenger boat on the St. Lawrence, plying between Montreal, the Gulf ports and St. John's, in the summer. She was 290 feet long and commanded by Captain Holmes.

The members of the crew of the Morwenna say that after the vessel was torpedoed they lowered their boats, one of which had not entirely been freed from its tackle, when a shell from the submarine blew off the head of one of its occupants and wounded three other men.

The skipper of the Jaqueline says when he saw the submarine attack the Morwenna he started the Jaqueline full steam ahead, intending to ram the submarine. The underwater boat, however, evaded the trawler and fired many shells at her, but all of them missed their mark.

The Danish steamer Betty, 1,267 net tons, was torpedoed and sunk in the North Sea. Her crew was rescued. The Betty was a freighter in the trans-Atlantic trade.

## CANADIAN FLAG IN ABBEY.

Artillery Banner Hangs Among Ancient and Famous Trophies.

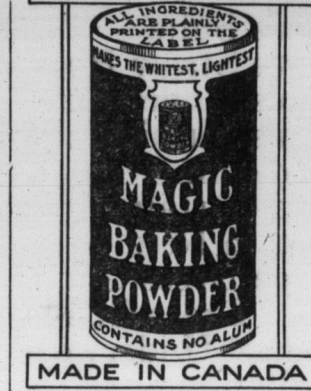
For the first time in history a Canadian flag flutters amid the banners of old in Westminster Abbey. One day recently the colors of the Twenty-second Battery of the Canadian Field Artillery were received by the Dean and carried into Henry the Seventh's Chapel. The flag was originally presented by the Veterans of Kingston, Ontario. The preservation of a Canadian flag among the historical trophies in the Abbey will be an interesting reminiscence of the great war.

## Flags of the Allies Displayed in Paris

A despatch from Paris says: The flags of the European powers allied against Germany—France, Italy, Great Britain, Russia, Belgium and Serbia—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.

There are two Galicias in Europe. One forms a part of Austria, while the other is a province in Spain.

## NO ALUM



ward 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, which would suggest to a submarine commander her innocence. Besides that the vessel was in ballast, and if it was clear enough for a submarine to fire straight to the mark it must have been clear enough to discern the ship riding well out of the water.

The torpedoing of the Nebraskan arouses the intensest interest. It was freely said that this was the answer to the American note.

"Did you hear about the terrible fright Bobby got on the day of his wedding?" "No; but I was at the church and saw her."

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in the Home

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For Sale by discriminating shopkeepers



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## PRICES OF FARM PRODUCTS

REPORTS FROM THE LEADING TRADE CENTRES OF AMERICA.

Breadstuffs.  
Toronto, June 1.—Manitoba wheat—No. 1 Northern \$1.61; No. 2 \$1.58; No. 3 \$1.56, on track, lake ports, in June bags. Manitoba oats—No. 2 C.W. 66 3/4; No. 3 C.W. 64 1/2; extra No. 1 feed, 64 1/2; No. 1 feed, 63 1/2; on track, lake ports. American corn—No. 2 yellow, 79 1/2; on track, lake ports. Canadian corn—No. 2 yellow, 76c, on track, Toronto. Ontario oats—No. 2 white, 59 to 60c; No. 3 58 to 59c, according to freight. Ontario wheat—No. 2 Winter, per car lot, \$1.42 to \$1.44, according to freight. Peas—No. 2 nominal, per car lots, \$1.60 to \$1.65, according to freight. Barley—Good malting barley, 75c; feed barley, 65 to 70c, according to freight. Rye—No. 2 nominal, \$1.17 to \$1.20, according to freight. Manitoba flour—First patents, in June bags, \$8.10; second patents, in June bags, \$7.60; strong bakers, in June bags, \$7.50. Ontario flour—Winter, 90 per cent, patent, 56 seaboard, or Toronto freights in June. Milled, car lots—Bran, per ton, \$36; shorts, per ton, \$28; middlings, per ton, \$29; good feed flour, per bag, \$2, delivered Montreal freight.

Country Produce.  
Butter—Choice dairy, 22 to 24c; inferior, 20 to 22c; creamery, prints, 30 to 32c; do, solids, 27 to 28c. Eggs—21 to 22c per dozen, in case lots. Beans—47 1/2 to 48 1/2 for prime, and \$1.20 to \$1.25 for hand-picked. Poultry—Chickens, yearlings, dressed, 18 to 20c; Spring chickens, 20c; fowl, 13 to 15c. Cheese—19 1/4 to 20c for large, and at 20c for small.

Potatoes—Ontario, 55 to 60c per bag, out of store, and 40c in car lots. New Brunswick, car lots, 5 to 60c per bag. Provisions.  
Bacon—Long clear, 13 1/4 to 14c per lb, in case lots. Ham—Medium 17 to 17 1/2; do, heavy, 14 1/2 to 15c; rolls, 14 to 14 1/2; breakfast bacon, 18 to 20c; backs, 21 to 22c; boneless backs, 22c. Lard—The market is quiet, with prices steady. Pure lard, tubs, 13 1/4 to 13c; pale, 12 to 12 1/2c. Compound, tubs, 9 1/4 to 10c; do, pale, 10 to 10 1/4c.

Baled Hay and Straw.  
Straw is quoted at \$7 to \$8 a ton in car lots delivered on track here. Hay—No. 1 hay is quoted at \$17 to \$17.50; No. 2 at \$15 to \$16, and No. 3 at \$13 to \$13.50.

Business in Montreal.  
Montreal, June 1.—Corn—American No. 2 yellow, \$1 to \$1.05; Oats—Canadian western, No. 3, 67 to 67 1/2; extra No. 1 feed, 67 1/2; No. 2 local white, 66 1/2; No. 2, 65 1/2; No. 4 do, 64 1/2; Flour—Man. Spring wheat patents, 88 1/2; do, 88 1/2; do, 87 1/2; strong bakers, 87 1/2; Winter patents, choice, 87 1/2; straight rollers, 87 1/2 to 87 5/8; do, bags, 83 1/2 to 83 3/4. Rolled oats, barrels, \$7 to \$7 1/2; do, bags, 90 lbs, \$3.35. Bran, 42c. Shorts, \$2.34. Middlings, \$3.1 to \$3.14. Meal, \$3.1 to \$3.14. Hay—No. 2, per ton, car lots, \$19 to \$20.30. Cheese—19 1/4 to 20c for large, and at 20c for small. Creamery, 28 1/2 to 30c; do, 28 1/2 to 30c. Eggs—18, 22 to 23c; collected, 23 1/2 to 24c. No. 2 stock, 20c. Potatoes, per bag, car lots, 42 1/2 to 45c. Dressed hogs, 18 to 19c; do, 18 1/2 to 19c. Poultry—Heavy Canada short meat, 18c; 35 to 45 pieces, 83c; short cut back, 45c; 35 to 35 pieces, 83c. Lard—Compound, tierces, 27 1/2 lbs, 10c; wood pulp, 20 lbs, net, 10 1/2c; pure tallow, 37 1/2 lbs, net, 12c; pure, wood pulp, 20 lbs, net, 12 1/2c.

Winnipeg Wheat.  
Winnipeg, June 1.—Wheat—No. 1 Northern, \$1.55 1/4; No. 2 Northern, \$1.52 1/4; No. 3 Northern, \$1.44 1/4; No. 4, \$1.43 1/4; No. 5, \$1.42 1/4; No. 6, \$1.41 1/4; No. 7, \$1.40 1/4; No. 8, \$1.39 1/4; No. 9, \$1.38 1/4; No. 10, \$1.37 1/4; No. 11, \$1.36 1/4; No. 12, \$1.35 1/4; No. 13, \$1.34 1/4; No. 14, \$1.33 1/4; No. 15, \$1.32 1/4; No. 16, \$1.31 1/4; No. 17, \$1.30 1/4; No. 18, \$1.29 1/4; No. 19, \$1.28 1/4; No. 20, \$1.27 1/4; No. 21, \$1.26 1/4; No. 22, \$1.25 1/4; No. 23, \$1.24 1/4; No. 24, \$1.23 1/4; No. 25, \$1.22 1/4; No. 26, \$1.21 1/4; No. 27, \$1.20 1/4; No. 28, \$1.19 1/4; No. 29, \$1.18 1/4; No. 30, \$1.17 1/4; No. 31, \$1.16 1/4; No. 32, \$1.15 1/4; No. 33, \$1.14 1/4; No. 34, \$1.13 1/4; No. 35, \$1.12 1/4; No. 36, \$1.11 1/4; No. 37, \$1.10 1/4; No. 38, \$1.09 1/4; No. 39, \$1.08 1/4; No. 40, \$1.07 1/4; No. 41, \$1.06 1/4; No. 42, \$1.05 1/4; No. 43, \$1.04 1/4; No. 44, \$1.03 1/4; No. 45, \$1.02 1/4; No. 46, \$1.01 1/4; No. 47, \$1.00 1/4; No. 48, \$0.99 1/4; No. 49, \$0.98 1/4; No. 50, \$0.97 1/4; No. 51, \$0.96 1/4; No. 52, \$0.95 1/4; No. 53, \$0.94 1/4; No. 54, \$0.93 1/4; No. 55, \$0.92 1/4; No. 56, \$0.91 1/4; No. 57, \$0.90 1/4; No. 58, \$0.89 1/4; No. 59, \$0.88 1/4; No. 60, \$0.87 1/4; No. 61, \$0.86 1/4; No. 62, \$0.85 1/4; No. 63, \$0.84 1/4; No. 64, \$0.83 1/4; No. 65, \$0.82 1/4; No. 66, \$0.81 1/4; No. 67, \$0.80 1/4; No. 68, \$0.79 1/4; No. 69, \$0.78 1/4; No. 70, \$0.77 1/4; No. 71, \$0.76 1/4; No. 72, \$0.75 1/4; No. 73, \$0.74 1/4; No. 74, \$0.73 1/4; No. 75, \$0.72 1/4; No. 76, \$0.71 1/4; No. 77, \$0.70 1/4; No. 78, \$0.69 1/4; No. 79, \$0.68 1/4; No. 80, \$0.67 1/4; No. 81, \$0.66 1/4; No. 82, \$0.65 1/4; No. 83, \$0.64 1/4; No. 84, \$0.63 1/4; No. 85, \$0.62 1/4; No. 86, \$0.61 1/4; No. 87, \$0.60 1/4; No. 88, \$0.59 1/4; No. 89, \$0.58 1/4; No. 90, \$0.57 1/4; No. 91, \$0.56 1/4; No. 92, \$0.55 1/4; No. 93, \$0.54 1/4; No. 94, \$0.53 1/4; No. 95, \$0.52 1/4; No. 96, \$0.51 1/4; No. 97, \$0.50 1/4; No. 98, \$0.49 1/4; 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