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From Glasgow. From Montreal. Oct. 17. LETITIA. Oct 31. Passage Rates—Cabin (11) Eastbound and Westbound \$52.50 up. Third-class eastbound and westbound, \$33.75.

ALLAN LINE

MONTREAL—LIVERPOOL HESPERIAN, Thursday, 5 November SCANDINAVIAN, Saturday, 14 November TUNISIAN, Thursday, 19 November.

CHRISTMAS SAILING ST. JOHN, N.B.—LIVERPOOL HESPERIAN, Wednesday, 11 December

MONTREAL—GLASGOW NUMIDIAN, Saturday, 7 November SCANDINAVIAN, Saturday, 14 November PRETORIAN, Friday, 20 November

MONTREAL—HAVRE—LONDON SICILIAN, Tuesday, 10 November (To London direct) CORINTHIAN, Tuesday 17 November (Calling at Havre).

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FALL PLOUGHING IN WEST. Fall ploughing in Western Canada has made satisfactory progress, according to reports received by the C. P. R. at Montreal. In Manitoba mild weather with some heavy showers has favored this field work.

Weather—Cotton Belt—Clear, no precipitation of importance. Temperature 28 to 50. Corn Belt—Clear, light to killing frost in parts of Kansas, Missouri, Nebraska, Iowa, Illinois, Indiana and Ohio. Light precipitation in parts of Illinois and Ohio. Temperature 24 to 32.

THE WEATHER MAP. Weather—Cotton Belt—Clear, no precipitation of importance. Temperature 28 to 50. Corn Belt—Clear, light to killing frost in parts of Kansas, Missouri, Nebraska, Iowa, Illinois, Indiana and Ohio. Light precipitation in parts of Illinois and Ohio. Temperature 24 to 32.

MOVEMENTS OF SHIPS. THE MANCHESTER LINE. The S.S. Man. Citizen sailed from Montreal for Manchester on October 24th. The S.S. Man. Commerce sailed from Manchester for Montreal on October 25th. The S.S. Man. Corporation from Manchester arrived at Montreal on October 26th.

The Virginian will sail from Liverpool on November 8th. Instead of November 3rd, as already announced. Among the passengers booked for Montreal are Miss Adams and Mr. A. Ewan Moore. The Lake Manitoba arrived safely at Liverpool on Saturday last at 6 p.m. Advice received on this side indicate that the Montreal Tyrolia and Rudstien arrived at London on Saturday.

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WAR A COSTLY AFFAIR FOR HAMBURG AMERICA LINE

Has Returned 2,000,000 in Passage and Freight Money Since War Broke Out.

New York, October 27.—The Hamburg-American Line, it was stated at its offices here yesterday, has returned more than \$2,000,000 in passage and freight money since the breaking out of the war to satisfy claims upon the company.

The maintenance of its ships and crews through their enforced idleness necessitates a great outlay and a sum of \$1,500,000 has been paid on this account.

The expense is the greater because the German law does not permit the discharge of crews without returning them to Germany, and at present this cannot be done. However, steady retentions of the Hamburg as employees are able to find situations in this country, and the crew of the largest ship in the world, the Vaterland, has thus far been reduced from 1,200 to 800.

The Hamburg-American Company had 205 ships at the outbreak of the war and lost only thirteen smaller vessels after the outbreak of the hostilities. Fortunately, all the big ships were in or near ports, and forty-three were interned on this side.

The only valuable ship endangered was the Cincinnati, bound for Boston, which under Captain Scharschmidt successfully eluded all the British cruisers, landed its passengers, and is now tied up beside the America at the Commonwealth Pier in Boston.

After saving their ships the Hamburg-American officials turned their attention to finance, which was not an easy matter at first, when all mail cable and wireless communication was severed or in the hands of the Allies.

Now, however, communication by mail, cable and wireless is sufficient for working purposes, and the officials on this side of the water have only to conserve their resources and make the best of the situation. They have several hundred thousand dollars on hand, are meeting all obligations promptly and have \$27,000,000 of unimpaired property which they have full authority to pledge or sell.

They prefer to sell. They have always had ships to sell, as they found they could dispose with them, and two or three vessels have for some time been on the list for disposal in that way. But they do not consider the time has yet come when there will be a market for either German or other ships.

BIG AMERICAN CARGO FLEET

Negotiations Now Under Way to Place Great Fleet on Seas Under Stars and Strips.

Negotiations are under way for putting a great fleet of cargo steamships upon the seas of the world under the American flag. New York is to be the home port, and the nucleus of the enterprise will be at least twenty ships ranging from 6,000 to 11,000 tons.

Business is to begin as soon as the vessels can be brought together, and rapid expansion is expected as soon as the war is ended.

The capital is to be furnished by New Yorkers, who are already interested in shipping, and by Liverpool ship owners. Two representatives of the latter were in New York last week, and returned to their principals on the Massachusetts on Wednesday.

A prominent admiralty lawyer in New York, who has the matter in hand, in an interview, said that the British ship owners were quite willing that the United States should have its share of the carrying trade of the world.

"For some time," he said, "there has been a feeling in Congress that this country was not being treated fairly with regard to her mercantile marine, and that the carrying trade was in the hands of foreign shipping trusts. This has been disproved in the Federal Courts, but the decision did not do away with the feeling in Congress."

"When the war is over Germany will make tremendous efforts to resume her place in the ocean-carrying trade and certain firms in Liverpool, seeing the opportunity, began overtures to capitalists here for an international company to red of all at least a part of the German freight business."

"There are fully 150 ships seized as prizes, to be disposed of in Great Britain by the Government, and there is nothing to prevent any company buying them and putting them under the American flag."

"The intention is to operate freight steamships from New York under the American flag to Australia, India, China, and South African ports. British capital will be invested in the enterprise, as well as American, and there will be a joint Board of Directors with executive offices in New York and Liverpool."

THE VIRGINIAN will sail from Liverpool on November 8th. Instead of November 3rd, as already announced. Among the passengers booked for Montreal are Miss Adams and Mr. A. Ewan Moore. The Lake Manitoba arrived safely at Liverpool on Saturday last at 6 p.m. Advice received on this side indicate that the Montreal Tyrolia and Rudstien arrived at London on Saturday.

The Donaldson liner Letitia arrived at Montreal from Glasgow with a large passenger list yesterday morning at 7.30 o'clock. The steamer passengers had been forwarded from Quebec on Sunday by train. The Athena, sailed from Glasgow on October 24th with passengers for Montreal.

The White Star-Dominion Line are exhibiting on posters advertising the regular sailings of their steamers to all ports with the inscription "Business as Usual." On the posters the Megantic heads the list being scheduled to sail from Montreal on November 7th. It sailed from Liverpool last Saturday with a large list of passengers, and it will probably arrive in Montreal on Sunday next. Among the passengers is Mr. J. E. P. Hughart, general manager of the Grand Rapids and Indiana Railway.

The Canadian Northern steamships Royal Edward and Royal George will not return to Montreal this season unless some different arrangement is made. The chartered steamers Campanello and Principillo have also departed for their schedule of sailings. The Campanello has already sailed from Montreal and the only other sailing of the company will be by the Principillo from Montreal on November 10th for Bristol. The Royal Edward is expected to be back in the winter season sailing however. They are now being used by the British Government.

Shipping and Transportation

Forecast: Lower Lakes, Georgian Bay Ottawa Valley and Upper St. Lawrence—Strong northwesterly winds; fair and cold, with a few local snow flurries.

Lower St. Lawrence and Gulf—Northeast and north sales, colder, with light snowfalls. Maritime—Showers at first, then becoming colder with northwesterly gales and light snow falls.

Superior—Fresh westerly winds, fair and cold. Western Provinces—Firm, becoming milder.

SIGNAL SERVICE. Department of Marine and Fisheries. Montreal, October 27, 1914. Crane Island, 32—Cloudy, north east. L'Islet, 40—Cloudy, strong east. Cape Salmon, 81—Cloudy, north west. Father Point, 127—Cloudy, strong north. In 1.30 a.m. Wagama. Little Meets, 175—Cloudy, strong north. Cape Chate, 234—Cloudy, north. Marth River, 280—Cloudy, north. C. Macdalen, 281—Snowing, north west. Farns Point, 225—Snowing, north west. Cape Rosier, 549—Light snow, north east. Cape Despair, 377—Light snow, north east. Anticosti—West Point, 322—Light snow, north east. S. W. Point, 360—Cloudy, north. South Point, 415—Dense fog, south. Ellis Bay—Savvy at wharf. Belle Isle, 734—Foggy, north.

Quebec to Montreal. Lonsue Point, 5—Clear light west. In 5.53 a.m. Balthazar, 6.50 a.m. Murray Bay. Vercheres, 19—Clear, north west. Out 8.15 a.m. Storaas. Sorel, 33—Clear, north. Trois Rivières, 71—Clear, north. Arrived in 4.50 a.m. Glendora. P. Cirouille, 81—Clear, strong north. St. Jean, 84—Clear, strong north. Grandgoules, 98—Clear, strong north. Portneuf, 108—Clear, strong north. Out 7.35 a.m. Lady of Gaspe, 7.30 a.m. Prefontaine. St. Nicholas, 127—Clear, north. Bridge, 133—Clear, north. Quebec, 139—Clear, north. In 8.45 a.m. Kendall Castle. Left up 7.30 a.m. Spray and tow. Arrived down 8.15 a.m. Quebec.

West of Montreal. Lachine, 8—Clear, north eastward 12.30 a.m. Meaford, 1.45 a.m. Northmount, 2.00 a.m. Pellatt, 6.40 a.m. Glenellah, 7.20 a.m. Glenferrie, 7.30 a.m. Windsor, 8.05 a.m. Georgetown, 8.40 a.m. Lambert. Cascades, 21—Clear, north. Eastward, 2.40 a.m. Hamilton, 6.50 a.m. Hector, 7.45 a.m. Keyville. C. Landis, 33—Clear, north. Eastward, 8.00 a.m. Kenora, 8.15 Britannia. Cornwall, 62—Clear, north. Eastward, 5.00 a.m. Bronson, and tow. Galop Canal, 99—Clear, north. Eastward, 5.30 a.m. Rockferry, 5.45 a.m. Albert Marshall, 7.30 a.m. Kinmount, Yesterday 4.00 p.m. Ithila. P. Dalhousie, 232—Clear, north west. Eastward 6.00 a.m. Imperial, Yesterday 6.00 p.m. Robert Howard. P. Colborne, 32—Clear, north west. Eastward, mid night, Calgary, 6.30 a.m. Thyrn Meier, 7.00 a.m. Natroncol, Yesterday 10.40 a.m. Legina, 6.00 p.m. Rosemont, 3.10 p.m. Dundee, 8.30 p.m. Westerman, 8.30 p.m. Lapwing, 7.10 p.m. Stratcona.

Freight Steamers. Location of steamers at 6.20 p.m. October 25, 1914; Canadian—Montreal discharging. Acadia. Hamiltonian—Down Soo 6.30 a.m. for Windsor. Calgary—Arrived Colborne 4 a.m. Fordonian—Welland Canal westbound. E. A. Gordon—Port William loading. Onondaga—Due down Kingston for Montreal. Dundas—Left Colborne 3 p.m. for Montreal. Dunelm—Arrived Montreal 4 a.m. Stratcona—Due down Colborne for Montreal. Donnacois—Leaves Montreal to-day. Doric—Montreal, discharging. C. A. Jacques—Up Port Huron 7.30 a.m. Midland Queen—Up Colborne 7 p.m. 25th. Sarnian—Colborne discharging (light to-morrow). A. E. Ames—Montreal. H. M. Pellatt—St. Lawrence River eastbound for Montreal.

J. H. Plummer—Montreal discharging. Joseph—Due Dalhousie 10.55 a.m. Montreal. Neopah—Up Kingston 5 a.m. for Toronto. Wahondah—Morrisburg (taken on Beaver's Cay). Blackfalcon—Arrived Montreal midnight last night. Beaverton—Montreal. Tagona—Port William. Kenos—Left Port Colborne 10.40 a.m. for Montreal. Arabah—Out Dalhousie 3 a.m. for Montreal.

Bulk Freighters. W. Grant Morden—Colborne discharging (light to-morrow). Emperor—Down Soo noon to-day for Colborne. Midland Prince—Own Port Huron 10 p.m. 25th for Colborne. Midland King—Port William loading. Maclean—Due up Soo. Emp. Ft. Wm—Left Colborne 8.30 a.m. for Montreal. Emp. Midland—Soo discharging. Winona—Ashtabula loading coal for Port Arthur. Stadacona—Arrived Port William 6 p.m. 25th. Scottish Hero—Port William. Turret Court—Left Montreal 6 p.m. 25th. Turret Cape—Goderich. Turret Crown—Due Port William. A. E. McKinstry—Out Dalhousie noon to-day for Montreal.

Renoyle—Left Quebec 6 a.m. 25th for Clark City. Stadacona—Arrived Quebec 3 a.m. 25th. St. Stephen—Arrived Quebec 11 p.m. 25th. Haddington—Arrived Montreal 7.30 a.m. Ouellet—Due up Kingston for Colborne. Natrice—Arrived Erie 9 p.m. Leaves to-day.

FRUIT INDUSTRY IN BRITISH COLUMBIA. The shipments of fruit from the Okanagan Valley continue to show large increases over those of last year. Kelowna alone expects to ship 700 cars before the end of the year, while Vernon shows an increase of over 50 per cent. Apple grown in the Penticton district were awarded first prize at the recent International Irrigation Congress at Calgary, while those from Kelowna gained the second, leading the American apples from Spokane which were third. The Western Canadian produced 27,000 cases of fruit in 1914 as against 10,000 in 1913. The Board of Trade and Council at Penticton has petitioned the Kettle Valley Railway for a tri-weekly service to Midway this winter. The track laying, ballasting and bridges are practically completed.

TO GIVE ALL SECURITY POSSIBLE TO TRADE Great Britain in Two Notes Announces Policy to the United States

OIL TANKS RELEASED Immediate Trouble Cleared Up By Release of Brindilla and Platina—Guided by Doctrine of Continuous Voyage.

Washington, October 27.—Great Britain in two notes presented to-day to the State Department by the British Ambassador, Sir Cecil Spring-Rice, at tiltude toward commerce between neutral countries the instruction of Sir Edward Grey, defined her attitude as one of rigid endeavor to give every security possible in the interest of free and undisturbed trade. The documents constituted a general pronouncement of British policy on the subject of contraband.

The essential points in the British attitude are: American shippers should take adequate precaution to show the exact destination of their goods, mentioning either a specific consignee or a neutral government in their bills of lading. Great Britain will be guided by the American doctrine of continuous voyage or "ultimate destination," in respect to commerce between neutral countries in articles generally known as conditional contraband. Absolute contraband, embracing munitions of war, is always subject to seizure and careful examination when carried in neutral ships.

Colton, which is especially mentioned by Great Britain as neither absolute nor conditional contraband, can be shipped in neutral vessels not only to neutral countries, but to all belligerents without molestation. The announcement from London that the American tanker Brindilla had been ordered released at Halifax, N.S., and that the Platina held on the coast of Scotland similarly would be permitted to continue her voyage, cleared up every pending question on the subject of shipping which had arisen in the past week between United States and Great Britain. In both cases the principle set forth in to-day's communications from the British Ambassador, were followed, namely that on determining the exact destination of the cargo as neutral the vessels would not be held.

Great Britain's decision not to raise the question of change of registry in either the case of the Brindilla or the Platina strengthened the belief of administration officials that there would be no further difficulty in this connection where the ownership of vessels was changed their flag was continuously American. As yet there has been no test case of a change from German to American registry, where a transfer from a German company to an American company was involved. There have been several such transfers, but in each case it is understood British consuls have been satisfied that the transfer was of a bona fide character and have not recommended that the vessels be brought before a prize court.

The attitude of the British Government in these matters was regarded by the Washington administration as eminently satisfactory. The second note refers particularly to the case of the tanker Rockfeller, recently released by the British Government, but states the general policy of Great Britain on the subject of contraband. The text follows: "With reference to the case of the 'Rockfeller,' I think it would be opportune were I to make some remarks on the general question of contraband and the attitude of the British Government."

Case of Mineral Oils. "You are doubtless aware that in the last few weeks there has been a marked decrease of the export of certain articles as compared with previous years, to those neutral countries which are in direct communication with the belligerent nations. I will choose, among many, the single instance of mineral oils, and the returns for the month of September. Whereas the value of the United States exports of the principal exports for the month as compared with September, 1913, have decreased from 107 to 74 million dollars, or 30 per cent, the export of gasoline, naptha, etc., has increased from twenty to twenty-three million gallons, or 15 per cent, and of fuel oil, from 36 to 58 million gallons, or 61 per cent.

"I need not point out that the course of the present war has shown the immense importance of the motor, the airplane, and the submarine all of which are consumers of mineral oil. I may add that there is reason to believe that mineral oil in all its forms may be used for these purposes.

"A large proportion of the exports of this country has been consigned to neutral ports, and according to evidence in our possession, has been transmitted thence to a belligerent country. As you are aware, the Supreme Court of the United States in 1823, considered vessels as carrying contraband, although sailing from one neutral port to another, if the goods consigned were destined to be transported by land or sea from the neutral port of landing into enemy territory. It then decided that the character of the goods is determined by their ultimate, and not their immediate destination, and this doctrine was at the time acquiesced in by Great Britain, though her own trade was the chief sufferer.

Endeavor of Neutrals. "On the other hand, the neutral countries concerned, who are anxious in the interests of their neutrality to avoid being used as bases for hostilities by either belligerent, are now making arrangements which will give sure guarantees that articles which may be used in war shall not be re-exported. In a word, they are anxious to prevent their ports from becoming the backdoor of either belligerent. When these arrangements are complete, it is to be confidently hoped that trade between neutrals will be subject to little or no hindrance.

"But it is, of course, essential in the interests of free and undisturbed trade between neutrals, that every security possible should be provided in order to enable belligerents to form a speedy and sure judgment as to the neutral destination of goods, which may be used for peaceful or warlike purposes, in the case of the 'Rockfeller,' which was bound for a port in the near neighborhood of the chief harbor of a belligerent, the oil she carried was transferred to orders, and there was, therefore, no possibility that it would not be forwarded to the enemy. She was accordingly detained until proof was offered of the neutral destination of her cargo and the

RAILROADS

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The Charter Market

(Exclusive Leased Wire to The Journal of Commerce) New York, October 27.—The full cargo steamer market continues firm in all trades and in several instances rates advanced slightly over the basis prevailing during the past few days. There is a steady demand for prompt boats for grain and other cargo to open European ports, and a moderate amount of chartering of a miscellaneous character was reported. There is also a limited inquiry for tonnage on time charter for West India account, most of the orders being for boats for forward delivery.

The South America and long voyage trades are quiet, owing to the limited demand for tonnage and the light offerings of some of the tonnage to the increase in the insurance rates on war risks, brought about by the reports of the capture of German cruisers in the South Atlantic and Indian Oceans. Of the sail tonnage market there is nothing new to be said with the demand for vessels being unusually light in all off shore and coastwise trades, while the rates remain nominal and without quotable change.

Charters—Grain—British steamer Coniston Water, 25,000 quarters, from Philadelphia to Newcastle, of Genoa, 48 3d prompt. British steamer Sicily, 25,000 quarters, from Baltimore to London, at or about 28 1/2d prompt.

British steamer Lynfield, (previously) from the Gulf to Marseilles or Genoa, 48 1/2d prompt. British steamer Elmer, 28,000 quarters, same. Spanish steamer Mar Cantabrico, 20,000 quarters, same, November. Lumber—Norwegian steamer Nordkap, 1,323 tons, from Campbellton to Liverpool with deals, 55 1/2d prompt. Norwegian steamer Ceylon, 1,454 tons, from the Bay of Fundy to West Britain or east inland with deals, 55 1/2d prompt. British steamer Gordonia, 2,469 tons, from Miramichi to West Britain or east inland with deals, 55 1/2d prompt.

Norwegian bark Atlantis, 951 tons, from Halifax to the United Kingdom, with deals, 55 1/2d, November. Miscellaneous—British steamer Tania, 2,270 tons, from Savannah to Liverpool, or Manchester, with cotton at or about 37s 6d, November.

FOUR STEAMERS SAFE. New York, October 27.—A cable was received yesterday by a leading insurance firm from London, from which it has been deduced that the report stating that the German cruiser Emden had destroyed four more British steamers somewhere east of Bombay was erroneous. The cable stated that the steamship the City of Corinth passed Perim in the Red Sea on October 25, the Kabinga left Colombo on October 18, and was followed by the Yeddo from the same port on October 24, while the steamer Dowdman remained in that port.

CARPATHIA WILL DOCK WEDNESDAY. New York, October 27.—The Cunard liner Carpathia, from Gibraltar, reports by wireless that she will reach Albany Light about 8.30 to-night. This means she will probably dock early Wednesday morning.

The Hamburg-American Company has \$27,000,000 worth of idle ships tied up in United States ports.

Intention of the neutral government to prevent re-export. "It is to be hoped that for the future adequate precaution will be taken in order to show the real destination of goods consigned to neutrals which, if trans-shipped to a belligerent, might be used for belligerent purposes.

"I may observe in conclusion, that although the British Government have detained cargoes of contraband in order to make sure that they are really intended for neutral countries, and have really some cargo consigned to a belligerent, they have permitted to order, and there was, therefore, no possibility that it would not be forwarded to the enemy. She was accordingly detained until proof was offered of the neutral destination of her cargo and the

REAL ESTATE

Business in real estate was quiet yesterday. Sales being formally registered, as for comparatively small amounts. The largest transfer from Mrs. James A. Methuen to Charles Gird, of lots 292-145 to 147, parcels 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571