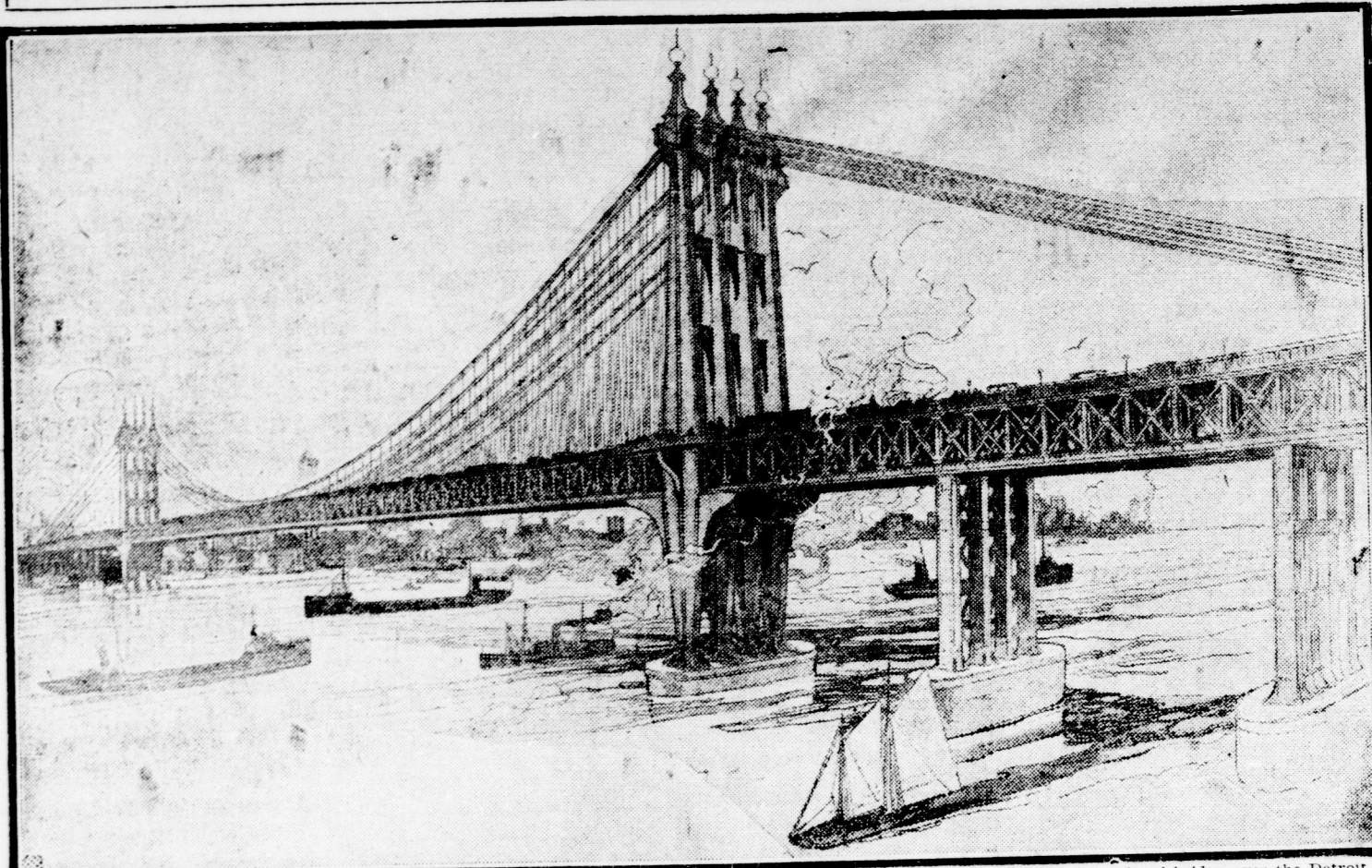


Construction of Huge Detroit-Windsor Bridge To Commence December 1



WINDSOR, Nov. 20.—Backed by industrial leaders of Canada and the United States, the construction of a great international bridge over the Detroit River from Windsor to Detroit will be commenced Dec. 1. Already \$3,000,000 worth of securities to finance the undertaking have been placed in the hands of a Toronto brokerage for sale. The best engineering talent obtainable on both sides of the boundary line has been enlisted. Charles E. Fowler, one of the most prominent engineers on the continent, is chief engineer. Although it will take four years to complete the huge structure, members of the company behind the project claim that it will be open for traffic before that length of time has elapsed.

SPEED BRIDGE FROM WINDSOR TO U. S. SHORE

Industrial Leaders of Two Countries To Start Construction Work Dec. 1.

TO BEGIN FOUR-YEAR TASK

WINDSOR, Nov. 20.—At last the dream of a quarter of a century—the great Detroit-Windsor bridge—is on the sure road to realization. Plans have been drawn and a company has been formed. On December 1 the actual preliminary work will begin. Charles E. Fowler, chairman and chief engineer of the board of consulting engineers has been given power by the board of directors to lay final plans, clear up questions of law and secure shore frontage.

The American company, which is co-operating with a Canadian one in furthering the project, has reached an agreement with the Michigan Public Utilities Commission as to the amount of stock to be issued and the method of sale. Already a contract has been made with a Canadian brokerage firm to sell the issue.

When asked for details regarding the construction, Mr. Fowler said: "The detailed plans have been made for the exact loads the bridge is to carry, and the sizes and weights of all parts of the structure accurately determined. The total weight of the bridge and approaches is 107,000 tons, and the cost at present prices is well inside the estimates made in 1912."

To Carry 30 Million Autos.
"The span, as fixed, is 1,802 feet over the river and it will carry a load of 26,000 pounds per foot of length. The weight of the main span is 27,700 pounds per foot, and the span will be the longest and heaviest in the world. There will be eight parallel wire cables to carry the highway and railway decks. Two cables will be 18 inches in diameter, and six will be 21 inches in diameter, with a total of 52,280 wires of No. 6 gauge, supporting a pull of 145,000,000 pounds. The highway deck will be 27 feet wide, with two trolley tracks, two sidewalks, and two roadways that will carry six lanes of traffic or a capacity of 30,000,000 automobiles per year. The lower deck will have four railway tracks to carry electrically operated trains, and a 20-foot space for public utilities such as wires and pipes.

"The towers of the bridge will rise to a height of 280 feet above the water, and will be made up of plates of nickel steel of a thickness of two inches, having a cross section of six feet by 17 feet. The four steel posts of this size in each tower will be braced together by Moorish steel arch portals, giving an architectural effect similar to the Woolworth building in New York city. These towers will be about 150 feet higher than any other structure in this vicinity and will be visible on clear days from great distances outside the city.

"The floors will be carried by four trusses of very heavy nickel steel construction, hung from the wire cables, and will be 35 feet deep by 1,503 feet in length.

"The longest of the three East River bridges at New York city is the Williamsburg bridge, which has a span of 1,400 feet. The longest span in the world is the great Quebec cantilever of 1,800 feet span, while the greatest bridge in the world is that across the Firth of Forth in Scotland, which has two cantilever spans of 1,710 feet each. The construction of the Detroit River bridge will occupy about four years, but it is expected that highway traffic can be provided for in less time by placing four of the eight cables at first, and only that portion of the steelwork necessary for carrying the highway deck. The other four cables can then be added, as well as the balance of the steelwork, without interfering with the traffic of automobiles, auto-trucks, and street cars over the upper or highway deck."

Credit for the realization will be due to two men—Allan A. Templeton, former president of the Detroit Chamber of Commerce, and A. F. Healey, former president of the Border Chamber of Commerce, Windsor residents say. It was these two leaders in municipal life on either side of the river who co-operated to form an organization of Canadians and Americans to back the project. That the scheme is receiving the indorsement of a large section of each country can be seen from the following partial list of promoters:

Canadians—A. F. Healey, G. M. McGregor, W. L. McGregor, Hiram Walker, H. B. Walker, C. S. King, Dr. J. O. Reame, H. H. Joyce, William Woollett, W. H. Campbell and P. O. Pocock, all of Windsor; A. G. Kingston, St. Catharines; W. H. Merritt, Toronto; Carl Riddan and F. H. Southam, of Montreal.

Detroiters—Allan A. Templeton, W. J. Gray, Alvan Macaulay, H. M. Jewett, Albert H. Kahn, Henry M. Leland, F. J. Fisher, F. W. Davis, Jun., J. W. Austin, W. B. Gregory, C. E. Fowler, M. E. Woolring, C. B. Van Dusen, Oscar Wein-

ber, J. J. Crowley, A. T. Waterfall, S. D. Callender.

Faced Difficulties.
The project has only reached its present stage after breaking down many barriers which Ontario had proved adamant. The lake carriers had to a certain extent opposed the scheme because it interfered with them, but when the head of the carriers, William Livingston, was approached he agreed with the committee, after certain terms and conditions had been arranged. Both the American congress and the Dominion parliament put their stamp of approval on the proposition, and the final spike was driven when the Michigan Public Utilities Commission agreed that \$30,000,000 in securities could be issued. An open mortgage was granted the Guaranty Trust Company of Detroit and filed in Ottawa for that purpose.

The officers and directors of the company include: W. B. Gregory, of Gregory, Mayer & Thom, Detroit, president; Hiram H. Walker, vice-president; J. W. Austin, Detroit, secretary; J. O. Reame, president of the Canadian Transit Co.; Allen A. Templeton, Detroit, chairman of the board; and Dr. J. O. Reame, Windsor, former minister of public works for Ontario.

Sale Arranged.
The board of directors has closed a contract with R. T. Scott & Co., stock brokers, of Toronto, for the sale of the securities. This company, which has 22 offices in the United States for the sale of the stock.

Among the engineering talent secured for the construction are: Charles E. Fowler, supervisor of streams and builder of huge structures, chief engineer; Geo. H. Pegram, chief engineer of the International Rapid Transit Co., of New York; Prof. William H. Burr, of New York City; Col. M. Monserrat, of Montreal; Prof. C. R. Young, of the University of Toronto, and Prof. H. E. Riggs, of the University of Michigan. The first five of these men form a board of consulting engineers, and Prof. Riggs is special consulting engineer.

It has been predicted by those familiar with the project that when completed the bridge will be the means of increasing Windsor's population to 300,000 in less than a decade. Detroit will reap an equally large benefit, they say.

4 BANDITS FLEE WHEN MAN SHOUTS
Attempt Hold-Up of Two Women and Their Escort.

[Special to The Advertiser.]
WINDSOR, Nov. 20.—During an attempt at a hold-up was staged on Edna street, Walkerville, tonight when four would-be bandits jumped from an auto and flashing guns in the faces of Mrs. Wm. Moore and Mrs. J. P. Fraser, who were being escorted home by Fred Arnold, at whose home they had been visiting, demanded their money. Arnold shouted out, "I know two of you men," and the bandits immediately fled in their car.

Later the police arrested Geo. Cheswick, Dan Smith, Mike Devitt and Harold Law, all of Walkerville, on suspicion. Two of the men are alleged to have been identified by Arnold as members of the gang which made the attack on himself and the ladies.

TWO SHOT WHEN RUM RUN HALTED
PLATTSBURG, N.Y., Nov. 20.—Four alleged bootleggers, captured after an all-night chase in which State Trooper Fred Waterman and one of the prisoners were wounded, were being held here Saturday and lodged in the local jail.

The fighting between the troopers and the prisoners took place at Moore's, on the Canadian line. Waterman was on the track of two of the band, who are alleged to have abandoned a carload of whiskey when the officers sighted them. Waterman fired at Charles Lajoie, one of the suspected men, but missed. When Lajoie grappled with the officer, the latter shot him through the hand. In the struggle Waterman's gun was exploded again, the bullet entering the officer's leg.

In addition to Lajoie the men under arrest gave their names as Alexander Boyer, Alexander Verdo and James Powers, all of Montreal.

LONDON WOMAN STRUCK BY AUTO ON KING STREET
Mrs. Mary Parsons of 205 Adelaide street is reported as resting easily at Victoria Hospital. Mrs. Parsons was struck by a motor car on King street, near Colborne, about 7 o'clock Saturday night. She received severe bruises and was badly shaken up.

KILLED WHEN CAR HITS TREE

John Chittim of Walkerville Died Immediately After Accident.

POLICE GUARD ASSOCIATES

[Special to The Advertiser.]

WINDSOR, Nov. 20.—John Chittim, aged 20, of Walkerville, was instantly killed tonight, when a high-powered car struck a tree after having collided with a horse and rig on the Walker road, just outside the town limits.

The horse, which was being driven by Martin Klooyz, was killed by the impact of the auto, and carried for about 100 yards before it fell off. The car struck the carcase and swerved into a tree. Chittim being instantly killed.

Klooyz's buggy was entirely smashed, and Klooyz was injured so much that it was necessary to take him to the Hotel Dieu, but his injuries are not considered serious.

There were four other men in the car along with Chittim, George Soucheau, Erie street, Windsor; Ray Battersby, Walter S. Palmerton, all of Walkerville; and Charles Malott, all of Walkerville. Malott was seriously hurt, his left leg being fractured, but all the men were bruised so badly that they were taken to Hotel Dieu, where they are under the supervision of the police.

LONDONER SHOT IN WALKERVILLE

Alleged To Have Entered House by an Upper Window.

WINDSOR, Nov. 20.—William Dowdell, 30 years of age, said to be a resident of London, was tonight shot and his left leg fractured when he was discovered by Fred McLeod of 210 Windsor mere road, in his house. Dowdell is said by the police to have two or three aliases, among them Davis and McDonald, it is alleged, entered the house at the top flat, and after going through the apartment, was making his way downstairs when he was met by McLeod who lives in the lower apartment. Directly he was challenged he turned to flee and McLeod fired at him.

The police were called and Dowdell was taken to the Hotel Dieu, where he is under police watch. Dowdell told the police that he has a wife and two children living in London.

BANDITS HOLD UP WINDSOR STORE

WINDSOR, Nov. 20.—Marshall Parker, grocer, 1217 Erie street east, was held up and robbed at midnight Saturday by two armed and masked bandits who asked for 10 cents worth of candy and then pushed guns in Parker's face, and drove five customers from the store. The cash register was then broken open, but the bandits failed to realize more than \$15 for their gun play. Parker having emptied the register an hour previous to the thugs' visit.

CORRECT ANNOUNCEMENT REGARDING SPEAKERS

Major Graham will be the speaker at the supper and concert to be held at the Hamilton Road Presbyterian Church Tuesday, Nov. 22. Through an error it was announced that Ex-Mayor Graham would be the speaker.

More Encouragement For Canadian Oil Fields, Ltd.

Those connected with the promotion of Canadian Oil Fields, Limited, have reason to feel encouraged by the progress being made in the development of their property. The management have just received the following letter from Mr. P. F. Newhouse, C.E., of Bowmanville, Ont.

"I have tested the last sample of sands you sent me, taken from your well at Shelburne at a depth of about 2,500 feet.

FINANCIAL AND COMMERCIAL

HAY IS FEATURE ON LOCAL MARKET

Eggs, Butter and Poultry Prices Remain Unchanged.

Hay was the feature of Monday's market, several loads of splendid quality being offered, the supply being equal to the demand; the prices run from \$18 to \$21 per ton.

Wheat still remains at \$1 per bushel. To loads of buckwheat were sold during the week at \$1.45 per cwt.

To loads of new oats found ready sale at \$1.50 to \$1.75 per cwt. No change in the prices of eggs, butter or poultry.

Grain, per cwt.—
Barley, per cwt., \$1.40 to \$1.50
Buckwheat, per cwt., 1.40 to 1.50
Oats, per cwt., 1.75 to 1.80
do, new, cwt., 1.15 to 1.20
Wheat, per cwt., 1.65 to 1.75
do, new, cwt., 1.15 to 1.20

Grain, per bushel—
Barley, per bushel, 67 to 72
Buckwheat, per bushel, 50 to 55
Oats, per bushel, 50 to 55
do, new, bushel, 39 to 40
Wheat, per bushel, 69 to 73

Hay and Straw—
Hay, new, per ton, 18 to 21
do, old, per ton, 12 to 15

Vegetables—
Cabbage, new, each, 10 to 15
do, per doz., 10 to 15
Celery, per bunch, 10 to 15
do, per doz., 10 to 15
Hubbard squash, each, 10 to 15
Lettuce, per head, 10 to 15
Mint, per doz., 40 to 40
Onions, green, doz., 40 to 40
do, red, doz., 40 to 40
do, dried, bu., 2.50 to 2.75
Peppers, green, doz., 10 to 15
do, per bag, 1.25 to 1.30
do, per bag, 1.65 to 1.80
Parsnips, per bu., 10 to 15
Pumpkins, each, 10 to 15
Radishes, per doz., 40 to 50
Spinach, per doz., 75 to 1.00
Turnips, per bu., 10 to 15
Vegetable marrow, 10 to 15

Fruits, Retail—
Apples, per bu., 5.00 to 5.00
do, 1 bag, 2.00 to 2.00
Apples, cooking, bu., 1.25 to 1.25
do, 1 bag, 1.00 to 1.00
do, eating, bu., 2.50 to 2.50
do, 1 bag, 2.00 to 2.00
Pears, 11 quarts, 60 to 1.00
do, 8 quarts, 50 to 60
Honey, 5-lb pails, 80 to 80
do, strained, lb., 17 to 17
do, strained, lb., 38 to 38
Honey, Retail—
Honey, 5-lb pail, 80 to 90
do, strained, lb., 20 to 20
do, comb, 50 to 50
Dairy Products, Retail—
Butter, creamery, lb., 40 to 45
do, dairy, lb., 40 to 45
do, curd, lb., 40 to 42
Eggs, strictly fresh, 80 to 90

Dairy Products, Wholesale—
Butter, creamery, 35 to 40
do, rolls, 35 to 40
do, lb., 40 to 40
do, curd, 65 to 70
do, crate, 50 to 60
Poultry, Dressed, Retail—
Chicken, 1.00 to 1.25
do, per lb., 23 to 28
Ducks, per lb., 25 to 30
do, each, 1.25 to 1.25
Turkeys, per lb., 45 to 50
do, each, 18 to 22
Poultry, Dressed, Wholesale—
Chicken, per lb., 22 to 22
Ducks, per lb., 22 to 22
Live Poultry—
Chickens, per lb., 15 to 15
Ducks, per lb., 15 to 15
Geese, per lb., 15 to 15
Old fowl, per lb., 10 to 13
Live Stock—
Hogs, alive, cwt., 2.25 to 2.50
Sows, full pair, 8.00 to 10.00
Calf, small, pair, 8.00 to 10.00

Dressed Meats, Wholesale—
Cured beef, 40 to 50
do, corned, 10 to 15
Beef, hams, lb., 16 to 16
do, fronts, lb., 8 to 9
Hefers, 60 to 100
Hogs, dressed, cwt., 13.00 to 14.00
Lamb, choice, cwt., 17.00 to 17.00
do, 2nd, cwt., 10 to 10
do, fronts, lb., 20 to 20
Veal, choice, 100 to 120
do, 2nd, 120 to 130
do, hinds, lb., 25 to 25
do, fronts, lb., 20 to 20
Hides—
Cow hides, No. 1, 55 to 55
do, No. 2, 45 to 45
Calf skins, No. 1, 15 to 15
do, No. 2, 10 to 10
Horse hides, each, 2.00 to 2.00
Kip, per lb., 6 to 6
Lard, each, 20 to 20
Wool, unwashed—
Wool, coarse, per lb., 6 to 7
do, medium, lb., 9 to 10

GRAIN

Winnipeg, Nov. 21.—Opening futures: Wheat—Nov. 14c to 14c higher at \$1.00; Dec. 14c to 14c higher at \$1.00; May, 14c to 14c higher at \$1.00; 1922, 14c to 14c higher at \$1.00; 1923, 14c to 14c higher at \$1.00; 1924, 14c to 14c higher at \$1.00; 1925, 14c to 14c higher at \$1.00; 1926, 14c to 14c higher at \$1.00; 1927, 14c to 14c higher at \$1.00; 1928, 14c to 14c higher at \$1.00; 1929, 14c to 14c higher at \$1.00; 1930, 14c to 14c higher at \$1.00; 1931, 14c to 14c higher at \$1.00; 1932, 14c to 14c higher at \$1.00; 1933, 14c to 14c higher at \$1.00; 1934, 14c to 14c higher at \$1.00; 1935, 14c to 14c higher at \$1.00; 1936, 14c to 14c higher at \$1.00; 1937, 14c to 14c higher at \$1.00; 1938, 14c to 14c higher at \$1.00; 1939, 14c to 14c higher at \$1.00; 1940, 14c to 14c higher at \$1.00; 1941, 14c to 14c higher at \$1.00; 1942, 14c to 14c higher at \$1.00; 1943, 14c to 14c higher at \$1.00; 1944, 14c to 14c higher at \$1.00; 1945, 14c to 14c higher at \$1.00; 1946, 14c to 14c higher at \$1.00; 1947, 14c to 14c higher at \$1.00; 1948, 14c to 14c higher at \$1.00; 1949, 14c to 14c higher at \$1.00; 1950, 14c to 14c higher at \$1.00; 1951, 14c to 14c higher at \$1.00; 1952, 14c to 14c higher at \$1.00; 1953, 14c to 14c higher at \$1.00; 1954, 14c to 14c higher at \$1.00; 1955, 14c to 14c higher at \$1.00; 1956, 14c to 14c higher at \$1.00; 1957, 14c to 14c higher at \$1.00; 1958, 14c to 14c higher at \$1.00; 1959, 14c to 14c higher at \$1.00; 1960, 14c to 14c higher at \$1.00; 1961, 14c to 14c higher at \$1.00; 1962, 14c to 14c higher at \$1.00; 1963, 14c to 14c higher at \$1.00; 1964, 14c to 14c higher at \$1.00; 1965, 14c to 14c higher at \$1.00; 1966, 14c to 14c higher at \$1.00; 1967, 14c to 14c higher at \$1.00; 1968, 14c to 14c higher at \$1.00; 1969, 14c to 14c higher at \$1.00; 1970, 14c to 14c higher at \$1.00; 1971, 14c to 14c higher at \$1.00; 1972, 14c to 14c higher at \$1.00; 1973, 14c to 14c higher at \$1.00; 1974, 14c to 14c higher at \$1.00; 1975, 14c to 14c higher at \$1.00; 1976, 14c to 14c higher at \$1.00; 1977, 14c to 14c higher at \$1.00; 1978, 14c to 14c higher at \$1.00; 1979, 14c to 14c higher at \$1.00; 1980, 14c to 14c higher at \$1.00; 1981, 14c to 14c higher at \$1.00; 1982, 14c to 14c higher at \$1.00; 1983, 14c to 14c higher at \$1.00; 1984, 14c to 14c higher at \$1.00; 1985, 14c to 14c higher at \$1.00; 1986, 14c to 14c higher at \$1.00; 1987, 14c to 14c higher at \$1.00; 1988, 14c to 14c higher at \$1.00; 1989, 14c to 14c higher at \$1.00; 1990, 14c to 14c higher at \$1.00; 1991, 14c to 14c higher at \$1.00; 1992, 14c to 14c higher at \$1.00; 1993, 14c to 14c higher at \$1.00; 1994, 14c to 14c higher at \$1.00; 1995, 14c to 14c higher at \$1.00; 1996, 14c to 14c higher at \$1.00; 1997, 14c to 14c higher at \$1.00; 1998, 14c to 14c higher at \$1.00; 1999, 14c to 14c higher at \$1.00; 2000, 14c to 14c higher at \$1.00; 2001, 14c to 14c higher at \$1.00; 2002, 14c to 14c higher at \$1.00; 2003, 14c to 14c higher at \$1.00; 2004, 14c to 14c higher at \$1.00; 2005, 14c to 14c higher at \$1.00; 2006, 14c to 14c higher at \$1.00; 2007, 14c to 14c higher at \$1.00; 2008, 14c to 14c higher at \$1.00; 2009, 14c to 14c higher at \$1.00; 2010, 14c to 14c higher at \$1.00; 2011, 14c to 14c higher at \$1.00; 2012, 14c to 14c higher at \$1.00; 2013, 14c to 14c higher at \$1.00; 2014, 14c to 14c higher at \$1.00; 2015, 14c to 14c higher at \$1.00; 2016, 14c to 14c higher at \$1.00; 2017, 14c to 14c higher at \$1.00; 2018, 14c to 14c higher at \$1.00; 2019, 14c to 14c higher at \$1.00; 2020, 14c to 14c higher at \$1.00; 2021, 14c to 14c higher at \$1.00; 2022, 14c to 14c higher at \$1.00; 2023, 14c to 14c higher at \$1.00; 2024, 14c to 14c higher at \$1.00; 2025, 14c to 14c higher at \$1.00; 2026, 14c to 14c higher at \$1.00; 2027, 14c to 14c higher at \$1.00; 2028, 14c to 14c higher at \$1.00; 2029, 14c to 14c higher at \$1.00; 2030, 14c to 14c higher at \$1.00; 2031, 14c to 14c higher at \$1.00; 2032, 14c to 14c higher at \$1.00; 2033, 14c to 14c higher at \$1.00; 2034, 14c to 14c higher at \$1.00; 2035, 14c to 14c higher at \$1.00; 2036, 14c to 14c higher at \$1.00; 2037, 14c to 14c higher at \$1.00; 2038, 14c to 14c higher at \$1.00; 2039, 14c to 14c higher at \$1.00; 2040, 14c to 14c higher at \$1.00; 2041, 14c to 14c higher at \$1.00; 2042, 14c to 14c higher at \$1.00; 2043, 14c to 14c higher at \$1.00; 2044, 14c to 14c higher at \$1.00; 2045, 14c to 14c higher at \$1.00; 2046, 14c to 14c higher at \$1.00; 2047, 14c to 14c higher at \$1.00; 2048, 14c to 14c higher at \$1.00; 2049, 14c to 14c higher at \$1.00; 2050, 14c to 14c higher at \$1.00; 2051, 14c to 14c higher at \$1.00; 2052, 14c to 14c higher at \$1.00; 2053, 14c to 14c higher at \$1.00; 2054, 14c to 14c higher at \$1.00; 2055, 14c to 14c higher at \$1.00; 2056, 14c to 14c higher at \$1.00; 2057, 14c to 14c higher at \$1.00; 2058, 14c to 14c higher at \$1.00; 2059, 14c to 14c higher at \$1.00; 2060, 14c to 14c higher at \$1.00; 2061, 14c to 14c higher at \$1.00; 2062, 14c to 14c higher at \$1.00; 2063, 14c to 14c higher at \$1.00; 2064, 14c to 14c higher at \$1.00; 2065, 14c to 14c higher at \$1.00; 2066, 14c to 14c higher at \$1.00; 2067, 14c to 14c higher at \$1.00; 2068, 14c to 14c higher at \$1.00; 2069, 14c to 14c higher at \$1.00; 2070, 14c to 14c higher at \$1.00; 2071, 14c to 14c higher at \$1.00; 2072, 14c to 14c higher at \$1.00; 2073, 14c to 14c higher at \$1.00; 2074, 14c to 14c higher at \$1.00; 2075, 14c to 14c higher at \$1.00; 2076, 14c to 14c higher at \$1.00; 2077, 14c to 14c higher at \$1.00; 2078, 14c to 14c higher at \$1.00; 2079, 14c to 14c higher at \$1.00; 2080, 14c to 14c higher at \$1.00; 2081, 14c to 14c higher at \$1.00; 2082, 14c to 14c higher at \$1.00; 2083, 14c to 14c higher at \$1.00; 2084, 14c to 14c higher at \$1.00; 2085, 14c to 14c higher at \$1.00; 2086, 14c to 14c higher at \$1.00; 2087, 14c to 14c higher at \$1.00; 2088, 14c to 14c higher at \$1.00; 2089, 14c to 14c higher at \$1.00; 2090, 14c to 14c higher at \$1.00; 2091, 14c to 14c higher at \$1.00; 2092, 14c to 14c higher at \$1.00; 2093, 14c to 14c higher at \$1.00; 2094, 14c to 14c higher at \$1.00; 2095, 14c to 14c higher at \$1.00; 2096, 14c to 14c higher at \$1.00; 2097, 14c to 14c higher at \$1.00; 2098, 14c to 14c higher at \$1.00; 2099, 14c to 14c higher at \$1.00; 2100, 14c to 14c higher at \$1.00; 2101, 14c to 14c higher at \$1.00; 2102, 14c to 14c higher at \$1.00; 2103, 14c to 14c higher at \$1.00; 2104, 14c to 14c higher at \$1.00; 2105, 14c to 14c higher at \$1.00; 2106, 14c to 14c higher at \$1.00; 2107, 14c to 14c higher at \$1.00; 2108, 14c to 14c higher at \$1.00; 2109, 14c to 14c higher at \$1.00; 2110, 14c to 14c higher at \$1.00; 2111, 14c to 14c higher at \$1.00; 2112, 14c to 14c higher at \$1.00; 2113, 14c to 14c higher at \$1.00; 2114, 14c to 14c higher at \$1.00; 2115, 14c to 14c higher at \$1.00; 2116, 14c to 14c higher at \$1.00; 2117, 14c to 14c higher at \$1.00; 2118, 14c to 14c higher at \$1.00; 2119, 14c to 14c higher at \$1.00; 2120, 14c to 14c higher at \$1.00; 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