

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

From Southampt. To Montreal. Oct. 10
Sept. 23.....ASCANIA.....

From Montreal. To Southampt. Oct. 10
Sept. 23.....ASCANIA.....

Steamers call Plymouth eastbound. Rates, Acacia, Cabin (D), eastbound \$57.50 up; westbound \$47.50 up. Third class, eastbound, \$35.25; westbound \$35.00 up.

THE ROBERT REFORM CO., LIMITED.
General Agents, 59 Hospital Street, Steerage Branch, 483 St. James Street, Uptown Agency, 530 St. Catherine St. West.

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE.

From Glasgow. To Montreal. Oct. 10
Sept. 19.....LETTITIA.....

From Montreal. To Glasgow. Oct. 10
Sept. 26.....CASSANDRA.....

From Montreal. To Glasgow. Oct. 24
Oct. 10.....ATHENIA.....

Passenger Rates—Cabin (D), Eastbound \$57.50 up. Westbound \$47.50 up. Third-class, eastbound and westbound, \$35.25.

For all information apply to
THE ROBERT REFORM CO., LIMITED.
General Agents, 59 Hospital Street, Steerage Branch, 483 St. James Street, Uptown Agency, 530 St. Catherine St. West.

CANADIAN LINES

DELIGHTFUL WATER TRIPS

Delightful Water Trips

VISIT THE CAMP AT
VALCARTIER

Steamer leaves nightly 7.00 p.m., connecting at Quebec with trains direct to the Camp.

Also the Famous
SAGUENAY RIVER

Steamer leaves Quebec Tuesday, Wednesday, Friday and Saturday, 8.00 a.m.

SPECIAL LOW RATES.

Ticket Office—9-11 Victoria Square

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, September 21.—There was a full in steamer chartering, as is usual at the ending of the week, but the general demand for tonnage holds steady, particularly for trans-Atlantic carriers, for grain, coal, deals and timber. For cotton and general cargo boats, there is as yet, but little inquiry, and there is no appreciable improvement in the demand for boats for either West India or South American business. The bulk of the grain cargoes are destined to French ports, although there is some inquiry for boats for Scandinavian ports.

There is also a considerable flow going forward, but that is by the regular lines, and not in full cargo lots. The movement of cotton is unusually light for this period of the year, and no tonnage has yet been engaged for later delivery.

Rates in all trades have settled to a normal basis and are in receipt of firm support. Tonnage offers moderately for both prompt and forward loading, with owners holding for full recent terms or better.

Chartering in the sail tonnage market continues exceptionally light, due to the scarcity of freights in almost every trade. Rates are nominally steady at the basis of last previous charters, and the supply of vessels is more than sufficient for the limited requirements of charterers.

Charters—Grain—British steamer Mozart, 34,000 quarters oats, from Baltimore to picked ports United Kingdom, is 10% d, option French Atlantic ports, 2s 3d prompt.

British steamer Linfield, 32,000 quarters oats, from Baltimore to London, is 9d, option French Atlantic ports, 2s 3d, October.

Norwegian steamer Hermes (previously) 27,000 quarters grain, from Montreal to picked ports United Kingdom, 2s 3d, September.

Coal—Spanish steamer Pala Mendl, 2,746 tons from Virginia to the Mediterranean, p.t., September.

Italian steamer, Tasmania, 2,382 tons, same, October.

Norwegian steamer Nor, 878 tons, from Newport News, to Cardenas, p.t., prompt.

Norwegian steamer Navigator, 797 tons, from Baltimore to Havana, with general cargo, p.t., prompt.

Lumber—Dutch steamer Maashaven, 1,689 tons, from Sapelo to the United Kingdom, with timber \$1s 3d, one port, September-October, from Jacksonville to Perth Amboy, with bridge ties, 15% cents.

Miscellaneous—British steamer Waddon, 2,551 tons from Bombay to two ports United States north of Hatteras, with general cargo, 27s 6d, September-October.

FORD MOTOR CO.

New York, September 21.—During August the Ford Motor Company sold 26,533 cars, which is considered to assure well for the success of the company's attempt to manufacture and sell 100,000 machines this season as August is usually the driest month of the automobile year.

Between August 1st, 1913, and August 1st, 1914, 221,488 cars were built and sold.

CHICAGO BANK STATEMENT.

Chicago, September 21.—Complete reports by the Chicago banks show that they have taken out 63 per cent of the total emergency issue. National banks between the last calls for condition increased their holdings of securities \$10,500,000, whereas those of the state banks increased \$1,900,000. Country deposits of all banks combined decreased \$31,000,000.

GERMAN CRUISER KOENIGSBERG DISABLED H. M. CRUISER PEGASUS

Traffic in Bay of Bengal Seriously Affected by Fast German Cruiser—Several Ships Have Been Sunk.

London, September 21.—There has not been a gun fired in the North Sea for days, so far as the British public knows, but the Admiralty issued last night, bulletins of important encounters in far-off waters. Successes and misfortunes were both chronicled impartially.

The Admiralty report says that since the outbreak of war the British light cruiser Pegasus, under command of John A. Inglis, has been working from Zanzibar and had rendered very useful services, including the destruction of Dar-Es-Salaam (a seaport in German East Africa), the sinking of the German gunboat Mowe and a floating drydock.

"Early this morning," continues the statement, "she was attacked by the Koenigsberg while anchored in Zanzibar Harbor cleaning boilers and repairing machinery. The Pegasus, thus taken at a disadvantage, and somewhat out-ranged by the newer four-inch guns of the Koenigsberg, was completely disabled after suffering a loss, unofficially reported as 25 killed and 80 wounded. This is a high proportion out of a crew of 234.

"The damage done to the Koenigsberg is not known. She was last seen steaming to the south-west.

"On September 10 the German cruiser Emden, from the China station, after being completely lost for six weeks, suddenly appeared in the Bay of Bengal, and during the period, including September 19 to 14, captured six British ships, as follows: The Indus, Lord Killim, Diplomat, Brabcock and Katina, of which five were sunk and the sixth was sent to Calcutta with the crews of the others. The Emden is now reported at Rangoon, and it is possible that she has made other captures.

"The British auxiliary cruiser Campania, Captain Noel Grant, Royal Navy, went into action September 14 off the east coast of South America with a German armed merchant cruiser, supposed to be the Cap Trafalgar or Berlin, mounting eight 4-inch guns and pom-poms. The action lasted one hour and 45 minutes, when the German ship capsized and sank, her survivors being rescued by an empty collier.

"Of the Campania's crew, nine men were killed and five seriously wounded. None of the officers was injured. The First Lord of the Admiralty has sent the following telegram to Captain Grant: 'Well done, you have fought a fine action to a successful finish.'

"The British cruiser Cumberland, Captain Cyril Fuller, R.N., reports from the Kamerun River that a German steamboat on the night of September 14 attempted to sink the British gunboat Dwarf, Commander Frederick Strong, with an infernal machine in her bows. The attempt failed and the steamboat with one prisoner was captured.

"On the night of the 15th the Dwarf was purposefully rammed by the Nashtigal, a German merchant ship. The Dwarf was slightly damaged, but sustained no casualties. The Nashtigal was wrecked. The enemy lost four white men and ten colored men and eight white and fourteen colored men are missing.

"A further report from the Cumberland to-day says that two German launches, one carrying explosive machines, were destroyed. The enemy's losses were one white man killed and three white men and two natives taken prisoners."

Weather Forecast.

Lakes and Georgian Bay—Moderate southwest and south winds; fine and decidedly warm.

Ottawa Valley and Upper St. Lawrence—Fine and decidedly warm.

Lower St. Lawrence, Gulf and Maritime—Moderate southwest to west winds, fair and warm.

Superior—Moderate to fresh winds; fair at the Soo; becoming showery at Port Arthur.

Manitoba—Mostly fair and a little cooler, but a few local showers.

Saskatchewan and Alberta—Fair with stationary or a little higher temperatures.

THE MANCHESTER LINE.

S.S. Manchester Shipper sailed from Manchester for Montreal on September 19th, 1914.

SIGNAL SERVICE.

Department of Marine and Fisheries.

Montreal, Sep. 21, 1914.

Crane Island, 32—Light smoke south west.

L'Islet, 40—Smoky, west.

Cape Salmon, 81—Foggy, smoke.

Father Point, 157—Clear, west. In 1.30 a.m. Gladstone. Out 3.00 a.m. Monkshaven. In yesterday 8.30 a.m. Canada (Gaspé Line).

Little Metis, 175—Smoky, west.

Mataue, 200—Smoky, calm.

Cape Chate, 234—Clear, west.

Martin River, 260—Clear, west. In 9.30 p.m. yesterday Stigstad.

C. Magdalen, 294—Clear, south. In 8.00 p.m. yesterday Margaret Hackett and tow, 9.00 p.m. Storstad.

Fame Point, 325—Clear, calm. In 8.00 a.m. Lady of Gaspé. Out 5.00 a.m. Greenwich. In 5.30 p.m. yesterday Georgetown.

Cape Rosier, 349—Cloudy, south west. Out 3.30 p.m. yesterday Morwenna.

Cape Despair—Cloudy, west.

P. Marqueron, Clear, west.

Anticosti:

West Point, 332—Raining, calm.

Ellis Bay—Renvoyle and John Sharples at wharf.

S. W. Point, 360—Cloudy, calm.

South Point, 415—Cloudy, calm.

Heath Point, 438—Cloudy, west.

Cape Race, 426—Cloudy, west.

Halifax—Arrived in 11.30 p.m. Saturday Evangeline.

Quebec to Montreal.

Longue Pointe, 6—Cloudy, west. In 5.50 a.m. Florence and tow, 7.10 a.m. Tadoussac, 8.15 a.m. Saguenay, 9.25 a.m. St-Mac and tow.

Vercheres, 19—Cloudy, west. Out 7.00 a.m. Prince Ito.

Sorel, 39—Clear, south. In 8.30 a.m. Waccamaw.

Three Rivers, 71—Clear, light west.

Batiscan, 88—Foggy, light south west. In 8.25 a.m. Maskinonge.

St. Jean, 94—Clear, light south west.

Grondines, 98—Smoky south west.

Portneuf, 108—Smoky south west.

St. Nicholas, 127—Clear, west.

Bridge, 133—Clear, west.

Quebec, 139—Clear west. Arrived in 7.10 a.m. Caspé, 8.10 a.m. St. Irene. Arrived down 5.30 a.m.

West of Montreal.

Lachine, 8—Clear, west. Eastward 1.25 a.m. Dundee, 2.10 a.m. Windsor, 4.00 a.m. Senator Derbyshire, 5.10 a.m. Avon, Yesterday 11.00 p.m. Mesford.

Cascades, 21—Clear, west. Eastward 5.20 a.m. City of Ottawa.

C. Landing, 33—Clear, west. Eastward 6.00 a.m. Neepawa.

Galops Canal, 99—Clear, calm. Eastward 7.30 Proctor and tow, 7.45 a.m. Glide and tow.

P. Dalhousie, 238—Clear, south west. Eastward, 7.20 a.m. McKinstry. Yesterday 2.10 p.m. Tacona, 3.10 p.m. Lambert, 1.00 p.m. Masaba, 10 p.m. Advance.

STEAM TRAWLER TAKES BIG FARE

The North Sydney Herald says:

All records, so far as known in taking fish by steam trawlers, was broken when the Irish trawler Andromache arrived at Voight Bros' wharf, North Sydney, N.S., recently, with one hundred and ten tons of fish.

This vast quantity was taken in less than ten days, as the trawler was exactly ten days out from the time she arrived—both days inclusive.

As was stated several weeks ago, when the Andromache made her maiden trip to this port, a fact which inaugurated the first trip of an Irish trawler to these waters, the great natural inducements offered by the port of North Sydney as a base for operations, the owners of the trawler, Messrs. Buckworth & Mumbrey, Ltd., with headquarters at Dublin, Ireland, have through their representative, Mr. Dunne, decided to locate in this town next year, when they will give employment to some 300 people.

The one hundred and ten tons of fish taken is now being unloaded by a gang of men and will be placed on board the barkentine steamer James, which arrived here a short time ago in ballast from Bermuda. When loaded the cargo will be sent direct to Dublin, Ireland, and it quite likely another load will be shipped in a similar manner this fall, providing the Andromache meets with success such as has attended her trips to the Banks since coming to these waters.

In addition to the one hundred and ten ton catch made last week, the Helen James will also carry 70 tons stored in the warehouse, which was caught by the Andromache on her maiden trip.

10,000,000 FRANCS FOR FOODSTUFFS.

New York, September 21.—Under a decree issued by President Viviani of France, the government is empowered to advance to the Chamber of Commerce of Marseilles a maximum of 10,000,000 francs for procuring grain and other foodstuffs necessary during the war. The Minister of Commerce has entered into an agreement authorizing the Marseilles Chamber of Commerce to purchase grain abroad making its payments, if necessary, through the French Consulates in foreign countries. These cargoes are covered against war risks under the decree of August 13. A certain quantity of grain is to be held in warehouses to enable the government to keep down prices and prevent a scarcity of provisions. The Chamber is prohibited from deriving any profit but will be paid the necessary expenses through a supplementary tax on the unloading of cargoes at the port.

WILL PASS DIVIDEND.

New York, September 21.—The West Pennsylvania Traction Company will not pay their quarterly dividend of 1 1/2 per cent on preferred stock due on Sept. 15th.

Shipping and Transportation

MONDAY, SEPTEMBER 21, 1914.

Almanac.

Moon's Phases.

Last Quarter—September 12.

New Moon—September 19.

First Quarter—September 26.

Full Moon—October 4.

Sun rises 5:42 a.m., sets 6:06 p.m.

High Water at Quebec To-Morrow.

7.20 a.m.—Rise, 17.7 feet.

7.32 p.m.—Rise, 18.3 feet.

Highest tide for month, September, Tuesday 22nd p.m. Rise 16 feet 3 inches.

SLEEPING CARS IN WHICH PASSENGERS MAY SLEEP

Railroad Superintendent Has an Idea Which, if Carried Out, Would Make Rest Possible While Travelling.

That is the unique ideal of the new superintendent of a Southwestern railroad, sleeping cars in which the passengers will be allowed to sleep. What he proposes is almost as startling as the outbreak of war in Europe, since the one seemed to be as wildly impossible as the other. Yet he approaches the problem with jaunty confidence that will inspire an echo in the hearts of travellers, because the solution he offers really does go to the root of the trouble.

He has issued orders to train crews to cut out the big noises, the unnecessary racket that makes sleep in the sleeping car a misnomer. And he classifies these noises so that if those who specify are cut out none of the present disturbances will be left. The clanging of bells, the tooting of whistles, the sudden popping off of steam by engines close to sleeping cars, the hissing and spluttering of locomotives, the shouting back and forth in the yards that train crews seem to think essential, and the selection of the aisle for nocturnal conversation by the porters—all these too familiar foes of sleep are to be eliminated, if he can have his way. Bumping the sleeping cars back and forth is also to be reduced to the minimum.

In the light of experience it does not seem probable that this can be carried out in its entirety in this generation. But this superintendent is to be given credit for a great idea.—Pittsburgh Dispatch.

THE GERMAN FISHING INDUSTRY

How War Affects It.

Writing in the "Fish Trade Gazette," Quibben says: In England the influence of the war on the fisheries is by no means good, particularly in regard to the herring fishing, but we may congratulate ourselves when we contrast our position with that of Germany. Here we are able to have the greater part of our trawling fleet which is now occupied in mine-sweeping, engaged in its peaceful pursuit of catching fish, and all the markets of the world are open for such products as we care to export, save the markets belonging to the enemy. Not a single German vessel can shoot a net or trawl in the North Sea, or anywhere except in the German Bight and along the strips of coast commanded by shore artillery or mines, or in the Baltic. It is a curious fact that the Baltic should have become to all intents and purposes a German sea, by virtue of the German Navy moored in the Kiel Canal or lying in the lee of Heligoland, since the existence of the canal enables it to pass rapidly from one sea to the other.

The Baltic Fisheries.

The German Baltic coast is extensive, stretching from Denmark on the west to Russia on the east, and the fisheries are varied, although not to be compared with those in the North Sea, they are of some importance. About 19,000 fishermen with 11,500 boats are engaged and the value of the catch last year was \$25,000,000. The men are only occasionally employed in fishing. Lately, however, many boats of a better type have been introduced and about 300 of them are provided with motor engines. Owing to the low salinity of the water compared with that of the North Sea, the predominating fishes are not the same as in the latter. The haddock is absent, and indeed practically all the members of the cod family, except the cod itself, which is taken along the whole coast with lines, seines, set nets and traps. The most important fishes are the eel, flounder, plaice, sprat, herring (the small Baltic variety), pike, perch, bream, tench, roach. The "smoking" industry flourishes along the Baltic coast, there being about 450 smoking establishments, chiefly for sprats, but eels, herrings, flounders, plaice, mackerel, salmon and sturgeon, are also prepared in the same way. The Kiel sprats are famous throughout the Fatherland. The total weight of the fish taken from the Baltic by the Germans is about 700,000 cwts.

GOOD FOR SOUTH AMERICAN TRADE.

Chicago, September 21.—The Illinois Manufacturing Association directors will appoint a special committee to co-operate with bankers regarding the South American Exchange Bureau being organized by Willard Straight Committee, New York. President Hurley says this plan will prove the greatest uplift our South American trade has ever had.

NO WORLD'S CONFERENCE.

Washington, September 21.—President Wilson emphatically denied to callers the reports published that he contemplated calling a world's conference in the interest of European peace. He said such reports placed him in a false position rather than promoting peaceful interpretations by friendly nations with the warring powers.

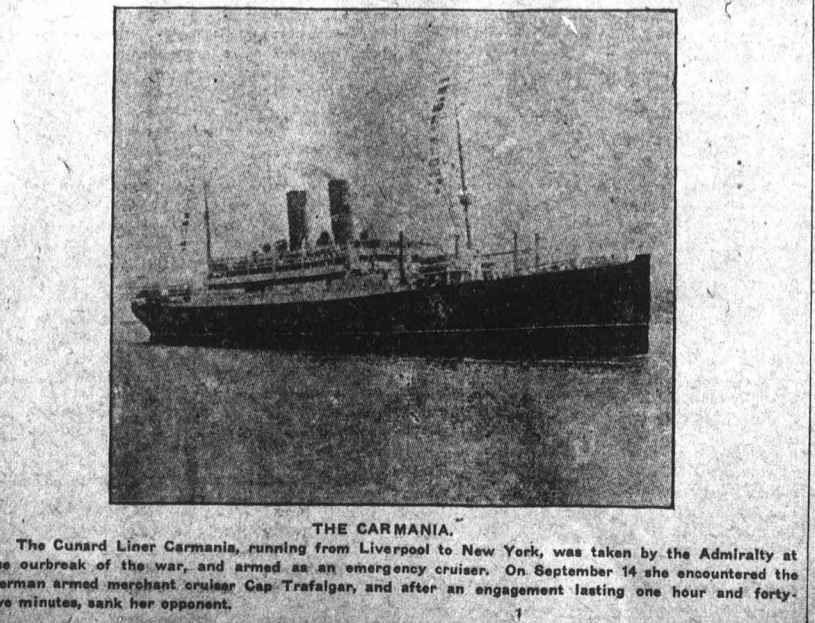
LIVERPOOL CABLE.

New York, September 21.—Cotton Exchange has received a cable from Liverpool as follows: "Imports 1915, including 1,440 American. Spot unchanged."

CAPT. GRANT, COUSIN OF LADY WILLIAMS-TAYLOR.

Captain Noel Grant, R.N., whose ship the Carmania sank a German cruiser off the American coast on the 14th instant, is a first cousin of Lady Williams-Taylor, and a second cousin of Mrs. Forbes Angus. Captain Grant's mother was a Miss Henshaw, of Montreal, sister of the late Joshua Henshaw. He is one of the youngest captains in the British Navy.

Rome, September 21.—An all night session of the Cabinet was held following the announcement of a formal denial from Vienna that Austria is making war preparations upon the Italian frontier.



THE CARMANIA.

The Cunard liner Carmania, running from Liverpool to New York, was taken by the Admiralty at the outbreak of the war, and armed as an emergency cruiser. On September 14 she encountered the German armed merchant cruiser Cap Trafalgar, and after an engagement lasting one hour and forty-five minutes, sank her opponent.

RAILROADS

CANADIAN PACIFIC

Change of Time

CANCELLED AFTER SEPT. 28, 1914:

9:45 a.m. for Winnipeg; 5:10 p.m. for Ft. Fortuna; 5:00 p.m. for Quebec.

IN EFFECT SEPT. 27, 1914:

For Boston, Lv. Windsor Station 9:30 a.m. instead of 9:00 a.m.

Folders on application.

REDUCED RATES TO PACIFIC COAST,

September 24 to October 8:

One way second class—

Vancouver, Seattle, Portland \$52.95

San Francisco, Los Angeles, San Diego, via Chicago \$54.00

Low fares to many other points.

CHICAGO EXPRESS

TORONTO—DETROIT—CHICAGO.

The Canadian No. 21

Lv. MONTREAL 8:45 a.m. 10:00 p.m.

Ar. CHICAGO 7:45 a.m. 9:05 p.m.

Lake Ontario Shore Line

to Toronto

Via Belleville, Trenton, Brighton, Coburn, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby, Leava Windsor St. 8:45 a.m.

TICKET OFFICES:

141-143 St. James Street Phone Main 8113
Windsor Hotel, Place Viger and Windsor Street Station

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY

Montreal—Toronto—Chicago

INTERNATIONAL LIMITED

Canada's Train of Superior Service.

Leaves Montreal 9:00 a.m., arrives Toronto 4:30 p.m., Detroit 9:55 p.m., Chicago 8:00 a.m. daily.

IMPROVED NIGHT SERVICE.

Leaves Montreal 11:00 p.m., arrives Toronto 7:30 a.m., Detroit 1:45 p.m., Chicago 8:40 p.m. Club-Compartment Sleeping Car Montreal to Toronto daily.

SETTLERS' EXCURSIONS

To Forcupine, Cochrane, Halleyburg and other points on T. & N. O. Ry. Going September 30th; returning October 10th.

LOW FARES TO PACIFIC COAST.

Sept. 24 to Oct. 8.

One way second class via Chicago to

Vancouver, Seattle, Portland \$52.95

San Francisco, Los Angeles, San Diego \$54.00

Low fares to many other points.

CHANGE IN TIME EFFECTIVE SEPT. 27, 1914.

From Place Viger Station.

For St. Jerome: *8:45 a.m. (1) 1:45 p.m. 4:00 p.m. 7:00 p.m. (1) 11:15 p.m.

St. Agathe: *8:45 a.m. (1) 1:45 p.m. 4:00 p.m. (1) 11:15 p.m.

Labelle: *8:45 a.m. (1) 1:45 p.m. 4:00 p.m.

St. Laurier: 8:45 a.m. (1) 1:45 p.m. 4:00 p.m.

St. Eustache: *8:00 a.m. 9:30 a.m. 11:30 p.m. 1:30 p.m. 5:20 p.m. 6:15 p.m. 11:15 p.m. 11:50 p.m.

St. Lin: 8:45 a.m. 4:30 p.m.

Calumet: *8:00 a.m. 12:15 p.m. *5:45 p.m. 6:15 p.m.

Ottawa: *8:00 a.m. *6:45 p.m.

Joliette: *8:20 a.m. 19:00 a.m. 15:30 p.m.

St. Gabriel: 8:30 a.m. 19:00 a.m. 15:30 p.m.

Three Rivers: *9:00 a.m. *1:30 p.m. 4:30 p.m. *11:30 p.m.

Quebec: 9:00 a.m. *1:30 p.m. *11:30 p.m.

From Windsor Street Station.

Following trains cancelled after Sept. 28:

1:20 p.m. Saturdays for Caledonia Springs.

5:10 p.m. for Point Fortune.

12:15 p.m. for Point Fortune will run Saturday and Sunday only.

11:20 p.m. for Rigaud will run Saturday and Sunday only.

9:45 a.m. for Winnipeg cancelled.

9:00 a.m. for Boston will leave 9:30 a.m. daily.

*Daily. †Daily except Sunday (1) Saturday only. (a) except Saturday and Sunday (k) Tuesday and Thursday only. ‡Saturday and Sunday only †Sunday only.

BANK STATEMENT IMPAIRED

New York, September 21.—As was to be expected, the bank statement on Saturday suffered impairment on account of the New York City note issue. The loan item was increased to the extent of \$67,288,000, which, with the increase of \$28,000,000 the week before, represents a total expansion in loans of \$100,000,000 corresponding fairly well with the \$100,000,000 issue. This, of course, was a natural sequel as we cannot eat our cake and have it too.

The question is now, how the city notes will be assimilated by foreign and local investors. To the extent that they are taken off the hands of the underwriting banks by so much will the loans be reduced, and there is every indication that the issue will be popularly received both here and abroad.

Another interesting point in the bank statement was the large increase in legal tender notes amounting to \$11,683,000, while at the same time specie holdings were decreased \$289,000. The latter reduction reflected the payment of gold certificates on the gold issue and the subsequent withdrawal of gold for export. Had it not been for this transaction, there would probably have been a large increase in specie. However, the net increase in cash amounted to \$11,374,000, and this saved the bank position from the full impairment that would have been occasioned otherwise on account of the heavy loan increase. As it was, the deficit was increased only \$3,319,100, which is not bad in view of the extensive financial operations of the week.

There will no doubt be further interesting developments in the foreign exchange market this week. The break in exchange a few days ago was heralded as the favorable augury, although the future action of the market depends in a large measure upon what steps are taken in the settlement of our obligations abroad. The cities maturing obligations this month are understood to have been provided for already by exchange and gold deposited in Canada. But there are heavy maturities to meet next month.

REAL ESTATE

The sale of the Belmont Apartment block on Avenue led in point of value the forty real estate parcels formally registered on Saturday last. The parcels formally registered Nos. 2590, 2592 and 2594 1/2, 2595-1 and 2, 2598-1, 2 and 3, 2599-1 and 2, 2600-1 and 2, 2601-1 and 2, 2602-1 and 2, 2603-1 and 2, 2604-1 and 2, 2605-1 and 2, 2606-1 and 2, 2607-1 and 2, 2608-1 and 2, 2609-1 and 2, 2610-1 and 2, 2611-1 and 2, 2612-1 and 2, 2613-1 and 2, 2614-1 and 2, 2615-1 and 2, 2616-1 and 2, 2617-1 and 2, 2618-1 and 2, 2619-1 and 2, 2620-1 and 2, 2621-1 and 2, 2622-1 and 2, 2623-1 and 2, 2624-1 and 2, 2625-1 and 2, 2626-1 and 2, 2627-1 and 2, 2628-1 and 2, 2629-1 and 2, 2630-1 and 2, 2631-1 and 2, 2632-1 and 2, 2633-1 and 2, 2634-1 and 2, 2635-1 and 2, 2636-1 and 2, 2637-1 and 2, 2638-1 and 2, 2639-1 and 2, 2640-1 and 2, 2641-1 and 2, 2642-1 and 2, 2643-1 and 2, 2644-1 and 2, 2645-1 and 2, 2646-1 and 2, 2647-1 and 2, 2648-1 and 2, 2649-1 and 2, 2650-1 and 2, 2651-1 and 2, 2652-1 and 2, 2653-1 and 2, 2654-1 and 2, 2655-1 and 2, 2656-1 and 2, 2657-1 and 2, 2658-1 and 2, 2659-1 and 2, 2660-1 and 2, 2661-1 and 2, 2662-1 and 2, 2663-1 and 2, 2664-1 and 2, 2665-1 and 2, 2666-1 and 2, 2667-1 and 2, 2668-1 and 2, 2669-1 and 2, 2670-1 and 2, 2671-1 and 2, 2672-1 and 2, 2673-1 and 2, 2674-1 and 2, 2675-1 and 2, 2676-1 and 2, 2677-1 and 2, 2678-1 and 2, 2679-1 and 2, 2680-1 and 2, 2681-1 and 2, 2682-1 and 2, 2683-1 and 2, 2684-1 and 2, 2685-1 and 2, 2686-1 and 2, 2687-1 and 2, 2688-1 and 2, 2689-1 and 2, 2690-1 and 2, 2691-1 and 2, 2692-1 and 2, 2693-1 and 2, 2694-1 and 2, 2695-1 and 2, 2696-1 and 2, 2697-1 and 2, 2698-1 and 2, 2699-1 and 2, 2700-1 and 2, 2701-1 and 2, 2702-1 and 2, 2703-1 and 2, 2704-1 and 2, 2705-1 and 2, 2706-1 and 2, 2707-1 and 2, 2708-1 and 2, 2709-1 and 2, 2710-1 and 2, 2711-1 and 2, 2712-1 and 2, 2713-1 and 2, 2714-1 and 2, 2715-1 and 2, 2716-1 and 2, 2717-1 and 2, 2718-1 and 2, 2719-1 and 2, 2720-1 and 2, 2721-1 and 2, 2722-1 and 2, 2723-1 and 2, 2724-1 and 2, 2725-1 and 2, 2726-1 and 2, 2727-1 and 2, 2728-1 and 2, 2729-1 and 2, 2730-1 and 2, 2731-1 and 2, 2732-1 and 2, 2733-1 and 2, 2734-1 and 2, 2735-1 and 2, 2736-1 and 2, 2737-1 and 2, 2738-1 and 2, 2739-1 and 2, 2740-1 and 2, 2741-1 and 2, 2742-1 and 2, 2743-1 and 2, 2744-1 and 2, 2745-1 and 2, 2746-1 and 2, 2747-1 and 2, 2748-1 and 2, 2749-1 and 2, 2750-1 and 2, 2751-1 and 2, 2752-1 and 2, 2753-1 and 2, 2754-1 and 2, 2755-1 and 2, 2756-1 and 2, 2757-1 and 2, 2758-1 and 2, 2759-1 and 2, 2760-1 and 2, 2761-1 and 2, 2762-1 and 2, 2763-1 and 2, 2764-1 and 2, 2765-1 and 2, 2766-1 and 2, 2767-1 and 2, 2768-1 and 2, 2769-1 and 2, 2770-1 and 2, 2771-1 and 2, 2772-1 and 2, 2773-1 and 2, 2774-1 and 2, 2775-1 and 2, 2776-1 and 2, 2777-1 and 2, 2778-1 and 2, 2779-1 and 2, 2780-1 and 2, 2781-1 and 2, 2782-1 and 2, 2783-1 and 2, 2784-1 and 2, 2785-1 and 2, 2786-1 and 2, 2787-1 and 2, 2788-1 and 2, 2789-1 and 2, 2790-1 and 2, 2791-1 and 2, 2792-1 and 2, 2793-1 and 2, 2794-1 and 2, 2795-1 and 2, 2796-1 and 2, 2797-1 and 2, 2798-1 and 2, 2799-1 and 2, 2800-1 and 2, 2801-1 and 2, 2802-1 and 2, 2803-1 and 2, 2804-1 and 2, 2805-1 and 2, 2806-1 and 2, 2807-1 and 2, 2808-1 and 2, 2809-1 and 2, 2810-1 and 2, 2811-1 and 2, 2812-1 and 2, 2813-1 and 2, 2814-1 and 2, 2815-1 and 2, 2816-1 and 2, 2817-1 and 2, 2818-1 and 2, 2819-1 and 2, 2820-1 and 2, 2821-1 and 2, 2822-1 and 2, 2823-1 and 2, 2824-1 and 2, 2825-1 and 2, 2826-1 and 2, 2827-1 and 2, 2828-1 and 2, 2829-1 and 2, 2830-1 and 2, 2831-1 and 2, 2832-1 and 2, 2833-1 and 2, 2834-1 and 2, 2835-1 and 2, 2836-1 and 2, 2837-1 and 2, 2838-1 and 2, 2839-1 and 2, 2840-1 and 2, 2841-1 and 2, 2842-1 and 2, 2843-1 and 2, 2844-1 and 2, 2845-1 and 2, 2846-1 and 2, 2847-1 and 2, 2848-1 and 2, 2849-1 and 2, 2850-1 and 2, 2851-1 and 2, 2852-1 and 2, 2853-1 and 2, 2854-1 and 2, 2855-1 and 2, 2856-1 and 2, 2857-1 and 2, 2858-1 and 2, 2859-1 and 2, 2860-1 and 2, 2861-1 and 2,