

The Toronto World

FOUNDED 1880. A Morning Newspaper Published Every Day in the Year. WORLD BUILDING, TORONTO. 40 WEST RICHMOND STREET. TELEPHONE CALLS? MAIN 8208—Private Exchange connecting all departments. \$5.00.

Will pay for The Daily World for one year, delivered in the City of Toronto, by mail to any address in Canada, Great Britain or the United States. \$2.00. Will pay for The Sunday World for one year, by mail to any address in Canada or Great Britain. Delivered in Toronto or for sale by all newsdealers and newsboys at five cents per copy. Postage extra to United States and all other foreign countries.

Subscribers are requested to advise us promptly of any irregularity or delay in delivery of The World. FRIDAY MORNING, OCT. 11, 1912

HYDRO POWER AND ITS FRIENDS

The World takes the highest satisfaction in the announcement just made by Hon. Adam Beck reducing the rates for hydro-electric power to the various municipalities whose increased consumption during the year has warranted the commission taking this step. For Toronto the substantial reduction of \$1.50 implements the promise made by the commission some years ago and utterly discredits the gloomy warnings and the threats that were heard from the corporation organs throughout the province. The saving to Toronto alone will be about \$30,000 a year on the present consumption.

There will be no stagnation, however, and the increase in the use of hydro light and power will continue rapidly as the people become aware of the automatic reductions that await them. There will be some attempts made, no doubt, by enemies of the hydro system to get people to believe that Mr. Beck is juggling with figures and that there has been no reduction. The Hamilton Times is quite capable of proving that power will cost more in future now that the rates are lowered. But the people who are using the power know very well who is their friend in this matter.

It is unfortunate for The Brantford Examiner that the reduction in rates should come at a time when it is trying to prove that the Cataract Power Company is the corporation the people of Brantford should be tied up to. Brantford people know very well that increased consumption of power and light would bring them no favors from an electric corporation. And they know, as other Ontario municipalities know, that if the hydro system could be wiped out of existence the corporations would all rejoice and double the rates again to the old figure which the hydro compelled them to cut in two.

The Globe and The Mail and Empire had a great display of the good news yesterday. Could The Globe not exercise some influence with The Examiner to convince it that an automatically price-reducing system is better than one which at the best remains stationary in the amount of money it extracts from individual consumers, while it drains the community by stock-watering, over-capitalization, and other devices for concealing prosperity?

And where is The Mail and Empire during all the conflict in the provinces between Sir James Whitney and his hydro power commission and the electric corporations in their competition for the supply of power to the people of the province? Does The Mail and Empire really wish the people to get power at the cheapest possible rates, or does it wish the corporations to get the greatest possible returns from the people? If it is in favor of the people, why does it not help the people in Brantford to secure hydro? Why does it not inspire Mr. W. S. Brewster, M.L.A., to active support of Sir James Whitney and Hon. Adam Beck in this struggle? Why does it not take part actively in the fight going on in the Trent Valley, and show the people that hydro is the cheapest and the increasingly cheapest system under which to get power? And where are the Brockville and Kingston Conservative papers when Sir James Whitney and Hon. Adam Beck propose to do for the eastern part of the province what they have done for the western?

Sir James ought to be able to recognize his real friends in the fight for the most triumphant public policy that was ever carried out in Canada, and one which will be remembered historically as the beginning of an era of public control and public efficiency when Ontario has the population and the estate of a European empire.

NORTH TORONTO ANNEXATION

The hypochondriac influence of the city officials is now directed against the annexation of North Toronto. The Star is right in its advocacy of the immediate consummation of the annexation. The black hand of the interests directs the opposition to annexation both in the city and in the town. The Telegram insistently points out the growth of the town's debt since 1909. North Toronto's growth in debt has been justified and every dollar is represented by judicious expenditure for public services such as water-works, sewers, schools, sidewalks and pavements. The debt of North Toronto, with a population of 7000, is a little over \$300,000, and this is spread over an area of 2500 acres and an assessment when next made of \$8,000,000.

Compare taking in North Toronto with a liability of \$300,000 and the purchase of a part of Glen Stewart for \$300,000, or two-thirds the liabilities of the town, and this with assets far in excess of the liabilities. For the proper working out of the civic car lines and the disappearance of the Metropolitan's monopoly of Yonge street, the annexation of North Toronto is the one and only solution. The board of control must see to it that no further time is lost in getting the application before the Ontario Railway Board for an order cementing the two municipalities into one solid whole. The city must keep faith and it must be progressive as well.

PARCEL POST DIFFICULTIES

The Montreal Witness, usually well informed and accurate, has hopelessly confused the zone system for express rates suggested by the interstate commerce commission and the zones created by the new United States parcel post law. Thus The Witness declares that it may cost more to send a package by post from one part of New York City to another, than from New York City to another place considerably distant, and that a man using the new parcel post would have to memorize the distances from his home to at least two thousand other postoffices.

The fact is that there is a uniform rate of 6c for the first pound and one cent for each additional pound upon all packages handled by the same carrier system, whether urban or rural delivery. Beyond this local zone circles drawn upon a large map displayed in every postoffice will indicate the zone lines 50, 100, 200, 300, 400, 500, 1000 and 1800 miles from the shipping point. The ordinary man knows pretty well what places are within fifty miles of his home and for greater distances he can tell at a glance in what zone any particular place is located.

We think the United States has made a mistake in not establishing a flat rate for the parcel post, but to condemn the zone system it has adopted as impracticable is simply ridiculous.

And by the way how many rates and zones are maintained by the express companies?

THE HUMBER BOULEVARD

Whatever the aldermen may decide about doing in the east end, there is no possible excuse for longer delay about the Humber boulevard scheme. It is nearly 18 months since Mr. Home Smith's proposals were made, and it is a year since the agreement was adopted by which the city is to get 120 acres on the banks of the Humber for what is practically nominal considerations. The expropriation of two small parcels of land outside the city limits is all that is now necessary to complete the transaction. But the aldermen have left the matter over till Dec. 1, to receive a report from the officials on the cost of expropriation. The longer it is delayed the more it will cost, and the city has no reason to favor expropriation after the St. Clair avenue award made by Mr. P. Drayton. That appears to have been arrived at by striking an average between what the city offered and what the vendor wanted. This method of arbitration is not inviting to the city, and if anything like a similar award should be made on the Humber lands, the aldermen may be excused for hesitating. But the matter must be settled, and there is really no good reason for delay. The sooner it is settled the less will be the cost, and those who seek longer to delay the dedication of the Humber to the pleasure and health of the citizens cannot have the real interests of Toronto at heart.

EUROPEAN FLEET REDISTRIBUTION

By arranging to concentrate her fleet in the Mediterranean, France has announced in striking manner the solidarity of the entente with the United Kingdom, and the absence of any suspicion that it can be disturbed. Nor, on the other hand, will the preponderance of French naval strength in that sea, which must necessarily result, create any apprehension in the United Kingdom over the safety of the main route to India and the far east. To that section of British imperialists, however, who want to see the Red Cross flag supreme in every sea, reliance on another, tho' a friendly fleet, on the Mediterranean, is made matter of somewhat bitter complaint. But in this day of fierce naval competition, command of all the seas is no longer possible except at a cost which would soon mean national bankruptcy.

More Men Required to Harvest Western Canada Crops—\$10 to Winnipeg, October 14.

On account of the urgent appeal from the west for additional farm laborers, the Grand Trunk Railway has decided to run another excursion on Monday, Oct. 14, from all stations in Canada, \$10 to Winnipeg, via Chicago and Duluth, plus half a cent per mile from Winnipeg to destination, but not beyond Macleod, Calgary or Edmonton.

Returning, half a cent per mile to Winnipeg, plus \$10 to destination in eastern Canada. The farmers along the Grand Trunk Pacific pay the maximum wages, and this is an excellent chance for young men to visit the west. The route via Chicago is an attractive one, as many large cities and towns are passed en route, which breaks the monotony of the journey, as there is something new to see all the time. The Grand Trunk Pacific Railway is the shortest and quickest route between Winnipeg-Saskatoon-Edmonton. Ask nearest Grand Trunk agent for full particulars, tickets, etc. Toronto City Ticket Office, northwest corner King and Yonge streets. Phone Main 4262.

APART FROM THE EUROPEAN SITUATION

Generally, there are other obvious reasons for the step taken by the French Government. France has now vastly greater interests in the Mediterranean than ever before and preservation of her lines of communication with Morocco, Algiers and Tunis is as imperative for her as the free passage of British ships thru the Suez Canal is to the United Kingdom. Austria is contemplating large additions to her navy, and while the triple alliance continues the possibility remains of co-operation on the part of Italy. The latter country has made it known that it will not be drawn into adopting an unfriendly attitude towards France and Britain, and, indeed, is understood to have received a certain liberty of individual action. The new redistribution of naval power is more likely to ensure peace than provoke war.

INADEQUATE SUPPORT



ARRESTS FOLLOW ON CHALLENGES

Intensity of Feeling in Macdonald Election Makes Battle Historic One—Sullivan Released.

WINNIPEG, Oct. 10.—(Special).—The Macdonald by-election will go down to history as the most keenly contested election ever held in Western Canada.

From the commencement of the campaign the fight has been a bitter one. The feeling was accentuated by the action of the governments of Saskatchewan and Alberta in sending election workers into the constituency. J. J. Sullivan, alleged to be one of the Scott government's most active workers, who was placed under arrest at Carman and subsequently lodged in a provincial jail, was released from custody today on condition that he would take no further part in the election. He returns to Regina tonight.

Mr. Richardson's committee has addressed no less than the speaker of the House of Commons, the Hon. Sir R. D. Roblin, challenging him to make good his statements that the man and Alberta workers, in each instance the premier has responded with the production of names and particulars, followed by arrests.

Mr. Richardson's supporters affect considerable confidence in the result, but the reports received at Conservative headquarters convey the impression that Macdonald will remain true to the government. At all events the electors will vote with full knowledge of the issues involved, for hundreds of meetings have been held in the campaign since the beginning of the campaign. Hon. Robert Joseph has given his whole time to the campaign, and Sir Rodmond Roblin has addressed meetings at every place of importance in the constituency. Reciprocity has been discussed to the exclusion of almost every other topic, so that whatever the verdict of the electors will be a fairly accurate measure of reciprocity in Manitoba.

MARKHAM

Markham Township lost one of her best-known and most highly respected citizens yesterday in the death of William Williamson, a prosperous farmer, living just north of the Village of Markham. The funeral was held at his comparatively sudden demise came as a shock to his large circle of friends and has caused widespread regret.

A year ago he was knocked off the driveway to his barn by the bars of a link blown violently against him by the wind and sustained three fractured ribs, one of which crushed against his lung. From this severe accident he really never recovered, and the pneumonia which set in and caused his death is believed by his friends to have followed as a direct result.

Bedroom Clocks

Our special line are of notable construction, about 4 inches high, of quiet shapes, and the movements keep good time. Price average about \$5.

Wanless & Co. Toronto's Oldest Jewellers. 402 Yonge St., Toronto.

Given \$4,000 Damages

Mrs. Francis Long was awarded \$4000 by the jury yesterday in the civil action, in her suit against the Toronto Street Railway Co. Her husband was struck and killed by a street car some time ago on Queen street, and suit was brought in behalf of the dead man's wife, mother and child. Four hundred dollars goes to the mother, \$2400 to the widow, and the daughter gets \$1200.

Ward Seven

About 2 o'clock last night, while crossing the street at the corner of Royce avenue and Perth avenue, William Castoll of 361 Lansdowne avenue was knocked down by a motor car owned and driven by Dr. C. W. Brand of Bloor and Salem streets, who was accompanied by Dr. Woods. The man was carried in the motor car to Dr. Brand's surgery, where his injuries, chiefly severe bruises, were attended. He was later removed to his home.

The Humberidge Collegiate Rugby team added another game to their list of victories yesterday afternoon on their grounds when they defeated Oakwood High School in two games by 16 to 0, with a half-time score of 7 to 0. One Humberidge line-up remaining unchanged with the exception of the manager, Macleod, who was hurt in the last game with the S. C. F. Sedgewick playing in his place. Messrs. W. R. Saunders and F. J. Johnston refereed. The next game is with Oakwood on Tuesday next.

Notwithstanding the unfavorable weather yesterday afternoon a large number of ladies were present at the annual thank offering meeting of the Foreign Missionary Society of Victoria Church. The president, Mrs. G. W. Clendenen, occupied the chair and papers were read by Mrs. D. W. McKerrill, Mrs. H. M. Howe, president of the church, Mrs. T. J. Sheppard, Miss Mary Watson, and Mrs. Highland. Mrs. Clendenen presiding at the organ. The church was brightly decorated in autumn tints with leaves and flowers. The afternoon tea, presided over by Mrs. Stoddart, was served in the basement.

The funeral yesterday afternoon of John Curvath, 322 Pacific avenue, of John Curvath, a funeral takes place this afternoon at 2 o'clock at the residence of the International Brotherhood of Steamfitters and Firemen, 400 Adelaide street, for the purpose of transacting general business and initiating members. The funeral will be held at 2 o'clock at the residence of P. McEaney, 62, Azel street, West Toronto. The last meeting of the open charter.

MARKHAM

Markham Township lost one of her best-known and most highly respected citizens yesterday in the death of William Williamson, a prosperous farmer, living just north of the Village of Markham. The funeral was held at his comparatively sudden demise came as a shock to his large circle of friends and has caused widespread regret.

The postmaster general is completing arrangements for rural mail delivery by the Township of York not served by letter carriers in the suburbs. Officials have been going over the township and arranging the routes. The route for the west end of the township, starting from Weston, will be in operation as soon as a courier can be appointed. The other will follow.

Of the 18,000 students at the University of Paris, one-fifth are foreigners.

MIDLAND BACKS NEW RAILWAY

Line Under Construction to Montreal Will Give I.C.R. Outlet to Lakes.

At a meeting of the citizens of Midland this afternoon the construction of the Central Canadian Railway from Midland to Montreal was approved. This company has had a charter for some years and are entitled to a very large land grant under a charter granted before confederation. The company have recently floated their bonds in England and have let a contract to a large English contracting corporation for the construction of the railway from Montreal to Midland.

An offer has been made to the Dominion Government to grant running rights to the Intercolonial Railway from Montreal to Midland, thus giving the government road a much needed outlet to the lakes and providing them with the means of securing western freight.

A Floating Earth. New Theory of Scientists. Professor Wegener, an instructor in the University of Marburg, Prussia, advances the theory that the continents, in many respects, like floating bodies, such as cakes of ice in water, being capable of vertical motion, according to the weight supported by them and also of sideways movements, sometimes of considerable extent, possibly a half a mile or more in a few years.

A contributor to Revue Scientifique, writing on this subject, says, according to a translation made by The Literary Digest: According to this hypothesis, the surface has been formed by vertical and horizontal displacements. The continental masses, that is to say, the different parts of the world such as Europe, America, etc., are susceptible of vertical displacement as if they were blocks of floating ice.

As soon as there is an increased weight on them they sink. This increase may be due to continental ice covering the country. According to preliminary calculations, a weight of eight and a half feet of ice would cause a sinking of three feet. Horizontal displacements are continually occurring, as is shown by variations of distance between the continents. Thus lunar observations have proved that Greenland, during eighty-four years, has receded from Europe 233 feet. On the other hand, England, from Cambridge, Mass., has advanced 100 feet. It is shown that North America, during twenty-six years, has receded from Europe about 295 feet.

Of course, these measurements, although of course, these measurements, should be remade and rendered more exact by the assistance of wireless telegraphy. She entered the grocery store with a face of marble in her hand and a fire in her eyes. "See here," she said to the clerk, "I bought this stuff because the card in your window says it's an excellent substitute for butter." "Yes, ma'am, so it is." "Well, it's a grand substitute. I

WARM UNDERWEAR

Now is the time to select your Underwear needs. SILK AND WOOL, best English make, in slate gray, very fine and soft, unshrinkable \$2.00. BRITANNIA—Heavy-weight, all wool, fine soft, guaranteed unshrinkable Special, \$2.50. OER SPECIAL—Heavy-weight wool, imported make, best value in the city at \$1.00. JAGGERS—Medium-weight, from \$2.75 suit. See our Medium and Heavy-weight Underwear for Men. They are very special. Store open until 9 o'clock. WREYFORD & CO. 55 KING ST. WEST.

You May Depend Upon EDDY'S MATCHES

BECAUSE they are Safe, Sure, and Silent. Light easily at first stroke, burn steadily and evenly, without the head dropping off.

COUNT THEM FOR QUANTITY EXAMINE THEM FOR QUALITY

SHAUGHNESSY HAS A VERY BIG REACH

Continued From Page 1.

but it also has information which lends color to the report that it contemplates a still more startling expansion on land. In connection with the coming big move on the part of the Canadian Pacific Railway many rumors are flying about, some of them malignant, all of them persistent, and all of them dealing with the future of the National Transcontinental Railway. Some of these rumors are repeated for what they are worth. They seem to be mainly efforts on the part of those who have heard something to guess the rest and to piece out a complete story.

For example, The Quebec Telegraph, the English-speaking Liberal newspaper of Quebec City, charges that the standard of the National Transcontinental to be so degraded as to put the Grand Trunk out of business as a competitor for transcontinental business with the Canadian Pacific. The Quebec newspaper would have us believe that the government is assassinating its own railway for the benefit of the Canadian Pacific Railway, but it does not explain satisfactorily why the Grand Trunk should stand by and see this done.

There is also to be noted just now a systematic effort in some quarters to induce the government to sell or lease the Intercolonial to some private company, presumably the Canadian Northern, or at least that part of the road between Levis and Moncton.

But right here the many rumors and stories about the National Transcontinental break down. The Grand Trunk Pacific will not operate east of Cochrans, what becomes of the magnificent road fully completed and beginning to run, which the government built as a part of the Intercolonial between Levis and Moncton? If anything is to be leased to Mackenzie and Mann, would it not be this road rather than a part of the Intercolonial system?

But a little thought will show anyone that the Grand Trunk Pacific cannot take over the National Transcontinental from Winnipeg to Cochrans and leave the road from Cochrans to Moncton on the hands of the government. It must take all or none; if it takes all, it will be obligated to pay the impossible rental of \$9,000,000 a year. If it takes none, the Grand Trunk Pacific will become a stub-end railway, with no access to the head of navigation, and will become a mere feeder of the C. P. R. and the C. N. R. at Winnipeg.

This is the plan, namely, that whoever, if anyone, takes over the rights of the Grand Trunk Pacific from Winnipeg to Moncton, must also acquire and complete the line from Winnipeg to Prince Rupert. Nay, more; whoever buys the Grand Trunk Pacific must at the same time acquire the Grand Trunk Railway System of Canada.

IS THE CANADIAN PACIFIC ABOUT TO ABSORB THE GRAND TRUNK AND THE GRAND TRUNK PACIFIC? Tour of Inspection. There are those who think it is likely, and there are some who know more about it than others. For example, it may not be generally known, but it is none the less true, that Sir Thomas Shaughnessy recently made a tour of inspection over the main line of the Grand Trunk between Montreal and Chicago. Upon this trip, the knowledge of which was guarded from the public, the C. P. R. president was treated with great distinction, picked crews of trainmen handled the train through and the same precautions, for its comfort and safety, were taken which are in use when the government train with the president's car attached is on the line. Even the usual detail of plain clothes men, it is said, was on duty.

Altho the National Transcontinental is supposed to end at Moncton, N. B., it must be remembered that the Grand Trunk Pacific gets its waters over the St. John Valley Railway, and that the government is spending millions of dollars upon terminal facilities at St. John, N. B., which do not come amenable to the Canadian Pacific Railway.

Political Capital. If Sir Wilfrid Laurier had reason to believe that the Canadian Pacific Railway was about to swallow the Grand Trunk he may foresee political capital for his party. In the nature of things one might anticipate that the enormous rental of the N. T. R. would be greatly reduced. No doubt the Liberals are figuring that the road is being cheaply finished, so as to justify a new contract should the Canadian Pacific step into the shoes of the Grand Trunk. At any rate the political possibilities which may flow from the absorption of the Grand Trunk and the Grand Trunk Pacific by the Canadian

RAILWAY COMPANY can hardly be overestimated. Rates to Come Down. Another thing that may be indicative of a great change coming is the speech made by Hon. Robert Rogers in the Macdonald election on Monday night. He told the people there that railway rates were certain to come down, but did not say by the commission or by the act of the government or otherwise. The something hinted at in the Macdonald election is best explained by the inference that the Canadian Pacific is about to greatly enlarge itself and at the same time reduce its rates.

Lights That Are Always Burning. In the vaults of the Fortress Cathedral of St. Peter and St. Paul in St. Petersburg, the place of interment of the czars, two great candles are always kept burning, says Harper's Weekly, one at the head and the other at the foot of the casket of the Russian ruler last buried. These candles, which are replaced immediately they are burned down, have been kept burning constantly since the burial of Alexander II. in 1881 at the head and foot of his tomb and were transferred in 1884 to the head and foot of the next czar to die. There they will remain until another emperor dies and is buried. A guard of officials in semi-military uniform is always on duty to keep the candles trimmed and alight, with strict orders never to let one go out. The sacred fire of Veheran, in a temple in the Village of Oodwah, India, has been kept burning, it is stated, for twelve hundred years and is a Mecca for thousands of pilgrims every year. The tomb of Tipu Sultan at Seringapatam is lighted by a number of silver lamps which are kept always lit.

ESTABLISHED JOHN GAT Blanket \$ In single, three extra bed size Wool and best Special in all the next two weeks \$2.50, \$4.00, \$5.00, \$6.00, \$10.00 per pair

Real She Shawls A beautiful and Hand-knit and white, at \$2.00 to \$12.00.

Orenburg Hard to tell if land, but much and black in all and all sizes. \$1.25, \$1.75 to \$2.00

Down Qu Splendid new handsome Down Silk and Satin three-quarter size at \$6.50, \$7.50, \$12.50, \$16.00, \$20.00

Reversible Coatings And Blanket Children's White in a grand variety of colors, from 25 inches wide to 55 inches wide \$2.75, \$3.00 per pair

Table Cloth Napkin \$2.25, \$2.50, \$3.00, \$3.50, \$4.00, \$4.50, \$5.00, \$5.50, \$6.00, \$6.50, \$7.00, \$7.50, \$8.00, \$8.50, \$9.00, \$9.50, \$10.00, \$10.50, \$11.00, \$11.50, \$12.00, \$12.50, \$13.00, \$13.50, \$14.00, \$14.50, \$15.00, \$15.50, \$16.00, \$16.50, \$17.00, \$17.50, \$18.00, \$18.50, \$19.00, \$19.50, \$20.00

JOHN GAT 55 to 61 King Engineer V Of L

LONDON, Ont. Wright, architect and don for the past 16 days, and in an illegals interference with this department. Mayor Graham. Mr. Wright came and has held impo municipality there resident of Toronto time. By the drop on the Titanic he 000. At the present is at Gravenhurst general breakdown in the water threatened by flood engineer the city a personal inspect of the sewers.

VICTROL An assortment of size will be for "Earlors of Ye Old man & Co., Limited street.

Harpur, Custom Holdings, 10 Jorl Toronto Can... The Toronto Car... event being a pos... going to light, va... times, assumed a... the boats dropped... ing, as follows: W... Geo. Robinson... W. Baker...

Motor Boat Cl... ronto Motor Boat... the 1912 season, w... prices, including... dian National Ex... nial evening of fol... the members and... This will take th... smother.

National Gu... The National G... Journal annual m... the following: M... dent, Mr. James... James Thomson... mite; treasurer, M... eral supervisor, J... tive committee, M... W. G. A... The club will b... urday, starting... hoped that every... Visitors are ov... these shirts at... Bathurst street, always on hand.

Mint P The Big 3 for \$1.75 23 in box, \$1.75 25 in box, \$1.75 27 in box, \$1.75 29 in box, \$1.75 31 in box, \$1.75 33 in box, \$1.75 35 in box, \$1.75 37 in box, \$1.75 39 in box, \$1.75 41 in box, \$1.75 43 in box, \$1.75 45 in box, \$1.75 47 in box, \$1.75 49 in box, \$1.75 51 in box, \$1.75 53 in box, \$1.75 55 in box, \$1.75 57 in box, \$1.75 59 in box, \$1.75 61 in box, \$1.75 63 in box, \$1.75 65 in box, \$1.75 67 in box, \$1.75 69 in box, \$1.75 71 in box, \$1.75 73 in box, \$1.75 75 in box, \$1.75 77 in box, \$1.75 79 in box, \$1.75 81 in box, \$1.75 83 in box, \$1.75 85 in box, \$1.75 87 in box, \$1.75 89 in box, \$1.75 91 in box, \$1.75 93 in box, \$1.75 95 in box, \$1.75 97 in box, \$1.75 99 in box, \$1.75 101 in box, \$1.75 103 in box, \$1.75 105 in box, \$1.75 107 in box, \$1.75 109 in box, \$1.75 111 in box, \$1.75 113 in box, \$1.75 115 in box, \$1.75 117 in box, \$1.75 119 in box, \$1.75 121 in box, \$1.75 123 in box, \$1.75 125 in box, \$1.75 127 in box, \$1.75 129 in box, \$1.75 131 in box, \$1.75 133 in box, \$1.75 135 in box, \$1.75 137 in box, \$1.75 139 in box, \$1.75 141 in box, \$1.75 143 in box, \$1.75 145 in box, \$1.75 147 in box, \$1.75 149 in box, \$1.75 151 in box, \$1.75 153 in box, \$1.75 155 in box, \$1.75 157 in box, \$1.75 159 in box, \$1.75 161 in box, \$1.75 163 in box, \$1.75 165 in box, \$1.75 167 in box, \$1.75 169 in box, \$1.75 171 in box, \$1.75 173 in box, \$1.75 175 in box, \$1.75 177 in box, \$1.75 179 in box, \$1.75 181 in box, \$1.75 183 in box, \$1.75 185 in box, \$1.75 187 in box, \$1.75 189 in box, \$1.75 191 in box, \$1.75 193 in box, \$1.75 195 in box, \$1.75 197 in box, \$1.75 199 in box, \$1.75 201 in box, \$1.75 203 in box, \$1.75 205 in box, \$1.75 207 in box, \$1.75 209 in box, \$1.75 211 in box, \$1.75 213 in box, \$1.75 215 in box, \$1.75 217 in box, \$1.75 219 in box, \$1.75 221 in box, \$1.75 223 in box, \$1.75 225 in box, \$1.75 227 in box, \$1.75 229 in box, \$1.75 231 in box, \$1.75 233 in box, \$1.75 235 in box, \$1.75 237 in box, \$1.75 239 in box, \$1.75 241 in box, \$1.75 243 in box, \$1.75 245 in box, \$1.75 247 in box, \$1.75 249 in box, \$1.75 251 in box, \$1.75 253 in box, \$1.75 255 in box, \$1.75 257 in box, \$1.75 259 in box, \$1.75 261 in box, \$1.75 263 in box, \$1.75 265 in box, \$1.75 267 in box, \$1.75 269 in box, \$1.75 271 in box, \$1.75 273 in box, \$1.75 275 in box, \$1.75 277 in box, \$1.75 279 in box, \$1.75 281 in box, \$1.75 283 in box, \$1.75 285 in box, \$1.75 287 in box, \$1.75 289 in box, \$1.75 291 in box, \$1.75 293 in box, \$1.75 295 in box, \$1.75 297 in box, \$1.75 299 in box, \$1.75 301 in box, \$1.75 303 in box, \$1.75 305 in box, \$1.75 307 in box, \$1.75 309 in box, \$1.75 311 in box, \$1.75 313 in box, \$1.75 315 in box, \$1.75 317 in box, \$1.75 319 in box, \$1.75 321 in box, \$1.75 323 in box, \$1.75 325 in box, \$1.75 327 in box, \$1.75 329 in box, \$1.75 331 in box, \$1.75 333 in box, \$1.75 335 in box, \$1.75 337 in box, \$1.75 339 in box, \$1.75 341 in box, \$1.75 343 in box, \$1.75 345 in box, \$1.75 347 in box, \$1.75 349 in box, \$1.75 351 in box, \$1.75 353 in box, \$1.75 355 in box, \$1.75 357 in box, \$1.75 359 in box, \$1.75 361 in box, \$1.75 363 in box, \$1.75 365 in box, \$1.75 367 in box, \$1.75 369 in box, \$1.75 371 in box, \$1.75 373 in box, \$1.75 375 in box, \$1.75 377 in box, \$1.75 379 in box, \$1.75 381 in box, \$1.75 383 in box, \$1.75 385 in box, \$1.75 387 in box, \$1.75 389 in box, \$1.75 391 in box, \$1.75 393 in box, \$1.75 395 in box, \$1.75 397 in box, \$1.75 399 in box, \$1.75 401 in box, \$1.75 403 in box, \$1.75 405 in box, \$1.75 407 in box, \$1.75 409 in box, \$1.75 411 in box, \$1.75 413 in box, \$1.75 415 in box, \$1.75 417 in box, \$1.75 419 in box, \$1.75 421 in box, \$1.75 423 in box, \$1.75 425 in box, \$1.75 427 in box, \$1.75 429 in box, \$1.75 431 in box, \$1.75 433 in box, \$1.75 435 in box, \$1.75 437 in box, \$1.75 439 in box, \$1.75 441 in box, \$1.75 443 in box, \$1.75 445 in box, \$1.75 447 in box, \$1.75 449 in box, \$1.75 451 in box, \$1.75 453 in box, \$1.75 455 in box, \$1.75 457 in box, \$1.75 459 in box, \$1.75 461 in box, \$1.75 463 in box, \$1.75 465