

The Toronto World

FOUNDED 1880
 Morning newspaper published every day in the year by the World Newspaper Company of Toronto, Limited.
 M. J. MACLEAN, Managing Director, World Building, Toronto.
 40 West Richmond Street.
 Telephone Calls: Main 5308—Private exchange connecting all departments.
 Branch Office—31 South John St., Hamilton, Telephone, Regent 1946
 Daily World—3c per copy; delivered, 50c per month, \$1.25 for 3 months, \$2.00 for 6 months, \$5.00 per year in advance; or \$4.00 per year, 4c per month, by mail in Canada (except Toronto), United Kingdom, United States and Mexico.
 Sunday World—6c per copy, \$2.50 per year by mail.
 To Foreign Countries, postage extra.
 THURSDAY MORNING, AUGUST 12, 1920

Railway Rates and Parliament.

The more the question of increased traffic rates by our railways is considered the more will the people be inclined to think that the board of railway commissioners ought to go slow in advancing them. For one thing, if the principle is to be recognized that the men who work the railways have only to demand an increase in pay for the commissioners to grant it and to put it on the public, who are the goats, there may be no end to demands of this kind. Or, contrariwise, should the railways show improvement in earnings the men will take good care that they grab it first and that those who pay the freight rates submit. Surely the people who pay traffic charges have a right to benefit by lower rates as well as the men to higher wages.

Then there is the other question of what portion of traffic charges ought to go in the way of interest or dividend on capital invested in the railways. For instance, the Canadian Pacific is still able to pay 10 per cent. to its shareholders and to pay increased wages. Why, then, should the Canadian Pacific be allowed to jump its rates, especially if the men should conclude in that case that they were entitled to another advance in wages? The Grand Trunk would never catch up.

As for the capital invested in our national railways, neither government nor parliament have ever yet had opportunity of deciding what would be a proper sum to fix in the bookkeeping of our railways as representing capital. If the state roads had to compete for traffic against the Canadian Pacific, notwithstanding the mistakes as to capital made in the past by the Grand Trunk, the Canadian Northern or other privately owned line, why should the capitalization of the government lines exceed the capitalization of the Canadian Pacific? When one considers the claim of the men that any increase in pay must come out of railway charges for services to the public, and the further question of what ought to be fair capitalization, not only for the national lines, but for the Canadian Pacific, on which interest ought to be borne by the traffic, the more do we come to the conclusion that the board of railway commissioners is not the body that should have the final say. The World believes that ultimately parliament will have to settle both of these questions, as they are substantially questions of policy and of national economics; also questions of justice between individuals or groups of individuals.

It would therefore seem, notwithstanding whatever findings the board of railway commissioners may make, an appeal should be carried to the privy council, which, for the time being, represents the government at Ottawa; and that the government should give it the fullest consideration, and then go to parliament for a declaration of policy in the shape of a statute or of instructions to the railway board. There are questions that are above the decision of those exercising delegated authority. The issue in Canada in regard to railway traffic charges may have to be settled in parliament.

Quebec to Control the Brandy Trade of the "Indians" of Ontario.

Our good sister province of Quebec, thru its government, so we are told by the press reports of yesterday, is to take control of all trade in alcoholic liquors to be handled substantially as a government monopoly. The Quebec Telegraph, the local Liberal organ, says:

"The fact that revenues running into the millions could be obtained in this manner, and that the observance of the law would be easier, has influenced the authorities to take these steps.
 "No details are available as to the manner in which this control or monopoly will be enforced, but it is quite understood that it will not extend to the sales of beer and wines, which will remain as at present, licensed under the provincial temperance act.
 "In regard to the Scott act, the repeal of which was to take place in July, the recall has been delayed till September, to get a more extended view of the question from voters."

In other words the province of Quebec to its own great financial advantage hopes to supply all the liquor requirements of all the other provinces in so far as provincial laws permit. For instance, the citizens of Ontario, under the Ontario temperance act, are free to import any liquor they like from the province of Quebec or elsewhere, provided they keep it in their own houses for their own consumption. They cannot deal in it. And inasmuch as the city of Montreal, which is the centre of the Quebec liquor trade, is only a night's journey

from most points in Ontario, the bulk of this business would go there. Other provinces with laws similar to Ontario could also supply from the Quebec government. Also the rum runners who are now developing a great business on the borders of Ontario adjacent to the United States might get their supplies from the Quebec government in the same way. A monopoly of this business, carefully handled, would be worth twenty to forty millions a year to the province of Quebec.

Perhaps, while the province of Quebec is moved by the profit of the thing their plan might be the ultimate solution of the liquor problem, namely, by some kind of government sale by each province within its own limits.

But this proposal of the province of Quebec and the present shipping of whiskey from the city of Montreal to Ontario, and especially to the county of Essex, and the comments of the press of Montreal on this trade and the illicit form it takes after it gets to our side of the Detroit River, is reminiscent of the old scandal of the brandy trade of old Quebec and old Montreal with the Indians of the country, which is now the province of Ontario. Governors Frontenac, La Salle, Colbert, the first minister at Paris, all the traders of the towns of Quebec, three Rivers, Montreal, the farmers, the coureurs du bois, were all for selling brandy to the Indians, especially when trading their furs or pelts and buying supplies. Bishop Laval was against it and he did his best to have the sovereign prohibit the King, the minister at Paris, the merchants and the traders of the town of Montreal. The traders and their secret associates were too much for the bishop and they beat him out in the end.

And ever since then the main idea of Montreal, especially since its new financial and commercial development is that booze is the way to rule and run Ontario, that we in this province are "Indians" who want Montreal liquor, and they are reaping millions of dollars now in the ancient trade of selling brandy to these parts. Montreal contains immense quantities of Scotch, and offers it to the natives of Ontario when he goes there to trade, they use quite a lot of it themselves, but the predominant motive of the Montreal business and financial man is to regard Ontario as the home of a lot of Indians constantly in need of Montreal brandy. And they see that it comes here no matter what laws are broken. The main inspiration of the city of the St. Lawrence today is, if we read The Montreal Gazette and The Star aright, to supply booze for this very temperance-minded province, and while they are at it to minister to a hundred million thrushes across the Detroit River. Bishop Laval would turn in his grave today if he could realize the enormous shipments of brandy that are sent from the blending cellars of Montreal to "the Indians" on either side of the Detroit River.

The Ontario government and the attorney-general, Hon. Mr. Raney, are acting very much like Frontenac and Talon, the intendant, in promoting and protecting the brandy business of the traders of Montreal and the bootlegging/courier du bois and farmers of the Detroit country.

Call a Halt.

Isn't it about time that Parks Commissioners were told to let up on recommending the purchase of little bits of park lots here and there in the city at the rate of twenty-five thousand dollars an acre?

If more parks have to be bought, go farther out where land can be got at much lower prices.

We've got enough of the very expensive small bits—bits that were good for the promoters of real estate deals, but too high for the citizens. A parks commissioner's duty is to look ahead and buy big and buy cheap. You'd almost think it had become a profession to buy and sell park property at high prices only.

Toronto and New York.

A week or two ago The Toronto Sunday World published an article by Charles A. E. McHenry in which that gentleman told of a trip to New York where he found a remarkable improvement in the cleanliness of the city, the orderliness of its street traffic and the general street behavior of its vast crowds. The New York Sun later devoted a column and a half editorial to The Sunday World's article, and was evidently much

BUY LOTS NOW before they advance in price, and start building for occupation next winter.

Beautiful Residential Property. Nearest Restricted District to the Centre of the City. West Side of Bathurst St., North of St. Clair Ave. CEDARVALE.
 Two miles from the corner of Bloor and Yonge Streets, and thirty minutes by street car to King and Yonge Streets. Adjoins the beautiful residential section surrounding Grace Church, on Russell Hill Road—a few hundred yards beyond the residence of Mr. J. Fleming, corner of St. Clair Avenue and Bathurst Street.
 300 acres of restricted property, with township taxes; large lots and park areas; locality is strictly first-class; walk to city cars.
 SPECIAL FACILITIES offered to persons who BUILD: first mortgage will be arranged, also second mortgage for part of purchase money.
 HOUSES WILL BE CONSTRUCTED for owners under supervision of Company's Superintendent at MINIMUM COST.
 CONVENIENCES—Hydrants and city water, electric light, good roads and sewage disposal; five minutes' walk to city cars.
 APPLY British & Colonial Land & Securities Company, Bank of Hamilton Building, Telephone Main 1959; or H. B. Taber, Superintendent, Hillcrest 5887.



CHIEF CONSTABLE CHURCH: I've got a good mind to run you in.

KAPUSKASING MAN SHOOT'S HARVESTERS

Two Workers on Route to Western Fields Shot at and Wounded by Storekeeper.

Winnipeg, Aug. 11.—Two men bound for western Canada, harvest fields are in St. Boniface Hospital here suffering from gunshot wounds as the result of an attack made on them at Kapuskasing, Ont., on Tuesday afternoon. They are Ralph Lucan, 22 years old, and Ralph Torrville, 25, both from Halifax.

FICKLE GIRL'S FIANCÉ ARRESTED AT EDINBURGH

London, Aug. 11.—Captain Paul Miller, to whom Helen Butler, a young Manchester typist, transferred her affections while on the way to Canada to marry a Canadian officer, has been arrested in Edinburgh, charged with false pretences.

BIG MARINE STRIKE OVER AT HALIFAX

Halifax, N.S., Aug. 11.—The marine strike, which involved at one time two thousand men, and which commenced on June 1, is at an end. Last night, the plumbers, cooper-smiths, and pipe fitters employed at the Halifax Shipyards, the three trades unions that had been on strike after other union workers had abandoned the struggle, and accepted the shipyard's offer of a five-cent increase voted to return to work.

St. Catharines Man Hurt By a Truckful of Hogs

Peterboro, Ont., Aug. 11.—Joseph Turner of St. Catharines, who arrived in this city last evening to visit his brother, was seriously injured this morning when a truckload of hogs ran over him. His right arm was broken in several places. He was removed to Nicholls Hospital.

TO BE RECORD CONVENTION.

Montreal, Aug. 11.—The clinical congress of the American College of Surgeons will be held in Montreal October 11 to 14, promises to be the largest medical convention ever held in Canada.

LAY OFF MANY MEN.

Quebec, Aug. 11.—The Quebec arsenal practically closed its doors yesterday by the discharge of the 360 men, before leaving, were asked to leave their addresses in case their services should be needed later.

ST. LAWRENCE SINKS.

Montreal, Aug. 11.—A new low level water mark record has been made in the St. Lawrence River here. Should the water fall much lower the vessels in the Montreal harbor will be compelled to finish loading at Quebec.

Let Us Own All the Roads.

(Editorial, Farmers' Sun, August 11.) It is largely because of the watered stock conditions in railroads that we face a great demand for increased freight rates. If the increase is granted, it means that the wealthy shareholders of the Canadian Pacific Railway Co., who now receive 10 per cent. per annum, will have their dividends assured for them. It seems unfortunate that we did not take over the C.P.R. when we were absorbing the Grand Trunk and the Canadian Northern; but the government evidently declined in making two bites of a cherry. We now have one of the most efficient, best-run, privately-owned roads in the world, able to pay its way and return its shareholders 10 per cent. and freight increased on all routes behind last year to the extent of \$4,000,000. We took over the skim-milk road and left the cream-producing road to private owners. If we must keep on paying tribute to railroad companies in the way of land grants, cash bonuses and freight increases, let us own all the roads.

DEVONSHIRE TRACK ADMITS BILL IS DUE

Stated, However, \$29,500 Will Be Paid Alice Brown if Bill Had Been Presented.

Windsor, Ont., Aug. 11.—"No, I do not deny that there is a bill due Alice Brown for the sum of \$29,500," said Bradley Wilson of the Devonshire race track, this morning, when questioned about the report that a writ had been issued against the track for this sum.

IN CHARGE OF PLANS TO RAISE REINDEER

Capt. A. H. Living Goes to Labrador—Government Aims to Supply Missionaries.

Ottawa, Aug. 11.—(By Canadian Press)—Captain A. H. Living of the Dominion parks branch has been appointed to go to Labrador with the object of taking charge of plans to introduce and domesticate the reindeer in that province. At the present time there are about 150 head of reindeer in that locality and it is the ultimate intention of the department to supply the missionaries and the people of the Hudson Bay territory with both a food and transportation system. In order to accomplish this, Captain Living will have to spend the next four or five years traveling various parts of the territory.

"THE RIDEAU"—FOR OTTAWA, VIA CANADIAN PACIFIC.

"The Rideau" leaves Toronto (Union Station) 1.00 p.m. daily, except Sunday, via Lake Ontario Shore Line. Stops at intermediate stations, including: Whitby, Oshawa, Port Hope, Cobourg, Trenton and Belleville. Direct connection for Kingston. Further particulars from Canadian Pacific ticket agents.

EXPRESS CO. HEARING FOR HIGHER RATES

First Meeting Takes Place in Toronto—Ask Forty Per Cent. Increase.

Montreal, Aug. 11.—The first hearing of the express companies in their application for increased rates will be held in Toronto on September 2 and subsequent meetings will be held in various cities throughout Canada. The increase at present asked for amounts to 40 per cent. The railways have amended their application for increased freight rates and have asked for an additional ten per cent. increase, making a total of 40 per cent.

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WORLD'S DAILY BRAIN TEST

BY SAM LOYD.
 15 Minutes to Answer This.
 No. 270.
 This weather signal presents an interesting dissection problem in the simple proposition that we cut the flag into two pieces which, rearranged, will form a black square. Of course, in cutting out the design it is intended that we discard the little white piece in the centre.
 Answer to No. 269.
 Neat, Easy, Driver, River; Yours, Ours; Open, Pop, Gutter, Surfer. 12 (Copyright, 1919, by Sam Loyd).

JUDITH OF BLUE LAKE RANCH

By JACKSON GREGORY.

CHAPTER XXII.—CONTINUED.

Until Judith had come, there had been nothing that this man loved as he did his work among his horses. He watched them as day after day they grew into clean-blooded perfection; he appraised their values; he saw personally to their education, helping each one of them individually to become the true representative of the proudest species of animal life. Had he turned his eye now to the herd down yonder he could have seen the animal he had selected for a broodmare next year, the three-year-old destined to draw all eyes as he stepped daintily among the best of the single-footers in Golden Gate Park, the rich red bay gelding that he would mate for a splendid carriage team.

"Oh, he knew them all like human friends, planned the future for each of the stable, and would be no sorrow, but rather a triumph of success. And now, to see them lumped and sold to Doan, Rockwell & Haight—even that hurt. But most of all did Judith's treatment of him cut, cut deep.

"You're a fool, Bud Lee," he told himself softly. "Oh, God, what a fool!"

"The buyers will be here the first thing tomorrow," said Hampton. "Judith says we're to have everything ready for them."

"I'll not keep her waiting," answered Lee, quietly. And with a quick touch of the spur he whipped his horse and left Hampton abruptly, going straight to the stable.

"Round 'em up, Tommy," he said sharply. "Every damned hoof of them. They go back to the corral."

The quick questions surged up in Tommy's brain, none of them was asked just yet, for he had seen the look on Lee's face.

It was early in the afternoon when Hampton carried his messages to Carson and Lee. It was after dark when Lee, his work done, his heart still sore and heavy, came into the men's bunkhouse. It was very still, the close of a dozen men were in the room. Lee's eyes found Carson and he guessed the reason for the silence. Carson was in a towering rage that flamed red-hot in his eyes; under the spell of his dominating emotion, the men sat and stared at him.

"Well, what's wrong?" asked Lee coolly from the door.

"Good goddarn! It's growled Carson, emphatically. "You start there and ask what's the matter. If there's anything that ain't the matter ain't you'll spell it name to me I'll put in with you. The whole outfit's going to get an 'I for one, don't care how soon it goes."

"Rather a nice way for a cattle foreman to talk about his ranch, isn't it?" asked Lee, colorlessly.

"Cattle foreman?" snorted Carson, with further epithets. "Now will you start on your two feet and explain to me how in blue blazes a man can be a cattle foreman when there ain't no cattle!"

"So that's it, is it? I didn't know how close you were selling off—"

"Don't say me selling! Way, I got allude to run my cow-brutes all winter, what with the dry feed in them canons."

Lee didn't hear the rest. It had been his intention to come in and smoke with the boys, and perhaps play a game of whist. Anything to keep from thinking. But now, moving on impulse, he turned and left the shack, going swiftly up the knoll to the ranch-house.

"Just stepping into the courtyard soft under the moon, tingling with the sparkle of the fountains, stirred his heart to quicker beating. He had not set foot here for over two months, not since that night which he knew he should forget and yet to whose memory he clung desperately. This was the first

time in many a long week that he had frown out of his way to ask Judith. And now words which Judith herself had spoken to him one day were now at least a part of the cause sending him to speak with her. She had said that he was loyal, that she needed joy all men. He still took her wages, he was still a Blue Lake ranch-hand, he still owned her his loyalty, it came from a sore heart.

If she were hard driven in some way which she had not seen fit to confide in him, if she were forced to make this tremendous sale, if she were mad or had at last lost her nerve, frightened at the thought of the heavy sums of money to be raised at the end of the winter, well then it still could do no harm for him to speak his mind to her. Hampton told him the price which the horses were to bring; it was pitifully small and Lee meant to tell her so, to tell her further that he would guarantee an enormous sum over it if she gave him time. He would be doing his part the she called him modder for his pains.

Marcus Langworthy, hidden in a big chair on the veranda, watched him go, brooch with interest, the Lee was unlifted a hand to rap at the door when she called to him, saying:

"Good evening, Mr. Mysterious Lee. Have you forgotten me?"

"No, I haven't," said Lee, looking at her. "I haven't seen much of you this time, have I? Two days ago I was busy all day and half the night for one thing, and for another, Hampton has monopolized you, hasn't he?"

"To a man of your size the second reason is absurd. . . . Will you sit down? You have you forgotten me?"

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"Good evening, Miss Langworthy," he said cordially. "I haven't seen much of you this time, have I? Two days ago I was busy all day and half the night for one thing, and for another, Hampton has monopolized you, hasn't he?"

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THURSDAY

ESTABLISHED JOHN CATTOC

Offer substantial saving items in our ment.
Linen Damask Table Cloth
 Great table display and manufacturers numbers in fine all Table Cloth, comprising 2 x 2 yards, 2 1/2 x 2 1/2 yards, 3 x 3 yards, 3 1/2 x 3 1/2 yards, 4 x 4 yards, 4 1/2 x 4 1/2 yards, 5 x 5 yards, 5 1/2 x 5 1/2 yards, 6 x 6 yards, 6 1/2 x 6 1/2 yards, 7 x 7 yards, 7 1/2 x 7 1/2 yards, 8 x 8 yards, 8 1/2 x 8 1/2 yards, 9 x 9 yards, 9 1/2 x 9 1/2 yards, 10 x 10 yards, 10 1/2 x 10 1/2 yards, 11 x 11 yards, 11 1/2 x 11 1/2 yards, 12 x 12 yards, 12 1/2 x 12 1/2 yards, 13 x 13 yards, 13 1/2 x 13 1/2 yards, 14 x 14 yards, 14 1/2 x 14 1/2 yards, 15 x 15 yards, 15 1/2 x 15 1/2 yards, 16 x 16 yards, 16 1/2 x 16 1/2 yards, 17 x 17 yards, 17 1/2 x 17 1/2 yards, 18 x 18 yards, 18 1/2 x 18 1/2 yards, 19 x 19 yards, 19 1/2 x 19 1/2 yards, 20 x 20 yards, 20 1/2 x 20 1/2 yards, 21 x 21 yards, 21 1/2 x 21 1/2 yards, 22 x 22 yards, 22 1/2 x 22 1/2 yards, 23 x 23 yards, 23 1/2 x 23 1/2 yards, 24 x 24 yards, 24 1/2 x 24 1/2 yards, 25 x 25 yards, 25 1/2 x 25 1/2 yards, 26 x 26 yards, 26 1/2 x 26 1/2 yards, 27 x 27 yards, 27 1/2 x 27 1/2 yards, 28 x 28 yards, 28 1/2 x 28 1/2 yards, 29 x 29 yards, 29 1/2 x 29 1/2 yards, 30 x 30 yards, 30 1/2 x 30 1/2 yards, 31 x 31 yards, 31 1/2 x 31 1/2 yards, 32 x 32 yards, 32 1/2 x 32 1/2 yards, 33 x 33 yards, 33 1/2 x 33 1/2 yards, 34 x 34 yards, 34 1/2 x 34 1/2 yards, 35 x 35 yards, 35 1/2 x 35 1/2 yards, 36 x 36 yards, 36 1/2 x 36 1/2 yards, 37 x 37 yards, 37 1/2 x 37 1/2 yards, 38 x 38 yards, 38 1/2 x 38 1/2 yards, 39 x 39 yards, 39 1/2 x 39 1/2 yards, 40 x 40 yards, 40 1/2 x 40 1/2 yards, 41 x 41 yards, 41 1/2 x 41 1/2 yards, 42 x 42 yards, 42 1/2 x 42 1/2 yards, 43 x 43 yards, 43 1/2 x 43 1/2 yards, 44 x 44 yards, 44 1/2 x 44 1/2 yards, 45 x 45 yards, 45 1/2 x 45 1/2 yards, 46 x 46 yards, 46 1/2 x 46 1/2 yards, 47 x 47 yards, 47 1/2 x 47 1/2 yards, 48 x 48 yards, 48 1/2 x 48 1/2 yards, 49 x 49 yards, 49 1/2 x 49 1/2 yards, 50 x 50 yards, 50 1/2 x 50 1/2 yards, 51 x 51 yards, 51 1/2 x 51 1/2 yards, 52 x 52 yards, 52 1/2 x 52 1/2 yards, 53 x 53 yards, 53 1/2 x 53 1/2 yards, 54 x 54 yards, 54 1/2 x 54 1/2 yards, 55 x 55 yards, 55 1/2 x 55 1/2 yards, 56 x 56 yards, 56 1/2 x 56 1/2 yards, 57 x 57 yards, 57 1/2 x 57 1/2 yards, 58 x 58 yards, 58 1/2 x 58 1/2 yards, 59 x 59 yards, 59 1/2 x 59 1/2 yards, 60 x 60 yards, 60 1/2 x 60 1/2 yards, 61 x 61 yards, 61 1/2 x 61 1/2 yards, 62 x 62 yards, 62 1/2 x 62 1/2 yards, 63 x 63 yards, 63 1/2 x 63 1/2 yards, 64 x 64 yards, 64 1/2 x 64 1/2 yards, 65 x 65 yards, 65 1/2 x 65 1/2 yards, 66 x 66 yards, 66 1/2 x 66 1/2 yards, 67 x 67 yards, 67 1/2 x 67 1/2 yards, 68 x 68 yards, 68 1/2 x 68 1/2 yards, 69 x 69 yards, 69 1/2 x 69 1/2 yards, 70 x 70 yards, 70 1/2 x 70 1/2 yards, 71 x 71 yards, 71 1/2 x 71 1/2 yards, 72 x 72 yards, 72 1/2 x 72 1/2 yards, 73 x 73 yards, 73 1/2 x 73 1/2 yards, 74 x 74 yards, 74 1/2 x 74 1/2 yards, 75 x 75 yards, 75 1/2 x 75 1/2 yards, 76 x 76 yards, 76 1/2 x 76 1/2 yards, 77 x 77 yards, 77 1/2 x 77 1/2 yards, 78 x 78 yards, 78 1/2 x 78 1/2 yards, 79 x 79 yards, 79 1/2 x 79 1/2 yards, 80 x 80 yards, 80 1/2 x 80 1/2 yards, 81 x 81 yards, 81 1/2 x 81 1/2 yards, 82 x 82 yards, 82 1/2 x 82 1/2 yards, 83 x 83 yards, 83 1/2 x 83 1/2 yards, 84 x 84 yards, 84 1/2 x 84 1/2 yards, 85 x 85 yards, 85 1/2 x 85 1/2 yards, 86 x 86 yards, 86 1/2 x 86 1/2 yards, 87 x 87 yards, 87 1/2 x 87 1/2 yards, 88 x 88 yards, 88 1/2 x 88 1/2 yards, 89 x 89 yards, 89 1/2 x 89 1/2 yards, 90 x 90 yards, 90 1/2 x 90 1/2 yards, 91 x 91 yards, 91 1/2 x 91 1/2 yards, 92 x 92 yards, 92 1/2 x 92 1/2 yards, 93 x 93 yards, 93 1/2 x 93 1/2 yards, 94 x 94 yards, 94 1/2 x 94 1/2 yards, 95 x 95 yards, 95 1/2 x 95 1/2 yards, 96 x 96 yards, 96 1/2 x 96 1/2 yards, 97 x 97 yards, 97 1/2 x 97 1/2 yards, 98 x 98 yards, 98 1/2 x 98 1/2 yards, 99 x 99 yards, 99 1/2 x 99 1/2 yards, 100 x 100 yards, 100 1/2 x 100 1/2 yards, 101 x 101 yards, 101 1/2 x 101 1/2 yards, 102 x 102 yards, 102 1/2 x 102 1/2 yards, 103 x 103 yards, 103 1/2 x 103 1/2 yards, 104 x 104 yards, 104 1/2 x 104 1/2 yards, 105 x 105 yards, 105 1/2 x 105 1/2 yards, 106 x 106 yards, 106 1/2 x 106 1/2 yards, 107 x 107 yards, 107 1/2 x 107 1/2 yards, 108 x 108 yards, 108 1/2 x 108 1/2 yards, 109 x 109 yards, 109 1/2 x 109 1/2 yards, 110 x 110 yards, 110 1/2 x 110 1/2 yards, 111 x 111 yards, 111 1/2 x 111 1/2 yards, 112 x 112 yards, 112 1/2 x 112 1/2 yards, 113 x 113 yards, 113 1/2 x 113 1/2 yards, 114 x 114 yards, 114 1/2 x 114 1/2 yards, 115 x 115 yards, 115 1/2 x 115 1/2 yards, 116 x 116 yards, 116 1/2 x 116 1/2 yards, 117 x 117 yards, 117 1/2 x 117 1/2 yards, 118 x 118 yards, 118 1/2 x 118 1/2 yards,