

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

From Southampton. From Montreal.

Aug. 13.....ANDANIA .. Aug. 29

Aug. 20.....ASCANIA .. Sept. 5

Aug. 27.....ALAUZIA .. Sept. 10

Steamers call Plymouth Eastbound. Rates, Cabin (11), Andania and Alauzia, \$63.75 up. Ascania, \$57.50 up. 3rd Class, British Eastbound, \$30.25 up. Westbound, \$30 up.

THE ROBERT REFORM CO., LIMITED.
General Agents, 20 Hospital Street. Steerage Branch, 483 St. James Street. Uptown Agency, 530 St. Catherine St. West.

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE.

From Glasgow. From Montreal.

Aug. 15.....ATHENIA .. Aug. 29th

Aug. 22.....LETTITA .. Sept. 5th

Aug. 29.....CASSANDRA .. Sept. 12th

Passenger Rates—Cabin (11), \$57.50 up. Third-class, eastbound and westbound, \$31.25.

For all information apply to
THE ROBERT REFORM CO., LIMITED.
General Agents, 20 Hospital Street. Steerage Branch, 483 St. James Street. Uptown Agency, 530 St. Catherine St. West.

CANADA LINES

DELIGHTFUL WATER TRIPS

Ideal Week End Outings

VISIT
Quaint Old Quebec
and witness the scenes attending the mobilization of Canadian troops at Val Cartier.

Fare \$7.50
including berth and dinner both ways, going Saturday, returning Sunday or Monday.

ANOTHER ATTRACTIVE WEEK END TRIP IS
TO PRESCOTT
Going Saturday, returning Sunday, through the Rapids.

Fare \$7.00
including meals and berth

SUNDAY EXCURSIONS
STEAMER "THREE RIVERS"
Sunday as far as Sorel and Berthier, leaving Montreal 9 a.m., returning 8.30 p.m.

Ticket Office—9-11 Victoria Square

**DIVIDEND OF 120 PER CENT.
FROM ACCUMULATED EARNINGS**

Temple Iron Company Grants its Shareholders a Most Attractive Melon—Stock is Owned by the Anthracite Roads.

New York, August 21.—Temple Iron Co., held by the Supreme Court to violate the Sherman law and which sold its coal properties last spring under court decree, declared a dividend of 120 per cent. of accumulated earnings as one of its last acts. The stock is owned by the anthracite roads.

The stock is only \$2,500,000. The coal properties sold yielded about \$5,000,000, which is yet to be distributed, and the cash dividend already paid amounted to \$3,000,000.

The dividends received by owners of Temple Iron Co. stock work out as follows:

Shares. Dividend owned, received	
Lackawanna	5,709 483,000
Lackawanna	4,879 484,400
Reading Iron Co.	4,459 353,000
Jersey Central	4,271 512,520
Reading	2,816 337,920
Erie	1,427 274,840
New York, Susquehanna & Western	1,168 140,160
Reading Coal & Iron Co.	200 24,000
Individuals	50 6,000

In addition the stockholders will receive shortly a dividend in liquidation amounting to between \$230 and \$240 per share.

Furthermore, Temple Iron Co. is still in existence and will continue. It owns its franchise and valuable furnaces, and if the iron market improves, should earn considerable revenue.

If September stockholders will vote on proposal to reduce present stock of \$2,500,000 to \$250,000, and the dividend from sale of the coal properties will probably be declared at that time.

MARITIME PROVINCE SECURITIES

Quotations furnished by J. C. Macintosh & Co. Members Montreal Stock Exchange, Exchange Building (Halifax).

Miscellaneous—	Asked.	Bid.
Acadia Sugar, Pref.	100	95
Do, Ordinary	65	60
Brandram-Henderson, Com.	30	25
East. Can. Sav. and Loan	145	145
East. Trust Co.	163	153
Mar. Natl. Pref. with 40 p.c. Com.	100	98
Mar. Tel. and Tel. Pref.	102 1/2	100
N. S. Underwear, Pref.	95	90
Do, Com.	95	90
Stanfield's, Ltd. Pref.	95	90
Trinidad Electric	73	70
Bonds—		
Brandram-Henderson, 6 p.c.	97 1/2	95
East. Car. 6 p.c.	100	92
Mar. Natl. 6 p.c.	100	98
M.S.S. and C. 6 p.c. Debenture Stock, 98	98	95
Porto Rico Tel. 7 p.c.	105	100
Stanfield's, Ltd., 6 p.c.	95	90

BOMBARD CATTARO.

Cettinje, Montenegro, via Rome, August 21.—Bombardment of Austrian forts on the Gulf of Cattaro by French warships and Montenegrin artillery has been continuous. Fall of Cattaro is believed to be imminent.

**IMPROVEMENT IN STEAMSHIP
CHARTER MARKET FORESEEN**

Owners of Tramp Steamers Sending them to New York in Ballast in View of Better Opportunities for Carriage.

Marked activity in the steamship charter market is anticipated coincident with an improvement in the foreign exchange situation and the re-establishment of credits, says the New York Journal of Commerce. Several prominent charter brokers yesterday stated that rates for chartering were showing a tendency to ease off, and the fixtures at the rates in effect before the war can be looked for within a fortnight should the present rate of improvement in general conditions be maintained.

It was ascertained that the amount of idle freight tonnage in New York and other large ports along the coast was steadily increasing. One factor in the export trade declared that owners of tramp ships at present tied up in English ports were sending them here in ballast in view of the better prospects of obtaining employment. Steamers coming up from South America during the past ten days have been sent to Gulf ports, it being the general opinion that boats ready for prompt loadings will secure charters for cotton and grain in the near future.

Sending Coal to South America.

One of the features of the charter market is the number of vessels that have been taken for the transport of coal to South America, which in the past has depended largely on supplies from Cardiff. The English Admiralty having put an embargo on shipments of coal, a heavy demand for Pocahontas, New River and other high grade coals was made by South American countries. Recent charters for the transport of coal to Buenos Ayres have been made at 25 shillings to 27 shillings 6 farthings. Prior to the outbreak of the war similar charters were effected at 24 shillings 6 farthings.

The movement of coal to South America is steadily increasing and it is stated that much of the idle tonnage in Atlantic ports will be employed in this trade should the hostilities be protracted. Italy also is dependent on outside sources for coal, the great docks at Savona being equipped to handle five to ten cargoes a day. Much of this coal came from England, and as stocks in Italy have not been very large several steamers have been fixed to carry coal, one fixture being the Coniston Water, a British steamer of 2,362 tons, to load for the west coast of Italy.

Grain Rates Up Forty Per Cent.

A charter was made at Baltimore on Tuesday of this week for three steamers to load grain for France the rates being 3s 6d., 3s. 7 1/2d. and 3s. 10 1/2d., respectively. These rates represent an increase of approximately 40 per cent over those effective before the war. It is assumed that these shipments were made to the account of credit held in France. Brokers state that prospects are bright for easier rates on grain charters in the near future, unless the unforeseen in the form of a decisive defeat of the British fleet at defending the entrance to the Channel, should transpire. A grain charter of 19,000 quarters from Baltimore to Salerno was made this week at 2s 9d, while a steamer from the Gulf to Dundirk was fixed at 2s 10 1/2d. Before the outbreak of the war grain charters ruled around 2s 6d.

Exporters who are conversant with chartering conditions started yesterday that the movement of agricultural material to South America will be checked in the near future. It was declared that approximately \$300,000 worth of binder twine shipped to Buenos Ayres last year was still in warehouse. The large handlers of agricultural machinery in Argentina have already called on shippers in this country to cancel shipments until some of the accumulated stocks are disposed of. To this some extent may affect all demand for tonnage.

Effect of Panama Canal Opening.

The opening of the Panama Canal last Saturday may bring about a radical change in the methods of transporting grain from the North Pacific to Europe. In the past, grain exports from Puget Sound to England and the Continent have been made in sailing vessels, these vessels usually occupying six to nine months. The extreme liability to capture and being about a reversion to a steam tonnage which would use the Panama Canal, thus not only shortening the length of the voyage but also render the grain more immune from capture by hostile ships. It is regarded as not altogether unlikely that some of the idle tramp steamers now tied up in Gulf ports will be sent through the canal in ballast should the conditions militate against the further shipment of grain by sail tonnage.

Demand for Sugar Tonnage.

Charter rates for sugar boats have advanced from 9 cents before the war to 20 cents. At the top figure it is reported that about twenty boats have been taken. A Ward liner was fixed this week at 21 cents, but this rate is somewhat above the ruling figure. Rumors are to the effect that a number of prompt boats have been closed for sugar to north of Hatfield at rates ranging from 20 to 23 cents, but confirmation of charters at the top figure is lacking. The conditions in the sugar market have caused charterers to observe the greatest secrecy.

INCREASED DEMAND FOR CARBIDE.

Now that German exports are non-existent, owing to the blockade established by the British fleet in the North Sea, the demand for carbide in Canada, formerly chiefly in the hands of Germans, has become most pronounced.

The Canada Carbide Company, Ltd., in particular, has experienced the stimulating influence of this position of affairs and orders in great numbers have come in from various quarters—from parts of the globe as remote as Australia.

Shawinigan Power holds control in the Canada Carbide Co., through ownership of \$1,100,000 bonds, \$150,000 preferred and \$550,000 common stock, and this control is held largely for the purpose of furnishing an outlet for a large volume of Shawinigan Power at times when it is unsaleable for other purposes.

NO IMMEDIATE NEED OF MORATORIUM.

In the House of Commons, Hon. W. T. White, the Minister of Finance, explained that there was no immediate necessity of declaring a moratorium in Canada but added that he was profoundly convinced of having the legislative authority to take action along the line indicated should that, in the future, appear imperative.

Hon. William Pugsley thought that the mere fact that enabling legislation was asked would, of itself, disarrange business and destroy credit, but Mr. White did not concur in that view. Conceivably conditions might arise where the declaration of a moratorium might be the wisest course. There was, however, no occasion to act now.

RUNS OF OIL FURTHER CUT.

New York, August 21.—Prairie Oil and Gas Company has issued notice that 16 runs of oil have been further cut from 58 to 40 per cent.

Shipping and Transportation

FRIDAY, AUGUST 21, 1914.
Almanac.

Sun rises—5:06 a.m.
Sun sets—7:03 p.m.
Full moon—August 5.
Last quarter—August 13.
New moon—August 21.
First quarter—August 27.

TIDE TABLE.
Quebec.

High water—5:47 a.m., 6:10 p.m.
Rise—16 feet, a.m., 15 feet, p.m.
Next high tide on August 24.
Rise—17.6 feet.

Weather Forecast.
Lower Lakes and Georgian Bay—Moderate to fresh winds, shifting to west and northwest; showers at first, then clearing and warm.

Ottawa Valley and Upper St. Lawrence—Showery to-day; clearing Saturday and warm.

Lower St. Lawrence, Gulf and Maritime—Moderate winds; becoming showery.

Superior—Moderate winds; northwesterly to westerly; fine and warm.

All West—Fine and decidedly warm.

PORT OF MONTREAL.
Arrivals.

Willerby, from Civita Vecchia, light. Arrived August 20th. T. B. McCarthy, agent.

Thessaly, from Philadelphia, light. Arrived August 20th.

Brookby, from Genoa, light. Arrived August 21st.

Coastwise Arrivals.

McKinstry, pulp wood, from Ellis Bay, Anticosti, 2:45 a.m.

Hochelaga, coal from Sydney, N.S., 8 a.m.

Due to-day.

Antares, from Vera Cruz.

Cleared at Custom House.

Stanley, for Avonmouth, Bengore Head, for Belfast, Benguela, for South African ports, Cressington Court, for Hull, Venezia, for Nantes.

LOCATION OF STEAMERS AT 6:15 P.M., Aug. 20.

Canadian—Due Three Rivers.

Acadian—Kingston.

Hamiltonian—Left Montreal 10 a.m. 19th, for Toronto.

Fordonian—Up Port Huron 2:40 a.m. to-day.

D. A. Gordon—Up Soo 10 a.m. to-day.

Glenellah—Down Soo 8:50 a.m. 19th.

Dundee—Arrived Hamilton 2:40 p.m. to-day.

Dunelm—Due Soo.

Strathcona—Welland loading.

Doric—Port Colborne.

Midland Queen—Due 10 clear Fort William to-day.

Savilian—Fort William.

H. M. Pellati—Left Fort William 7 p.m. 19th.

Wahcondah—Left Montreal 5 p.m. 19th for Kingston drydock.

Beaverton—Leaves Soo to-night westbound.

Arabian—Left Montreal 4 p.m. 19th for Port Colborne.

Ionic—Montreal.

Bulk Freighters:

W. Grant Morden—Port Arthur.

Emper—Port Arthur.

Midland Prince—Left Duluth 6:50 p.m. 19th.

Midland King—Key Harbor.

Martian—Up Port Huron noon to-day.

Emp. Ft. Wm.—Left Fort William 5 p.m. 19th for Goderich.

Emp. Midland—Ordered Buffalo, changed to Erie.

Winona—Left Point Edward 3 p.m. to-day for Buffalo.

Scottish Hero—Arrived Fort Colborne 8 p.m. 19th.

Turret Crown—St. Lawrence River eastbound for Montreal.

A. E. McKinstry—Up Quebec 6 a.m. to-day for Erie.

Renvoie—Arrived Erie 4 p.m. 19th.

Mapleton—Montreal.

Haddington—Arrived Lorain, 2 a.m. to-day.

Cadillac—Montreal.

Belleville—Montreal.

City of Ottawa—Due Toronto 11 p.m. (7 hours late).

Latest reports—Hamiltonian, due Toronto early morning.

YACHT OWNED BY J. K. L. ROSS HELD UP IN BOSTON.

Boston, August 21.—Steam yacht Tarantula, sold by W. K. Vanderbilt, Jr. to J. K. L. Ross, of Montreal, who intended to turn her over to Canada for use as a scout cruiser, was held up by the United States revenue cutter Gresham last night as she was leaving the harbor, and compelled to return. The commander of the revenue cutter, presumably acting under orders from Washington, was satisfied that her departure would be a violation of neutrality.

The fitting out of the Tarantula at a yard in Neponset was done secretly and suspicion was first aroused when she was painted a war gray. Captain Ross, no relative of the purchaser, but his agent, came to Neponset to superintend the work.

GERMAN BOATS FOR SALE.

Philadelphia, August 21.—Five German steamships now in Philadelphia will, according to the statements of German officials, be available for immediate purchase, or for American registry, if the provisions of the conference at Washington are carried out.

The steamers are the Brandenburg, Rhaetia, Prinz Oskar, Pennell and Ems, which have an aggregate tonnage of 28,000 tons, and according to officials of the German Consulate, are operated by companies having a large proportion of American capitalization.

CHICAGO UNION STATION STARTED.

Chicago, August 21.—Progress on the plans for the new Union Station on the west side have reached a point where preliminary work is being done. It is believed that actual work will be started about October 30.

MOVEMENTS OF STEAMERS.

Megantic 8:30 p.m. August 20th, off Cape Race. Due Quebec Saturday midnight.

Canada arrived Liverpool 8 a.m. Monday last.

Manxman, arrived 7 a.m. August 20th, Avonmouth.

Caroline, passed Father Point, 7:25 p.m. August 20, Ida, sailed from Quebec at 1 p.m. August 20th.

AUSTRIAN SEABOARD OPEN TO INVASION.

Rome, August 21.—The Adriatic seaboard of Austria is being left open to invasion through the withdrawal of troops, according to dispatches received from Trieste. These messages say all first-class fighting men are being moved to other quarters, leaving only a few battalions of Landsturm, a sort of national guard to protect Trieste, Fiume, Zara, and Ragusa.

OFFERS TO SELL STEAMSHIPS.

Washington, August 21.—Offers are said to have been received at the White House to sell the proposed semi-Government Corporation various steamships now tied up in American ports owing to the war.

It is not stated specifically if the ships in question are those of the Hamburg-American or North German Lloyd Companies, but it is not unreasonable to assume that the reported offer comes from either one of both of these companies.

RAILROADS

CANADIAN PACIFIC

Harvesters Excursions

August 21st
TO WINNIPEG \$12.00

Proportionately cheap rates from Winnipeg to all points in Manitoba and to a restricted territory in Saskatchewan and Alberta.

CHICAGO EXPRESS

TORONTO—DETROIT—CHICAGO.

The

Lv. MONTREAL .. Canadian. No. 21
Ar. CHICAGO .. 8:45 a.m. 10:00 p.m.
Ar. CHICAGO .. 7:45 a.m. 9:05 p.m.

EXHIBITION, THREE RIVERS.

Single first class fare. Going, August 25. Return limit, August 31.

Fare and One Third. Going Aug. 24, 25, 27, 28, 29. Return limit, Aug. 31, 1914.

SEASIDE EXCURSIONS

Kennebunk and Return .. \$2.50

Old Orchard and Return .. \$2.50

Portland and Return .. \$2.50

Going August 28, 29 and 30. Return limit September 14, 1914.

Lv. Windsor Street .. 7:30 a.m., *9:05 p.m.
Through Parlor and Sleeping Cars.
*Daily ex. Sunday. *Daily.

COLONIZATION EXCURSION.

New Ontario.

Going, August 25. Return, Sept. 4.

New Lake Shore Route
TO TORONTO.

via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcasale, Bowmanville, Oshawa, Whitby. Leave Windsor Street 8:45 a.m.

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY

Montreal-Toronto-Chicago
THE 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 3:00 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.

HARVEST HELP
To Winnipeg, Man., \$12.00

GOING AUGUST 21st.

Proportionately Low Fares to all points in Manitoba and to certain points in Saskatchewan and Alberta, where help is required.

SETTLERS' EXCURSIONS.

To Fortuque, Cochrane, Haileybury and other points on T. & N. O. Ry.

Going August 25; returning September 4, 1914.

MONTREAL-NEW LONDON, CONN.

Block Island, Watch Hill and Fisher's Island. Summer Tourist Fares. Through Service.

VALLEY FIELDS EXHIBITION.

From Montreal and Return .. \$1.40

Going until August 22 inclusive; returning until August 24, 1914.

Seaside Excursions

Round Trip from Montreal to—

PORTLAND, ME. \$8.50

Old Orchard, Me. \$8.90

Kennebunkport, Me. \$9.35

NEW LONDON, CONN. \$9.00

Watch Hill, R.I. \$9.60

Block Island, R.I. \$10.50

Going August 28, 29, 30; valid for return until Sept. 14, 1914.

PORTLAND—MAINE COAST—THE ISLANDS.

Summer Tourist Fares—Through Service.

REAL ESTATE

Among the 53 recorded transfers of real estate, that made by Roland Frontonke and O. L. Lamoureux of lot 188-30, Sherbrooke street, was that of Abraham A. Levin to O. Lamoureux of lot 254-124, lot 254-114, lot No. 254-110 and lot No. 254-10 and 253-30, on St. Catherine street, for \$100,000. The other sales were:

Messrs. R. & E. Sauvageau three emplacements on the southeast of Beaudry and Robitaille roads, Nos. 1072 and 1073, St. James ward, and lot 20-152, on Ontario street, Hochelaga ward, for \$100,000. The other sales were:

Messrs. R. & E. Sauvageau three emplacements on Champlain street, Nos. 1, 3 and 45, St. Mary ward, for \$43,500.

Mr. Roy and other, ex equal, sold to De E. Dube, Nos. 1088-890, 1103-339, St. James ward, building 421, Brooks street west, 4,588 feet, for \$30,000.

Messrs. Desaulniers & Brunet to G. Bourgoin, ex equal, sold to G. Bourgoin, buildings on Rivard street, Nos. 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415