

Interest Centering In Noah Case Trial Opens Thursday Afternoon

The Witnesses Have Been Subpoenaed—Both Sides Preparing for Surprises.

Considerable interest is being evinced in the Noah murder trial, which comes up before Mr. Justice Riddell at the courthouse tomorrow.

In all there will be 38 witnesses examined, and it is expected that the trial, exclusive of the time the jury is out, will take about a day and a half. But one day was utilized on the occasion of the young Indian prisoner's first trial, but there were fewer witnesses.

Of the number subpoenaed, 16 are for the defense and 22 for the crown.

Tomorrow's Session.

Judge Riddell is expected to arrive in the city shortly after 11 o'clock tomorrow morning, and it is probable that he will at once take up one of the three civil actions and dispose of

it before the Noah trial begins. Nearly all of the witnesses for the latter case are Munciey and Chippewa Indians, and they will not arrive in London until 1 o'clock.

In the event of any of the witnesses who gave evidence at the first trial failing to appear, their former testimony will be read to the jury.

So far as can be learned, the evidence will be practically the same as that at the first trial, although both sides are preparing for surprises.

Noah Undisturbed.

In the meantime, while the lawyers are working with might and main to secure evidence against or for him, as the case might be, Thomas Noah, the accused, is taking life as easy as it is possible to take it in jail, and gives no sign that he will shortly be tried for his life at the bar of justice.

One of the notable features of the trial is the fact that Mr. Riddell, the presiding judge, was at one time one of the most famous criminal lawyers in Canada.

Big Improvements To Lake Harbors Being Made By Dominion Gov't

Haney & Miller Are at Work at Port Stanley—Goderich Will Be Improved.

All the harbors on the lakes are now open for navigation and before the summer is over, many very important improvements will have been completed which will add materially to making Port Stanley and Goderich two of the finest and safest harbors in the country.

Messrs. Haney & Miller, of Toronto, are busy with the work of building a breakwater 1,000 feet long at Port Stanley. It will be in the shape of an "L," extending out into the lake from the end of the old Pere Marquette coal docks for a distance of 200 feet, and then sheering off almost at right angles towards the southeast for 800 feet.

This will bring the end of the "L" almost directly in a straight line with the Government dock.

A Good Harbor.

The breakwater will be ten feet above the water and the harbor thus formed will be one of the most secure on the lakes. When the breakwater is completed, the harbor will be dredged to a uniform depth of 21 feet, sufficient to accommodate any boat on the lakes. It is designed especially to make Port Stanley a harbor of refuge for Lake Erie.

Goderich Harbor.

William Birmingham, of Ottawa, has commenced work on the superstructure for a similar breakwater in Goderich harbor.

The dimensions will be almost the same and the breakwater there will consist of a close-fitted crib structure with stone ballast and mass concrete superstructure.

Goderich harbor has always been one of the most difficult to enter in heavy weather and it is expected that the new breakwater will prevent wrecks.

The improvements to both Goderich and Port Stanley will be completed this summer.

Terrible Tale of a Diamond Ring Joy and Happiness It Didn't Bring

Lady Has It and Holds It Yet—Sue for Damages It May Beget.

A diamond ring, with a romance attached to it, was the cause of a considerable scene in a downtown confectionery store the other day.

In this store a young lady employed, she has been keeping company with a young man for a considerable length of time.

Matters had progressed so far that a diamond engagement ring was tendered the lady as a token that her lover's affections were the real candy.

A day was set for the wedding, but as it approached the male part of the sketch began to worry somewhat. A coyness was evident.

The young lady still kept the diamond.

He asked her for the ring, but she refused to give it up.

This week he came to the store, but he was accompanied by his wife. To enforce his request for the ring he pointed to his wife as an additional reason why the sparkler should be coming his way.

This was more than the young lady with the ring could stand, and she took refuge in a woman's prerogative and swooned.

She collapsed on the floor, and in a few moments there was a commotion. A policeman was called in from the beat to see what was the trouble.

As he was not expert at patching up love matters, he left, saying that he could do nothing.

The man and his wife departed, leaving the ring with the young lady. In the meantime she recovered, and it is said, although the young lady would not discuss the matter, that she will sue the man for tampering with her affections.

She will still sell candy, and will not be married soon.

Looked in Can, Was Almost Canned

A little boy, about 4 years old, who said his name was Russell Conway, and that he lived on King street, got into trouble of a peculiar kind yesterday afternoon near the corner of Wellington and Dundas streets.

The boy was playing about the curb with another youngster, when he took it into his head to look into a wastepaper can.

In one corner of the can was a little tin box, which he no sooner saw than he wanted it.

The boy's legs were short, but he managed to climb up and get half his body in the can. When he tried to get out the lid caught in his coat and held him fast.

People passing saw a pair of little legs kicking wildly for a few minutes, while from within the can came muffled shrieks.

It was several minutes before anyone realized what had happened, and then a gentleman pushed the lid up and released the boy.

No Power Re Shunting of the Cars

City Engineer Graydon this morning made out his report on the request of Ald. Moorhead that something be done to prevent the C. P. R. shunting cars across Adelaide street, concerning which there has been many complaints.

"I have no power in the matter at all," said Mr. Graydon. "All that I

can do is to write to the C. P. R. and if the company does not want to stop it, I cannot force the company to do so. I have advised the council repeatedly to put a gate at this crossing, but nothing has been done. I would advise that the matter be referred to the Dominion railway commission, and in this manner something might be accomplished."

Stolen Copper Has Been Recovered

Detective Rider made a good haul this morning when he recovered some 500 pounds of copper and brass that had been stolen from the Southwestern Traction Company.

The copper and brass had been sold to a junk dealer named Morris Left on Bathurst street.

When the discovery was made that Left had the goods, the stuff was loaded into a wagon, taken to the city weigh scales and weighed, and then taken to the stationhouse.

Arrests will probably be made today.

Richmond Street Store Burglarized

An entrance was made in the rear of the shoe store of Richard Slater, on Richmond street, near the C. P. R. tracks, last night, and thirteen pairs of shoes were taken.

The thieves gained admittance by a window in the rear of the shop. Detectives Nickle and Egeiton began

May Be a Tax Rate of 20 1/2 Mills Estimates Which May Be Pared



W. H. BAKER,
Toronto, Grand Regent for Ontario,
Royal Arcanum.

Local Items

—Mr. J. G. Tait, of the Tait-Brown Optical Company has returned home after an extended trip to Cuba and the West Indies.

Died in New Jersey.

William C. Ott, of Klein, Ott Bros. & Nicholson, a musical act well known to Bennett's patrons, died in New Jersey last week.

Building Keeps Up.

Building permits were issued today to Mr. H. J. Childs for alterations and additions to his house at 622 Dundas street; and to Mr. S. M. Stuart for a cement block residence at the corner of Guelph and Forward avenues.

Death of Mrs. Gray.

Mrs. Sarah A. Gray, widow of the late Matthew Gray, formerly of York County, Ont., died at the residence of her son-in-law, Mr. Elmer Palmer, in this city. The funeral takes place today to Mount Pleasant cemetery.

Presbyterian Council.

The regular spring meeting of the Presbyterian Council will be held in the schoolroom of New St. James' Church on Thursday evening at 8 o'clock. The Presbyterian ministers, elders and deacons of the city are members of this council. Important business is to come before the meeting and officers for the coming twelve months are to be elected.

Case Postponed.

The case of Rundle vs. Southwestern Traction Company, which came up in the county court yesterday before Judge Macbeth was postponed for one week in order to enable the judge to visit the Rundle place, and to hear further argument. Mr. Rundle is a Westminister farmer, and sues to recover \$200 for the alleged illegal cutting down of trees on his farm.

Successful Concert.

There was a large attendance at the second annual concert of St. Andrew's Sunday School Orchestra the other night, and those who attended were well repaid. Those who took part in the concert were: Miss Edith McBride, Mrs. C. C. Irwin, Miss G. Armitage, Miss Walker, Mr. F. Weekes, Miss Edna McNab, Mr. George McBride and Mr. M. O'Rourke.

A Springer Heir.

Mr. Edward N. Crowell, a Morland, Wyoming, Territory, U. S. A., subscriber of The Advertiser, writes that having read of the Springer estate in the Advertiser, he desires to state that he is a grandson of the late Margaret Springer, and a son of Mr. Jacob Crowell, Mr. Crowell was born at Florence, Neb., has a sister in Chadron, Neb., named Mrs. Anna Mosberger. Mr. Crowell's address is Lock box 75, Morland, Wyoming.

Suddenly Called Away.

Dr. Townner, of Chicago, who has been taking such an active part in the evangelistic services at Adelaide Street Church, received a telegram last evening announcing the illness of Mrs. Townner, and left for home soon after the close of the meetings. Dr. Townner was to have stayed in London another day, and Mr. Greenlee, an old friend and associate, has kindly consented to take his place in leading the choir. Last night's meeting was well attended, and fruitful in results. The services will go on for three nights more.

They Want Farm Laborers.

Toronto Globe: The demand for good farm laborers keeps up nearly every part of Ontario. Mr. J. H. Mooney, editor of The Ripley Advance, who is also an immigration agent for the county of Bruce, is in the city looking for men, and has applications for about fifty, and he has about a score coming from Scotland, who are expected daily. The rest he is endeavoring to get at the city immigration offices at the Union Station. An application for seventy-five farm laborers was received from Mitchell yesterday, and a number are wanted near St. Marys.

GRANT—EVANS

Marriage of a Popular Couple at Noon Today.

Miss Ada Evans, of this city, was quietly married to Mr. Charles E. Grant, of Grand Rapids, Mich., today at noon, at the home of the bride's parents, Mr. and Mrs. Wm. S. Evans, 343 Dundas street.

The ceremony was performed by Rev. Mr. E. B. Lancelotti, Miss Ethel Smith, of Leamington, acted as bridesmaid, and Dr. Evans of Sheddin, was groomsmen.

The bride was attired in a blue traveling gown.

The happy couple left over the Pere Marquette at 1 o'clock on a short bridal tour, after which they will make their home in Detroit.

A British scientist has spoken Mahoney, of St. Mary's Cathedral, yesterday. Some people, he said, were engaged half a dozen times before they were married. "In case of a breach of promise such a document would also prove very valuable in the courts of the land," he added.

Increased Revenue From the Water Commission Is Expected.

The tax rate is the most important feature of the city hall gossip this week. According to the figures submitted yesterday, there will have to be a large sum cut off the estimates to bring the rate within 21 mills.

At least \$30,000 will have to be struck off before this can be accomplished.

Among the items that may be slashed are the following:

Street watering, \$5,000 more than last year.

Exhibition buildings, \$3,000, just \$1,000 more than last year.

Courthouse, \$1,200.

Park greenhouse, \$6,500.

City hall lavatories, \$1,400.

Storm sewer, East End, \$6,000.

Tile on Egerton street, \$375.

Market, broken stone, \$600.

Weigh scales and conveniences, \$5,000.

Drinking fountains, \$700.

As To the Knife.

These reach a total of \$31,975. Of this the improvements to the exhibition grounds amounting to \$3,000 will possibly have to be made as they are much needed. The drinking fountains were voted on last year and that item may have to go. The repairs to the courthouse are said to be absolutely necessary. With these three items out of the way, there is still a sum of \$26,975 which may be cut off.

The figures of the water commission may be pared somewhat. This year the estimated receipts will be \$29,000, but there is a sum of \$27,000 to be expended out of the revenue. If this sum is issued in debentures, as it is possible to do, as it was last year, the total revenue from the board will reach over \$56,000.

This will give the council at least over \$53,000 more to work on than the council of 1907 had, and will bring the expenditures well within the amount of taxes estimated for the year, and will make it possible for the finance committee to strike a rate of about 20 1/2 mills, or perhaps 21 at the outside.

It should be pointed out, of course, that the city has to pay the water commission \$15 per year for each hydrant, and this amount is charged up by the commission and returned as a surplus to the council.

Chatham Girl Has Disappeared Was Working in East London

Relatives Alarmed At Absence of Miss Everly — A Mystifying Case.

The mysterious disappearance of a certain young lady is causing her friends much uneasiness.

On Tuesday, Miss Everly, of Chatham, who was employed in the East End, left London for her home in Chatham.

She arrived safely, and spent the week-end there.

On Tuesday she boarded a train for London, but since that time she has not been seen nor heard from. She informed her intimate friends

that she was coming to the city, but she did not arrive.

Nothing was thought of the matter until the other evening, when the girl's parents, Mr. and Mrs. Everly, of the Tecumseh House, who has been keeping company with her, asking if she had come to the city.

He had not seen her, and he became alarmed.

Inquiries among her friends elicited no information as to her whereabouts. Mr. Laird thinks that the girl has either met with foul play or there is some conspiracy.

The girl left for London over a week ago, and she has not yet arrived.

This is what is worrying Mr. Laird. It is rumored that the girl is in Detroit, but this could not be confirmed.

City Should Have Last Say As To Disposition of Streets

The Council Opposed To Legislation—Abrogating Right To Itself.

"The council is on record as being opposed to the bill recently brought into the Legislature allowing the Legislature to decide on what streets a railway shall come into the city, or over what streets the railway shall run," said Ald. Booth this afternoon. "The city should have the last say as to its streets, and the Legislature should not take that right to itself. I brought this matter up in the council when this bill was first entered, and the council by an unanimous vote agreed with the motion brought in. However, the bill only awaits the signature of the Lieutenant-Governor to become a law. I am opposed to this bill. The city should have the right to say what streets should be given over to the street railways. I am in favor of upholding our rights to the last. We want to control our own streets, and no Legislature should take them away from us. The city should have made a vigorous protest against that legislation in accordance with its expressed opinion as contained in the motion I brought in."

Others Oppose.

Toronto and Hamilton are also much opposed to the bill, as is shown by the following dispatch to The Advertiser from Toronto:

The city councils of Toronto and Hamilton have taken exception to a clause in Hon. Mr. Hendrie's amendment to the railway board act, which has been read a third time in the Legislature, and now only awaits the assent of the Lieutenant-Governor to become law. When the measure was

first introduced in the House the municipalities communicated with the Government and were promised an opportunity to express their views on the section which they believed would take away the rights of cities to say where street railway lines should be located within their boundaries. Consequently a deputation composed of Mayor Oliver and members of the board of control, except Controller Phillips, met the Hon. Mr. Hendrie, waited on Hon. Mr. Hendrie yesterday, introduced by Mr. W. K. McNaught, M. P. P. Mr. Hendrie expressed regret that the promise to the cities had been overlooked, and said that an effort would be made to consider the provisions of the bill.

The objectionable clause reads as follows:

"If any dispute shall arise between the company and the municipality as to the location of the rails in any street or highway, as to the pavement, concrete, or other foundation upon which the rails or special work shall be laid, or as to the rails or special work to be used in construction, or as to the proportion of the cost of the said pavement, concrete, or other foundation, to be borne by the company and the municipality respectively, the board shall hear and determine all questions in dispute, and make such order as to it may seem just and reasonable."

Mr. W. K. McNaught, M. P. P., will ask that the clause of the Toronto bill, which was amended by the private bills committee, and which was the subject of heated discussion, be read a third time in the measure at its third reading. The clause was intended to empower the city council to decide as to the location of street car lines. It was amended to give the Ontario railway and municipal board the right to determine disputes on the subject.

Successful I. O. F. Concert in City Hall

A most successful concert was given in the city hall last night by Court Dufferin, No. 4, I. O. F., and Companion Court Forest City, No. 516. The hall was crowded to capacity, and the concert was most pleasing.

Owing to the illness of Will J. White, Toronto, Mr. James Fax, a comic singer, well known in London, was the attraction of the evening, and his usual made a splendid impression. His audience was numerous and varied, and the audience was kept continually in the best of humor by him.

The other features of the programme were much enjoyed.

Ald. Ferguson presided, in the absence of Mayor Stevely, and gave the Foresters a hearty welcome. He was presented with a splendid bunch of carnations by Speech.

Mr. H. E. Pratt, on behalf of the order, Instrumental.....Miss Robinson
Chairman's Address.....Ald. Ferguson
Solo.....Miss Cotterall
Reading.....Miss Cotterall
Instrumental.....Miss Cotterall
Reading.....Miss Cotterall
International Toasts.....James Fax
Solo.....Miss Cotterall
Whistling Solo.....Miss Cotterall
Solo.....Miss Cotterall
Solo.....Miss Cotterall
Instrumental.....Miss Robinson
Hooligan's Ball.....James Fax
Reading.....Miss Cotterall
Solo.....Miss Cotterall
Has Anybody Seen Brother?.....James Fax
Speech.....H. E. Pratt

Lights Were Lit, Police Had a Run

A frightened lady gave the police a run on Sunday evening last.

Mrs. Agar, of Helmut avenue, decided to go down town, and on returning she found the lights of the house burning.

She became alarmed and going to a neighbor's she phoned the police.

The patrol was dispatched double quick to get the burglars.

front and others executed a flank movement, and then the police entered.

After going through the house from top to bottom no burglar was found, and the house was in first-class order.

It dawned upon the lady then that she had forgotten to turn out the lights when she went out visiting on Sunday evening.

THOS. MOREHOUSE IS DEAD, AGED 94

Esteemed Resident of South London Dies at Advanced Age.

An old and esteemed resident of this city died yesterday at the family residence, 86 Bruce street, in the person of Thomas Morehouse. Mr. Morehouse was 94 years old. The funeral will be held from 86 Bruce street on Thursday afternoon to Nilestown cemetery.

PLEASANT EVENT IN TALBOT ST. CHURCH

Miss Olive Abbott Becomes the Bride of Mr. Edward Emery.

A very pleasing event took place this afternoon at 4 o'clock at the Talbot Street Baptist parsonage, when Miss Olive Abbott, youngest daughter of Mr. and Mrs. Arthur Abbott, was united in marriage to Mr. Edward Emery, both of this city. The bride was assisted by Miss Beatrice Baker, while Mr. William Emery, brother of the groom, acted as best man. The bride looked very charming in a traveling suit of blue broadcloth, with hat to match, and carried a bouquet of white roses. After the ceremony the happy couple returned to the home of the bride's parents where a sumptuous repast was served. Only the immediate relatives of the bride and groom were present. The bride was the recipient of many beautiful and costly presents showing the high esteem in which the young couple are held. After April 15 they will be at home to their friends at 49 Krescoe street.

PASSENGER SERVICE ACROSS THE LAKE

F. A. Mason, of Conneaut, O., Writes the City Clerk.

Mr. F. A. Mason, of Conneaut, O., has written to City Clerk Baker regarding the prospects for a steamer going business at Port Stanley this year. He says he has a passenger boat that would make trips across the lake, and also handle excursion parties, moonlight excursions, etc. The steamer will be to the London and Port Stanley board.

LATEST STOCK MARKET REPORTS

NEW YORK.

Reported by C. N. Spencer, Stockbroker.

Market Lane, for The Advertiser.

Amalg. Copper.....	89 1/2	89 1/2	89 1/2
American Sugar Co.....	124 1/2	124 1/2	124 1/2
American Lumber.....	49 1/2	49 1/2	49 1/2
American Petroleum.....	68 1/2	68 1/2	68 1/2
Atlantic Coast.....	68 1/2	68 1/2	68 1/2
Baltimore & Ohio.....	84 1/2	84 1/2	84 1/2
Brooklyn Transit.....	46 1/2	46 1/2	46 1/2
C. & P. R.....	18 1/2	18 1/2	18 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
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Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
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Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
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Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2
Chas. & Ohio.....	31 1/2	31 1/2	31 1/2
Colo. Fuel & Iron.....	24 1/2	24 1/2	24 1/2
Chicago & North.....	146 1/2	146 1/2	146 1/2