

MUSICAL.

THE ORCHESTRA OF MR. CARL SINTZ, at present giving Thursday Matinees at Horticultural Hall, is attracting much attention, and the growing success of the undertaking gives rise to many speculations as to its permanence.

AMUSEMENTS.

THE CHESTNUT.—The comedy of Self, although not remarkable as a literary production, is somewhat commonplace in its moral sentiments, is not sparing of the lash as regards the more obvious and superficial shortcomings of society.

THE "JOHN UNIT" OF MR. OWENS is worthy of attention as a careful artistic study, while at the same time it appeals in the most forcible manner to the sympathies and tastes of those who attend the playhouse with no higher motive than mere amusement.

CITY BULLETIN.

THE SANGERS' BUND'S MASKED BALL.—The annual grand ball masquerade of the Sängersbund was given last evening at Horticultural Hall.

THE MAENNERCHOR.—It should not be forgotten that the annual ball masquerade of the Männerchor will come off at the Academy of Music to-morrow evening.

LARCENIES.—Jerry Brown, colored, halling from New York, was arrested yesterday at Sixth and Lombard streets, upon the charge of the larceny of pants, vest and boots.

ALLEGED GAMBLING HOUSE.—Before Recorder Egan, yesterday, Isaac Snyder was charged with keeping a gambling house at No. 817 Walnut street.

DISHONEST MESSROR.—A colored youth named William Nutman was arrested at Seventh and Locust streets yesterday, and taken before Alderman Patchel, upon the charge of larceny.

DISORDERLY HOUSE.—Philip Reck was before Alderman Senz, yesterday, upon the charge of keeping a disorderly house at Carrol and Huntingdon streets.

SELLING LIQUOR ON SUNDAY.—Henry Frantz, proprietor of a lager beer saloon at Coopersville, Twenty-third Ward, was held in \$600 bail yesterday by Alderman Senz, to answer the charge of selling liquor on Sunday.

REPUBLICAN INVADERS.—We call the attention of members and others to the advertisement in another column, for the meeting to-night. Let all that can, turn out to prepare for the coming campaign.

that body will not pass it, until they are, at least, better satisfied that there is a substantial and imperative necessity for such a division, and that the majority of the inhabitants of the county would become greatly benefited by the change.

THE KANTON BAY SUBSTITUTION.—The suspension of the running of the trains on the Raritan and Delaware Bay Road, by order of the United States Marshal, has caused the holding of numerous meetings by the citizens in various places along the road, the ostensible purpose of which has been to secure a removal of the suspension.

A WARNING.—The bad casualty which occurred at Haddonfield on Friday afternoon, which resulted in the death of the three young ladies, ought to serve as an impressive warning against venturing upon ice that is too thin to bear, especially where the water is deep.

Express Robbery in Memphis.—Arrest of the Thief. (From the Memphis Post, 25d.) Last Sunday the express of the Adams' Express Company at Dresden, Weakly county, Tennessee, on the line of the Northwestern Railroad, between McKenna and Hickman, was entered by burglars who entered in a blowing order of the safe with gunpowder and robbing it of its contents.

A Card from John G. Whittier. The following note in relation to the Memorial Hymn sung at the dedication of the new church in Georgetown, Mass., was published in the Boston Transcript, of Friday evening.

In writing the hymn for the Memorial Church at Georgetown the author, as his verses indicate, had sole reference to the tribute of a brother and sister to the memory of a departed mother—a tribute which seemed and still seems to him, in itself considered, very beautiful and appropriate.

GENTS' MUFFLERS. The largest stock in the city. At the very lowest prices. Oakford's, 334 and 336 Chestnut street.

WE ALMOST imagine spring days at hand by the forecasts we are having of the balmy and clear weather which will greet us in the near future.

GENTS' MUFFLERS. The largest stock in the city. At the very lowest prices. Oakford's, 334 and 336 Chestnut street.

FURNITURE MENDED, repolished and varnished equal to new, at Patten's, 1408 Chestnut street.

GENTS' MUFFLERS. The largest stock in the city. At the very lowest prices. Oakford's, 334 and 336 Chestnut street.

IF YOU WILL but AVAIL YOURSELF of the medicinal properties of Dr. Turner's TRODOLOPINE, or Universal Nerve-Cure, when suffering from Rheumatism, Nervousness, or any painful or chronic disease, you will secure early relief, and a permanent cure of those troubles.

DR. TURNER'S TRODOLOPINE. Dr. J. S. Turner, M.D., Professor of the Eye and Ear, treats all diseases pertaining to the above members with success.

DR. TURNER'S TRODOLOPINE. Dr. J. S. Turner, M.D., Professor of the Eye and Ear, treats all diseases pertaining to the above members with success.

DR. TURNER'S TRODOLOPINE. Dr. J. S. Turner, M.D., Professor of the Eye and Ear, treats all diseases pertaining to the above members with success.

DR. TURNER'S TRODOLOPINE. Dr. J. S. Turner, M.D., Professor of the Eye and Ear, treats all diseases pertaining to the above members with success.

DR. TURNER'S TRODOLOPINE. Dr. J. S. Turner, M.D., Professor of the Eye and Ear, treats all diseases pertaining to the above members with success.

DR. TURNER'S TRODOLOPINE. Dr. J. S. Turner, M.D., Professor of the Eye and Ear, treats all diseases pertaining to the above members with success.

DR. TURNER'S TRODOLOPINE. Dr. J. S. Turner, M.D., Professor of the Eye and Ear, treats all diseases pertaining to the above members with success.

DR. TURNER'S TRODOLOPINE. Dr. J. S. Turner, M.D., Professor of the Eye and Ear, treats all diseases pertaining to the above members with success.

PAINTINGS, &C

LOOKING GLASSES At Low Prices. Novelties in Chromo Lithographs, Fine Engravings, New Galleries of Paintings, NOW OPEN.

With late arrivals of CHOICE PICTURES. JAMES S. EARLE & SONS, 316 Chestnut Street.

BOOT AND SHOES. \$10. \$8. \$7. MY ENTIRE STOCK OF CUSTOM-MADE CALF BOOTS FOR WINTER WEAR.

Will be closed out at GREATLY REDUCED PRICES. To make room for Spring Stock. BARTLETT, 33 South Sixth Street, above Chestnut.

WATCHES, JEWELRY, &C. LEWIS LADOMUS & CO. DIAMOND DEALERS & JEWELERS. WATCHES, JEWELRY & SILVER WARE. WATCHES AND JEWELRY REPAIRED.

Would invite the attention of purchasers to their large stock of GENTS' AND LADIES' WATCHES.

Just received of the first European makers, Independent Quarter Record, and Self-winding, in Gold and Silver. Diamond Sets, Pins, Studs, Rings, &c. Coral, Malachite, Garnet, and other Gemstones, in great variety.

HOUSE FURNISHING GOODS. EDWARD P. KELLY, TAILOR, S. E. Cor. Chestnut and Seventh Sts.

Complete assortment of CHOICE GOODS, which will be made in best manner at MODERATE PRICES.

CLOTHING OUT PATTERNS COATS AND CLOTHES NOT CALLED FOR AT LOW PRICES. FURNITURE, &C. A. & H. LEJAMBRE HAVE REMOVED THEIR Furniture and Upholstery Warerooms TO No. 1435 Chestnut Street.

CARRIAGES. D. M. LANE, CARRIAGE BUILDER. Repairs and builds Carriages; also, orders taken for Carriages of every description.

FACTORY AND WAREHOUSES. Three squares west of the City Hall, between Second and Third Streets, Philadelphia.

NEW PUBLICATIONS. TROLOPE'S NEW BOOK. GEMMA! GEMMA! GEMMA! NEW BOOK PUBLISHED, AND FOR SALE.

GEMMA. A Novel. By T. A. Trollope. Complete in one large duodecimo volume, cloth, Price, \$2; or in paper cover, \$1.25.

LITTLE DORRIT. Latest title, Price, \$1.50. By Charles Dickens, being the fourth volume of "Peter Raby's" Edition, Illustrated, of Charles Dickens' Works.

DAVID COPPERFIELD. Price, twenty-five cents. Being the fifth volume of "Peter Raby's" Edition, of the Works of Charles Dickens.

ALL BOOKS published are for sale by the moment they are issued from the press, at Publishers' prices. Call in person, or send the name of the book to P. B. PETERSON & BROTHERS, 208 Chestnut Street, Philadelphia, Pa.

AUCTION SALES. M. THOMAS & SONS, AUCTIONEERS. Real Estate Sales.

OPHONS COURT SALE. Estate of the late McCormick, dec'd.—FRANK D. WELLS, Fifth street, between Girard and Monroe.

ESTATE OF HON. JOHN W. WOODRUFF, dec'd.—LARGO and VALUABLE LOT—N. W. corner of 21st and Walnut streets, between Spruce and Pine.

ESTATE OF HON. JOHN W. WOODRUFF, dec'd.—VALUABLE BUSINESS STAND—FOUR ROOMS, on the corner of 21st and Walnut streets, between Spruce and Pine.

ESTATE OF HON. JOHN W. WOODRUFF, dec'd.—VALUABLE TWO-STORY BRICK DWELLING, No. 27 North Thirteenth street, between Spruce and Pine.

ESTATE OF HON. JOHN W. WOODRUFF, dec'd.—VALUABLE TWO-STORY BRICK DWELLING, No. 115 Union street.

ESTATE OF HON. JOHN W. WOODRUFF, dec'd.—VALUABLE BUSINESS STAND—FOUR ROOMS, on the corner of 21st and Walnut streets, between Spruce and Pine.

ESTATE OF HON. JOHN W. WOODRUFF, dec'd.—VALUABLE TWO-STORY BRICK DWELLING, No. 27 North Thirteenth street, between Spruce and Pine.

FINANCIAL.

540 MILES OF THE UNION PACIFIC RAILROAD, Running West from Omaha.

ACROSS THE CONTINENT, ARE NOW COMPLETED. THE TRACK BEING LAID AND TRAINS RUNNING WITHIN TEN MILES OF THE SUMMIT OF THE ROCKY MOUNTAINS.

The remaining ten miles will be finished as soon as the weather permits the road-bed to be sufficiently packed to receive the rails.

Having thirty years to run, and bearing six per cent. interest, at the rate of \$100 per mile for 540 miles to the Pacific, then at the rate of \$65,000 per mile for 150 miles through the Rocky Mountains; then at the rate of \$20,000 per mile for the remaining distance.

1.—UNITED STATES BONDS. Having thirty years to run, and bearing six per cent. interest, at the rate of \$100 per mile for 540 miles to the Pacific, then at the rate of \$65,000 per mile for 150 miles through the Rocky Mountains; then at the rate of \$20,000 per mile for the remaining distance.

2.—FIRST MORTGAGE BONDS. By its charter the Company is permitted to issue its own First Mortgage Bonds to the same amount as the bonds issued by the Government, and no more, and only as the road progresses.

3.—THE LAND GRANT. The Union Pacific Railroad Company has a land grant or allotment from the Government of 12,500 acres to the mile on the line of the road, which will not be worked less than \$1.50 per acre, at the lowest valuation.

4.—THE CAPITAL STOCK. The authorized capital of the Union Pacific Railroad Company is \$100,000,000, of which \$25,000,000 have been paid on the work already done.

The Means Sufficient to Build the Road. Contracts for the entire work of building 544 miles of first-class railroad west from Omaha, comprising such of the most difficult mountain work, and embracing every expense except surveying, have been made with responsible parties who have already finished over 500 miles, at the average rate of fifty-eight thousand dollars per mile (\$58,000) per mile. This price includes all necessary work for construction and repairs of cars, depots, stations, and all other incidental buildings, and also locomotives, passenger, baggage and freight cars, and other requisite rolling stock, to an amount that shall not be less than \$5,000 per mile. Allowing the cost of the remaining one hundred and eighty-six miles of the road, at the average rate of fifty-eight thousand dollars per mile, the total cost of the road will be \$58,000,000.

The Total Cost of Eleven Hundred Miles will be as follows: 544 miles, at \$58,000, \$31,592,000; 150 miles, at \$20,000, \$3,000,000; 150 miles, at \$20,000, \$3,000,000; Add discounts on bonds, surveys, &c., \$1,408,000; Total, \$38,990,000.

As the United States Bonds are equal to money, and the Company's own First Mortgage Bonds have a ready market, we have as the Available Cash Resources for Building Eleven Hundred Miles.

U. S. Bonds, at 96, \$31,592,000; Capital Stock paid on the work now done, \$3,000,000; Land Grant, 14,500,000 acres, at \$1.50 per acre, \$21,750,000; Total, \$56,342,000.

The Company have ample facilities for supplying any deficiency that may arise, by means for construction. This may be done wholly or in part by additional subscription to capital stock.

EARNINGS OF THE COMPANY. At present, the profits of the Company are derived only from the local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if no another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a Government Work, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

FIRST MORTGAGE BONDS are offered for the present at 100 CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent. lower than United States Stocks. They pay

SIX PER CENT. IN GOLD, or over NINE PER CENT. upon the investment, and have thirty years to run before maturity. Subscriptions will be received in Philadelphia by DE HAVEN & BRO., No. 28 S. Third Street, Wm. Painter & Co., No. 28 S. Third Street, J. S. LEWIS & CO., No. 28 S. Third Street, SMITH, RANDOLPH & CO., 16 S. Third Street.

in Wilmington, Del., by E. R. ROBINSON & CO., JOHN McLEAR & SON, and in New York at the Company's Office, No. 20 Nassau Street, and by OLNEY NATIONAL BANK, No. 7 Nassau Street, CLARKE, DODGE & CO., Bankers, No. 21 Wall Street, JOHN J. CISCO & SON, Bankers, No. 8 Wall Street.

And by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds paid in New York, and the drafts will be sent free of charge by return express. Parties who subscribe through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, the Value of Bonds, may be obtained at the Company's Office, or its advertised Agents, or will be sent free of application.

JOHN J. CISCO, Treasurer, NEW YORK.

January 28, 1868. 1016-1017

FINANCIAL.

POPULAR LOAN. Special Agents UNION PACIFIC RAILROAD CO.

OFFICE OF DE HAVEN & BRO., No. 4 SOUTH THIRD STREET, PHILADELPHIA, Jan. 27, 1868.

We desire to call attention to the difference in the relative price of the FIRST MORTGAGE BONDS of the UNION PACIFIC RAILROAD, and the price of Government Bonds.

These bonds are secured by a FIRST MORTGAGE upon a road costing about three times their amount, with very large and constantly increasing net revenue.

and the price of Government Bonds. We would today give these bonds and pay a difference of \$218 if taking in exchange U. S. 5's of 1861, \$210 67 do. do. 5-20's of 1862, \$180 00 do. do. 5-20's of 1863, May & July, \$175 00 do. do. 5-20's of 1864, Jan. & July, \$175 00 do. do. 5-20's of 1865, Jan. & July, \$175 00 do. do. 5-20's of 1866, do. do. \$175 00 do. do. 5-20's of 1867, do. do. \$175 00 do. do. 5-20's of 1868, do. do. \$175 00 do. do. 5-20's of 1869, do. do. \$175 00 do. do. 5-20's of 1870, do. do. \$175 00 do. do. 5-20's of 1871, do. do. \$175 00 do. do. 5-20's of 1872, do. do. \$175 00 do. do. 5-20's of 1873, do. do. \$175 00 do. do. 5-20's of 1874, do. do. \$175 00 do. do. 5-20's of 1875, do. do. \$175 00 do. do. 5-20's of 1876, do. do. \$175 00 do. do. 5-20's of 1877, do. do. \$175 00 do. do. 5-20's of 1878, do. do. \$175 00 do. do. 5-20's of 1879, do. do. \$175 00 do. do. 5-20's of 1880, do. do. \$175 00 do. do. 5-20's of 1881, do. do. \$175 00 do. do. 5-20's of 1882, do. do. \$175 00 do. do. 5-20's of 1883, do. do. \$175 00 do. do. 5-20's of 1884, do. do. \$175 00 do. do. 5-20's of 1885, do. do. \$175 00 do. do. 5-20's of 1886, do. do. \$175 00 do. do. 5-20's of 1887, do. do. \$175 00 do. do. 5-20's of 1888, do. do. \$175 00 do. do. 5-20's of 1889, do. do. \$175 00 do. do. 5-20's of 1890, do. do. \$175 00 do. do. 5-20's of 1891, do. do. \$175 00 do. do. 5-20's of 1892, do. do. \$175 00 do. do. 5-20's of 1893, do. do. \$175 00 do. do. 5-20's of 1894, do. do. \$175 00 do. do. 5-20's of 1895, do. do. \$175 00 do. do. 5-20's of 1896, do. do. \$175 00 do. do. 5-20's of 1897, do. do. \$175 00 do. do. 5-20's of 1898, do. do. \$175 00 do. do. 5-20's of 1899, do. do. \$175 00 do. do. 5-20's of 1900, do. do. \$175 00 do. do. 5-20's of 1901, do. do. \$175 00 do. do. 5-20's of 1902, do. do. \$175 00 do. do. 5-20's of 1903, do. do. \$175 00 do. do. 5-20's of 1904, do. do. \$175 00 do. do. 5-20's of 1905, do. do. \$175 00 do. do. 5-20's of 1906, do. do. \$175 00 do. do. 5-20's of 1907, do. do. \$175 00 do. do. 5-20's of 1908, do. do. \$175 00 do. do. 5-20's of 1909, do. do. \$175 00 do. do. 5-20's of 1910, do. do. \$175 00 do. do. 5-20's of 1911, do. do. \$175 00 do. do. 5-20's of 1912, do. do. \$175 00 do. do. 5-20's of 1913, do. do. \$175 00 do. do. 5-20's of 1914, do. do. \$175 00 do. do. 5-20's of 1915, do. do. \$175 00 do. do. 5-20's of 1916, do. do. \$175 00 do. do. 5-20's of 1917, do. do. \$175 00 do. do. 5-20's of 1918, do. do. \$175 00 do. do. 5-20's of 1919, do. do. \$175 00 do. do. 5-20's of 1920, do. do. \$175 00 do. do. 5-20's of 1921, do. do. \$175 00 do. do. 5-20's of 1922, do. do. \$175 00 do. do. 5-20's of 1923, do. do. \$175 00 do. do. 5-20's of 1924, do. do. \$175 00 do. do. 5-20's of 1925, do. do. \$175 00 do. do. 5-20's of 1926, do. do. \$175 00 do. do. 5-20's of 1927, do. do. \$175 00 do. do. 5-20's of 1928, do. do. \$175 00 do. do. 5-20's of 1929, do. do. \$175 00 do. do. 5-20's of 1930, do. do. \$175 00 do. do. 5-20's of 1931, do. do. \$175 00 do. do. 5-20's of 1932, do. do. \$175 00 do. do. 5-20's of 1933, do. do. \$175 00 do. do. 5-20's of 1934, do. do. \$175 00 do. do. 5-20's of 1935, do. do. \$175 00 do. do. 5-20's of 1936, do. do. \$175 00 do. do. 5-20's of 1937, do. do. \$175 00 do. do. 5-20's of 1938, do. do. \$175 00 do. do. 5-20's of 1939, do. do. \$175 00 do. do. 5-20's of 1940, do. do. \$175 00 do. do. 5-20's of 1941, do. do. \$175 00 do. do. 5-20's of 1942, do. do. \$175 00 do. do. 5-20's of 1943, do. do. \$175 00 do. do. 5-20's of 1944, do. do. \$175 00 do. do. 5-20's of 1945, do. do. \$175 00 do. do. 5-20's of 1946, do. do. \$175 00 do. do. 5-20's of 1947, do. do. \$175 00 do. do. 5-20's of 1948, do. do. \$175 00 do. do. 5-20's of 1949, do. do. \$175 00 do. do. 5-20's of 1950, do. do. \$175 00 do. do. 5-20's of 1951, do. do. \$175 00 do. do. 5-20's of 1952, do. do. \$175 00 do. do. 5-20's of 1953, do. do. \$175 00 do. do. 5-20's of 1954, do. do. \$175 00 do. do. 5-20's of 1955, do. do. \$175 00 do. do. 5-20's of 1956, do. do. \$175 00 do. do. 5-20's of 1957, do. do. \$175 00 do. do. 5-20's of 1958, do. do. \$175 00 do. do. 5-20's of 1959, do. do. \$175 00 do. do. 5-20's of 1960, do. do. \$175 00 do. do. 5-20's of 1961, do. do. \$175 00 do. do. 5-20's of 1962, do. do. \$175 00 do. do. 5-20's of 1963, do. do. \$175 00 do. do. 5-20's of 1964, do. do. \$175 00 do. do. 5-20's of 1965, do. do. \$175 00 do. do. 5-20's of 1966, do. do. \$175 00 do. do. 5-20's of 1967, do. do. \$175 00 do. do. 5-20's of 1968, do. do. \$175 00 do. do. 5-20's of 1969, do. do. \$175 00 do. do. 5-20's of 1970, do. do. \$175 00 do. do. 5-20's of 1971, do. do. \$175 00 do. do. 5-20's of 1972, do. do. \$175 00 do. do. 5-20's of 1973, do. do. \$175 00 do. do. 5-20's of 1974, do. do. \$175 00 do. do. 5-20's of 1975, do. do. \$175 00 do. do. 5-20's of 1976, do. do. \$175 00 do. do. 5-20's of 1977, do. do. \$175 00 do. do. 5-20's of 1978, do. do. \$175 00 do. do. 5-20's of 1979, do. do. \$175 00 do. do. 5-20's of 1980, do. do. \$175 00 do. do. 5-20's of 1981, do. do. \$175 00 do. do. 5-20's of 1982, do. do. \$175 00 do. do. 5-20's of 1983, do. do. \$175 00 do. do. 5-20's of 1984, do. do. \$175 00 do. do. 5-20's of 1985, do. do. \$175 00 do. do. 5-20's of 1986, do. do. \$175 00 do. do. 5-20's of 1987, do. do. \$175 00 do. do. 5-20's of 1988, do. do. \$175 00 do. do. 5-20's of 1989, do. do. \$175 00 do. do. 5-20's of 1990, do. do. \$175 00 do. do. 5-20's of 1991, do. do. \$175 00 do. do. 5-20's of 1992, do. do. \$175 00 do. do. 5-20's of 1993, do. do. \$175 00 do. do. 5-20's of 1994, do. do. \$175 00 do. do. 5-20's of 1995, do. do. \$175 00 do. do. 5-20's of 1996, do. do. \$175 00 do. do. 5-20's of 1997, do. do. \$175 00 do. do. 5-20's of 1998, do. do. \$175 00 do. do. 5-20's of 1999, do. do. \$175 00 do. do. 5-20's of 2000, do. do. \$175 00 do. do. 5-20's of 2001, do. do. \$175 00 do. do. 5-20's of 2002, do. do. \$175 00 do. do. 5-20's of 2003, do. do. \$175 00 do. do. 5-20's of 2004, do. do. \$175 00 do. do. 5-20's of 2005, do. do. \$175 00 do. do. 5-20's of 2006, do. do. \$175 00 do. do. 5-20's of 2007, do. do. \$175 00 do. do. 5-20's of 2008, do. do. \$175 00 do. do. 5-20's of 2009, do. do. \$175 00 do. do. 5-20's of 2010, do. do. \$175 00 do. do. 5-20's of 2011, do. do. \$175 00 do. do. 5-20's of 2012, do. do. \$175 00 do. do. 5-20's of 2013, do. do. \$175 00 do. do. 5-20's of 2014, do. do. \$175 00 do. do. 5-20's of 2015, do. do. \$175 00 do. do. 5-20's of 2016, do. do. \$175 00 do. do. 5-20's of 2017, do. do. \$175 00 do. do. 5-20's of 2018, do. do. \$175 00 do. do. 5-20's of 2019, do. do. \$175 00 do. do. 5-20's of 2020, do. do. \$175 00 do. do. 5-20's of 2021, do. do. \$175 00 do. do. 5-20's of 2022, do. do. \$175 00 do. do. 5-20's of 2023, do. do. \$175 00 do. do. 5-20's of 2024, do. do. \$175 00 do. do. 5-20's of 2025, do. do. \$175 00 do. do. 5-20's of 2026, do. do. \$175 00 do. do. 5-20's of 2027, do. do. \$175 00 do. do. 5-20's of 2028, do. do. \$175 00 do. do. 5-20's of 2029, do. do. \$175 00 do. do. 5-20's of 2030, do. do. \$175 00 do. do. 5-20's of 2031, do. do. \$175 00 do. do. 5-20's of 2032, do. do. \$175 00 do. do. 5-20's of 2033, do. do. \$175 00 do. do. 5-20's of 2034, do. do. \$175 00 do. do. 5-20's of 2035, do. do. \$175 00 do. do. 5-20's of 2036, do. do. \$175 00 do. do. 5-20's of 2037, do. do. \$175 00 do. do. 5-20's of 2038, do. do. \$175 00 do. do. 5-20's of 2039, do. do. \$175 00 do. do. 5-20's of 2040, do. do. \$175 00 do. do. 5-20's of 2041, do. do. \$175 00 do. do. 5-20's of 2042, do. do. \$175 00 do. do. 5-20's of 2043, do. do. \$175 00 do. do. 5-20's of 2044, do. do. \$175 00 do. do. 5-20's of 2045, do. do. \$175 00 do. do. 5-20's of 2046, do. do. \$175 00 do. do. 5-20's of 2047, do. do. \$175 00 do. do. 5-20's of 2048, do. do. \$175 00 do. do. 5-20's of 2049, do. do. \$175 00 do. do. 5-20's of 2050, do. do. \$175 00 do. do. 5-20's of 2051, do. do. \$175 00 do. do. 5-20's of 2052,