

INDUSTRIAL.

D. L. and W. Board for Today. Following is the make-up of the Delaware, Lackawanna and Western board for today:

Thursday, Nov. 8. WILD CATS, SOUTH. 6 p. m.—H. Doherty. 8 p. m.—D. Burt. With D. Wallace's men. 11:00 p. m.—W. A. Bartholomew.

Friday, Nov. 9. WILD CATS SOUTH. 1 a. m.—T. J. Thompson. 5 a. m.—T. Daudman. 6 a. m.—T. Nauman. 7 a. m.—H. Gilligan. 8 a. m.—J. W. Devine. 9 a. m.—G. T. Staples. 11 a. m.—J. A. Bush. 1 p. m.—M. H. Haller. 2 p. m.—Charles Kingsley. 4:45 p. m.—A. McDonnell.

SMITHS. 6 a. m., north—G. Frommeltor. 9 a. m., north—W. H. Nichols. 1 p. m., north—J. Carrige. 7 p. m., north—H. McLaughlin. 1 p. m., south—E. McAllister. 10:15 p. m., north—Fitzgerald.

PULLEYS. 10 a. m.—Singer. FISHERS. 6:15 a. m., north—J. Costello. 8 a. m., south—Golden. 11:30 a. m., south—P. Cavanaugh. 1 p. m., south—H. McLaughlin. 7 p. m., south—H. V. Colvin. 10:15 p. m., north—Fitzgerald.

PASSENGER ENGINES. 7 a. m.—Gaffney. 8:30 p. m.—Stratton. 7 p. m.—Magowan. WILD CATS NORTH. 4:30 a. m.—J. H. McLaughlin. 6 a. m.—C. Bartholomew. 7 a. m.—A. E. Bush. 8 a. m.—J. Swartz. 9 a. m.—T. Fitzpatrick. 11 a. m.—John Baxter, with Muller's men. 1 p. m.—W. LaBarre. 2 p. m.—J. H. Masters. 4 p. m.—F. Wall. 6 p. m.—F. L. Rogers. 8 p. m.—A. G. Hammit. 8 p. m.—J. O'Hara. 10 p. m.—J. Gallagher. 10 p. m.—M. C. Carmody, with Bushing's men.

NOTICE. Conductor E. Duffy and crew and three engine crews will go to New York on Train 20, and work as Summit Street at 7 p. m., Tuesday, Nov. 9th. Breckenmen Peter Noon and C. E. McCarthy will report for duty at 1 a. m., Wild Cat, East, Conductor T. McLaughlin and crew and two engine crews will go to Cayuga on Train 33 and work as Summit connecting 7 p. m., Thursday, Nov. 8.

To Order More Steel Cars. The Pennsylvania Railroad company is in the market to purchase 6,000 freight cars. It is understood that the company is receiving bids and, within a short time will be in position to give out the contract. It is in contemplation to have constructed 3,000 pressed steel cars, 1,000 flat cars, 1,000 box cars and 1,000 gondolas, making a total of 6,000. While all the bids have not been received, those which have been turned in show that freight cars can be built this year at least 20 per cent cheaper than those constructed for earlier in 1900.

The total number of cars constructed this year and the number under way, which in all probability will be completed before the end of 1900, for the lines east and west of Pittsburgh is about 9,000. Of this number 6,000 cars were ordered by the Pennsylvania Railroad company for its lines east of Pittsburgh. Out of this number 2,115 were pressed steel cars. In speaking about the latter cars a high official of the company said that they had not been in service long enough for the road to judge whether they are a success or not, but they have been in use long enough for the company to order more. So far the steel cars have given great satisfaction in regard to durability. What action sulphur will have on them is a matter yet to be determined.

Considering Grievances. The grievance committee of the United Mine Workers is holding a meeting in order to settle the numerous small grievances which still exist at the various mines. The grievances of each mine are taken up separately and when prepared they will be given to a committee of miners. The latter will visit the mine officials and it is expected that each grievance will be taken up and discussed separately. "The petty strikes," said a well known leader, "cannot be avoided. In many instances the mineboss, without any authority, demands a certain tolling on each car. Sometimes it is almost impossible for a man to get the required amount on a car and the result is, the miner is docked for light loading. The men are occasionally suspended and the miners have but one way to remedy the wrong and that is to strike. But the petty differences that now exist will be overcome in the immediate future. There will be no strikes. There will be a pleasant relationship between employe and employer. When this occurs it will be a source of gratification to everyone."—Wilkes-Barre Leader.

Coal Prices Drop. Coal prices took an unexpected drop yesterday on the announcement from the Philadelphia and Reading Coal and Iron company of a decrease of twenty-five cents a ton on all household sizes. Following this announcement a reduction to the jobbers the figures quoted to householders fell to \$5.25 a ton for broken egg, stove and nut coal and \$4.50 for family pea coal.

Not only did the Reading lower the rate from the prices at which the black carbon jumped during the strike, but General Manager C. E. Henderson made the prediction that a further decline in prices was not unlikely in the very near future. The mines are now working with great energy to make up the deficit caused by the strike. This deficit is shown in the following bulletin issued yesterday: "Official estimate of anthracite coal production for October, 133,331 tons, against 1,859,303 tons October, 1899, and 2,900,000 in September. Total production year to date, 31,745,620 against 37,435,059 in 1899. Decrease, over 9 per cent."—Philadelphia Inquirer.

No Danger of a Strike. Charles H. Warren, first vice president of the Central Railroad of New Jersey, says there was nothing in the report there would be a strike on the Central railroad because of grievances said to exist between the road and the different brotherhoods. Mr. Warren said: "Some one has

just got hold of the fact that there have been numerous conferences going on between us and the several brotherhoods since and they are trying to make something out of it. These conferences have for the most been satisfactorily settled and there is little to warrant anyone to think that there would be anything approaching a strike."

Industrial Settings. Trainmaster J. J. McCann will go to Binghamton tomorrow. The new turn-table at Washington has been put into service and the old one taken away.

General Superintendent T. E. Clarke has been out of the city several days, but is expected back today or tomorrow.

Joseph Mathewson was yesterday appointed yardmaster in charge of the Clark's Summit yard, both days and nights.

The Lackawanna Railroad company is shipping large orders of coal both east and west, to meet the demands on the anthracite market.

The new steam pipes have been laid across the Lackawanna yard as far as the freight and passenger station, and the buildings will soon be heated by steam.

First-class trains can now run through Oxford tunnel at the rate of fifteen miles per hour, and second-class and irregular trains can be run at six miles per hour until further notices.

Lackawanna engineers have been notified that in future, when using 1600-class engines for pushing or helping engines, they must be coupled in just ahead of caboose cars in the same manner as the 800-class engines.

The superstructure of the new paint shop, between the round-house and machine shops is now looming up, and the new yardmaster's office building overlooking the stone bridge is under cover and will soon be ready for occupancy.

All east-bound wild cat trains, except wild cats handling manifest freight and stock, that are obliged to take coal at Spragueville, will pull in siding at Spragueville, cut off their engine, take coal and return to Spragueville for their train, in order to avoid holding up the west-bound trains following that point.

The new "postoffice" at the Lackawanna station is about finished, and trainmen will be instructed to leave their "mail" there in a few days. Each department will have a lock box, properly numbered, and a chute has been erected through which letters may be dropped into the office from the second floor landing. The booth has a glass roof, and is fitted with electric lights and other conveniences. The "postmaster" has not yet been appointed, but it is rumored that Conductor Finerty, of the pay train, has his eye on the job.

TELEGRAM FROM ELMIRA. Requisition Paper Applied for to Remove Philip McManus. Chief of Police Robling yesterday afternoon received a telegram from Elmira, asking him to hold Philip McManus, alias Frank Sloane, the paroled prisoner at the Elmira reformatory, who had been paroled and was last week arrested here with George Davis, on suspicion, while attempting to dispose of an amount of jewelry which McManus since confessed to be stolen.

The telegram was from Acting Superintendent of the Reformatory Frank W. Doherty, and read as follows: "We want McManus. Will send warrant, if you can hold him until we get requisition papers." It will take a few days before these are secured, and the Elmira authorities will then call for Mr. McManus, and it is doubtful whether he will be given any further opportunities of breaking his parole. The identity of the other man, who says his name is Davis, remains completely enveloped in mystery.

JURY'S VERDICT IN PECK CASE. By Exclusive Wire from The Associated Press. New York, Nov. 8.—The coroner's jury today in the case of Charles S. Peck, the wealthy real estate man, who, on the morning of Sept. 27, was found dead on a sidewalk on Seventeenth street, returned a verdict that the deceased came to his death from a fracture of the skull caused by a maul blow to the head. It was asserted by many that Peck, who was 70 years old, had been murdered.

THE MARKETS.

Wall Street Review. New York, Nov. 8.—The stock market showed the effect of some unsettlement in yesterday's speculation and the growth of an apprehension that the rise in prices at the close yesterday might find an early culmination. The more conservative element made their influence felt from the opening, and at one time during the day brought the advance fairly to a standstill. The firmness of the market at that time was very striking and it was shown quite definitely that the large holders of stock were not particularly nervous over seeing the rise in prices checked. Even those who are willing and anxious to sell out on an upward bid showed determination to hold at any price level. A very buoyant tendency then developed in the industrial and specialty departments of the market, except for sudden advances in some of the minor, but inactive railroad stocks the railroad list was distinctly heavy throughout the day. Pennsylvania was marked up at one time to 149, but it held there only momentarily. The price remained above last night's level, but was unable to get to the top. The Pacific and southern westerns, as well as the stocks of railroads affiliated with Pennsylvania, which were so conspicuous in yesterday's upward movement, all suffered from realizing. In Missouri Pacific the net decline at the close was a point and 1/2. On the other hand the more active specialties, which are always favorites with the speculators, rose buoyantly on various dealings. One or two of them had been below last night's level in the day, notably sugar which broke 15 at the opening. The late upward movement carried sugar, People's Gas, Manhattan, Brooklyn Transit, Metropolitan Street Railway, Pacific Mail and American Tobacco up from 2 1/2 to nearly six points. The steel stocks were irregular, and while some showed steel car showing reactions, while other members of the group were strong. Money continued in abundant supply. Total shares, 1,400,000.

The bond market continued active and firm. Total sales, par value, \$1,850,000. U. S. 4 1/2 per cent, and all other issues except the 5 1/2 per cent, on the last call.

The following quotations are furnished The Tribune by M. S. Jordan & Co., room 702-703 Means building, Scranton, Pa. Telephone 5001.

Table with columns: American Sugar, Am. Steel & Wire, Am. Tobacco, Am. Cotton, Am. Lumber, Am. Oil, Am. Paper, Am. Rubber, Am. Textile, Am. Glass, Am. Brick, Am. Cement, Am. Coal, Am. Iron, Am. Copper, Am. Lead, Am. Zinc, Am. Tin, Am. Silver, Am. Gold, Am. Platinum, Am. Palladium, Am. Iridium, Am. Rhodium, Am. Selenium, Am. Tellurium, Am. Bismuth, Am. Antimony, Am. Arsenic, Am. Vanadium, Am. Manganese, Am. Nickel, Am. Cobalt, Am. Molybdenum, Am. Cadmium, Am. Mercury, Am. Strontium, Am. Barium, Am. Calcium, Am. Magnesium, Am. Potassium, Am. Sodium, Am. Lithium, Am. Rubidium, Am. Cesium, Am. Francium, Am. Actinium, Am. Thorium, Am. Radium, Am. Polonium, Am. Astatine, Am. Tennessine, Am. Oganesson.

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Table with columns: Ontario & West, Pennsylvania, Reading, Southern R. R., Tom. C. & N. Y., U. S. Leather, U. S. Rubber, Union Pacific, Union Trust, Wash. Pr., Western Union, Third Avenue.

NEW YORK PRODUCE EXCHANGE PRICES. WHEAT. December, 18 1/2; January, 18 1/4; May, 18 1/4. CORN. December, 1 1/4; January, 1 1/4; May, 1 1/4. OATS. December, 1 1/4; January, 1 1/4; May, 1 1/4.

Scranton Board of Trade Exchange Quotations—All Quotations Based on Par of 100.

Table with columns: First National Bank, Scranton Savings Bank, Scranton Packing Co., Third National Bank, Dime Deposit and Discount Bank, Economy Light, H. & P. Co., Scranton Trust, Scranton Paint Co., Clark & Shover Co., Scranton Iron & Steel, Scranton Axle Works, Lackawanna Dairy Co., County Savings Bank & Trust, First National Bank (Carbondale), Standard National Bank, Scranton National Bank, Scranton Bolt and Nut Co.

Scranton Wholesale Market. (Corrected by H. G. Dale, 27 Lackawanna Ave.) Butter—Creamery, 25c; dairy tubs, 25c. Eggs—Select western, 17c; nearby state, 16c. Canned fruit cream, new, 11c. Beans—Per bu., choice marrow, \$2.40; medium, \$2.30; pea, \$2.30. Potatoes—Per bu., 1.00. Onions—Per bu., 1.00. Flour—Best patent, \$4.60.

Philadelphia Grain and Produce. Philadelphia, Nov. 8.—Wheat—4c. lower; contract grade, No. 1, 74 1/2; No. 2, 74; No. 3, 73 1/2. Corn—1c. lower; No. 2 white, 11 1/2; No. 3 white, 11; No. 4 white, 10 1/2. Oats—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Hay—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Pork—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Lard—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Tallow—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Soap—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Candles—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2.

New York Grain and Produce. New York, Nov. 8.—Wheat—Dull and tending lower, with losses. No. 1, 74 1/2; No. 2, 74; No. 3, 73 1/2. Corn—1c. lower; No. 2 white, 11 1/2; No. 3 white, 11; No. 4 white, 10 1/2. Oats—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Hay—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Pork—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Lard—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Tallow—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Soap—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Candles—1c. lower; No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2.

Chicago Grain and Produce. Chicago, Nov. 8.—Wheat was dull and easy most of the day on lower cables, but steadied on export business, December closing a shade lower. Corn closed 1/4c. lower, and oats unchanged. Provisions at the close were all down. Cash quotations were as follows: Flour—Dull. No. 1 spring wheat, 67 1/2; No. 2 red, 67 1/2; No. 3 red, 67 1/2; No. 4 red, 67 1/2; No. 5 red, 67 1/2; No. 6 red, 67 1/2; No. 7 red, 67 1/2; No. 8 red, 67 1/2; No. 9 red, 67 1/2; No. 10 red, 67 1/2; No. 11 red, 67 1/2; No. 12 red, 67 1/2; No. 13 red, 67 1/2; No. 14 red, 67 1/2; No. 15 red, 67 1/2; No. 16 red, 67 1/2; No. 17 red, 67 1/2; No. 18 red, 67 1/2; No. 19 red, 67 1/2; No. 20 red, 67 1/2; No. 21 red, 67 1/2; No. 22 red, 67 1/2; No. 23 red, 67 1/2; No. 24 red, 67 1/2; No. 25 red, 67 1/2; No. 26 red, 67 1/2; No. 27 red, 67 1/2; No. 28 red, 67 1/2; No. 29 red, 67 1/2; No. 30 red, 67 1/2; No. 31 red, 67 1/2; No. 32 red, 67 1/2; No. 33 red, 67 1/2; No. 34 red, 67 1/2; No. 35 red, 67 1/2; No. 36 red, 67 1/2; No. 37 red, 67 1/2; No. 38 red, 67 1/2; No. 39 red, 67 1/2; No. 40 red, 67 1/2; No. 41 red, 67 1/2; No. 42 red, 67 1/2; No. 43 red, 67 1/2; No. 44 red, 67 1/2; No. 45 red, 67 1/2; No. 46 red, 67 1/2; No. 47 red, 67 1/2; No. 48 red, 67 1/2; No. 49 red, 67 1/2; No. 50 red, 67 1/2; No. 51 red, 67 1/2; No. 52 red, 67 1/2; No. 53 red, 67 1/2; No. 54 red, 67 1/2; No. 55 red, 67 1/2; No. 56 red, 67 1/2; No. 57 red, 67 1/2; No. 58 red, 67 1/2; No. 59 red, 67 1/2; No. 60 red, 67 1/2; No. 61 red, 67 1/2; No. 62 red, 67 1/2; No. 63 red, 67 1/2; No. 64 red, 67 1/2; No. 65 red, 67 1/2; No. 66 red, 67 1/2; No. 67 red, 67 1/2; No. 68 red, 67 1/2; No. 69 red, 67 1/2; No. 70 red, 67 1/2; No. 71 red, 67 1/2; No. 72 red, 67 1/2; No. 73 red, 67 1/2; No. 74 red, 67 1/2; No. 75 red, 67 1/2; No. 76 red, 67 1/2; No. 77 red, 67 1/2; No. 78 red, 67 1/2; No. 79 red, 67 1/2; No. 80 red, 67 1/2; No. 81 red, 67 1/2; No. 82 red, 67 1/2; No. 83 red, 67 1/2; No. 84 red, 67 1/2; No. 85 red, 67 1/2; No. 86 red, 67 1/2; No. 87 red, 67 1/2; No. 88 red, 67 1/2; No. 89 red, 67 1/2; No. 90 red, 67 1/2; No. 91 red, 67 1/2; No. 92 red, 67 1/2; No. 93 red, 67 1/2; No. 94 red, 67 1/2; No. 95 red, 67 1/2; No. 96 red, 67 1/2; No. 97 red, 67 1/2; No. 98 red, 67 1/2; No. 99 red, 67 1/2; No. 100 red, 67 1/2.

Chicago Live Stock Market. Chicago, Nov. 8.—Cattle—Receipts, 6,500; generally 10c. higher, strong, active. Native—Best on sale today, one carload at \$5.05; good to prime steers, \$5.00; poor to medium, \$4.50; selected heifers, quiet, \$5.75; mixed, stockers, slow, \$2.40; \$3.50; cows, \$2.70; \$4.10; before, \$2.80; \$4.75; canners, \$1.60; \$2.50; \$2.60; \$2.70; calves, \$1.25; \$1.50; \$1.75; \$1.80; \$1.90; \$2.00; \$2.10; \$2.20; \$2.30; \$2.40; \$2.50; \$2.60; \$2.70; \$2.80; \$2.90; \$3.00; \$3.10; \$3.20; \$3.30; \$3.40; \$3.50; \$3.60; \$3.70; \$3.80; \$3.90; \$4.00; \$4.10; \$4.20; \$4.30; \$4.40; \$4.50; \$4.60; \$4.70; \$4.80; \$4.90; \$5.00; \$5.10; \$5.20; \$5.30; \$5.40; \$5.50; \$5.60; \$5.70; \$5.80; \$5.90; \$6.00; \$6.10; \$6.20; \$6.30; \$6.40; \$6.50; \$6.60; \$6.70; \$6.80; \$6.90; \$7.00; \$7.10; \$7.20; \$7.30; \$7.40; \$7.50; \$7.60; \$7.70; \$7.80; \$7.90; \$8.00; \$8.10; \$8.20; \$8.30; \$8.40; \$8.50; \$8.60; \$8.70; \$8.80; \$8.90; \$9.00; \$9.10; \$9.20; \$9.30; \$9.40; \$9.50; \$9.60; \$9.70; \$9.80; \$9.90; \$10.00; \$10.10; \$10.20; \$10.30; \$10.40; \$10.50; 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\$21.80; \$21.90; \$22.00; \$22.10; \$22.20; \$22.30; \$22.40; \$22.50; \$22.60; \$22.70; \$22.80; \$22.90; \$23.00; \$23.10; \$23.20; \$23.30; \$23.40; \$23.50; \$23.60; \$23.70; \$23.80; \$23.90; \$24.00; \$24.10; \$24.20; \$24.30; \$24.40; \$24.50; \$24.60; \$24.70; \$24.80; \$24.90; \$25.00; \$25.10; \$25.20; \$25.30; \$25.40; \$25.50; \$25.60; \$25.70; \$25.80; \$25.90; \$26.00; \$26.10; \$26.20; \$26.30; \$26.40; \$26.50; \$26.60; \$26.70; \$26.80; \$26.90; \$27.00; \$27.10; \$27.20; \$27.30; \$27.40; \$27.50; \$27.60; \$27.70; \$27.80; \$27.90; \$28.00; \$28.10; \$28.20; \$28.30; \$28.40; \$28.50; \$28.60; \$28.70; \$28.80; \$28.90; \$29.00; \$29.10; \$29.20; \$29.30; \$29.40; \$29.50; \$29.60; \$29.70; \$29.80; \$29.90; \$30.00; \$30.10; \$30.20; \$30.30; \$30.40; \$30.50; \$30.60; \$30.70; \$30.80; \$30.90; \$31.00; \$31.10; \$31.20; \$31.30; \$31.40; \$31.50; \$31.60; \$31.70; \$31.80; \$31.90; \$32.00; \$32.10; \$32.20; \$32.30; \$32.40; \$32.50; \$32.60; \$32.70; \$32.80; \$32.90; \$33.00; \$33.10; \$33.20; \$33.30; \$33.40; \$33.50; \$33.60; \$33.70; \$33.80; \$33.90; \$34.00; \$34.10; \$34.20; \$34.30; \$34.40; \$34.50; \$34.60; \$34.70; \$34.80; \$34.90; \$35.00; \$35.10; \$35.20; \$35.30; \$35.40; \$35.50; \$35.60; \$35.70; \$35.80; \$35.90; \$36.00; \$36.10; \$36.20; \$36.30; \$36.40; \$36.50; \$36.60; \$36.70; \$36.80; \$36.90; \$37.00; \$37.10; \$37.20; \$37.30; \$37.40; \$37.50; \$37.60; \$37.70; \$37.80; \$37.90; \$38.00; \$38.10; \$38.20; \$38.30; \$38.40; \$38.50; \$38.60; \$38.70; \$38.80; \$38.90; \$39.00; \$39.10; \$39.20; \$39.30; \$39.40; \$39.50; \$39.60; \$39.70; \$39.80; \$39.90; \$40.00; \$40.10; \$40.20; \$40.30; \$40.40; \$40.50; \$40.60; \$40.70; \$40.80; \$40.90; \$41.00; \$41.10; \$41.20; \$41.30; \$41.40; \$41.50; \$41.60; \$41.70; \$41.80; \$41.90; \$42.00; \$42.10; \$42.20; \$42.30; \$42.40; \$42.50; \$42.60; \$42.70; \$42.80; \$42.90; \$43.00; \$43.10; \$43.20; \$43.30; \$43.40; \$43.50; \$43.60; \$43.70; \$43.80; \$43.90; \$44.00; \$44.10; \$44.20; \$44.30; \$44.40; \$44.50; \$44.60; \$44.70; \$44.80; \$44.90; \$45.00; \$45.10; \$45.20; \$45.30; \$45.40; \$45.50; \$45.60; \$45.70; \$45.80; \$45.90; \$46.00; \$46.10; \$46.20; \$46.30; \$46.40; \$46.50; \$46.60; \$46.70; \$46.80; \$46.90; \$47.00; \$47.10; \$47.20; \$47.30; \$47.40; \$47.50; \$47.60; \$47.70; \$47.80; \$47.90; \$48.00; \$48.10; \$48.20; \$48.30; \$48.40; \$48.50; \$48.60; \$48.70; \$48.80; \$48.90; \$49.00; \$49.10; \$49.20; \$49.30; \$49.40; \$49.50; \$49.60; \$49.70; \$49.80; \$49.90; \$50.00; \$50.10; \$50.20; \$50.30; \$50.40; \$50.50; \$50.60; \$50.70; \$50.80; \$50.90; \$51.00; \$51.10; \$51.20; \$51.30; \$51.40; \$51.50; \$51.60; \$51.70; \$51.80; \$51.90; \$52.00; \$52.10; \$52.20; \$52.30; \$52.40; \$52.50; \$52.60; \$52.70; \$52.80; \$52.90; \$53.00; \$53.10; \$53.20; \$53.30; \$53.40; \$53.50; \$53.60; \$53.70; \$53.80; \$53.90; \$54.00; \$54.10; \$54.20; \$54.30; \$54.40; \$54.50; \$54.60; \$54.70; \$54.80; \$54.90; \$55.00; \$55.10; \$55.20; \$55.30; \$55.40; \$55.50; \$55.60; \$55.70; \$55.80; \$55.90; \$56.00; \$56.10; \$56.20; \$56.30; \$56.40; \$56.50; \$56.60; \$56.70; \$56.80; \$56.90; \$57.00; \$57.10; \$57.20; \$57.30; \$57.40; \$57.50; \$57.60; \$57.70; \$57.80; \$57.90; \$58.00; \$58.10; \$58.20; \$58.30; \$58.40; \$58.50; \$58.60; \$58.70; \$58.80; \$58.90; \$59.00; \$59.10; \$59.20; \$59.30; \$59.40; \$59.50; \$59.60; \$59.70; \$59.80; \$59.90; \$60.00; \$60.10; \$60.20; \$60.30; \$60.40; \$60.50; \$60.60; \$60.70; \$60.80; \$60.90; \$61.00; \$61.10; \$61.20; \$61.30; \$61.40; \$61.50; \$61.60; \$61.70; \$61.80; \$61.90; \$62.00; \$62.10; \$62.20; \$62.30; \$62.40; \$62.50; \$62.60; \$62.70; \$62.80; \$62.90; \$63.00; \$63.10; \$63.20; \$63.30; \$63.40; \$63.50; \$63.60; \$63.70; \$63.80; \$63.90; \$64.00; \$64.10; \$64.20; \$64.30; \$64.40; \$64.50; \$64.60; \$64.70; \$64.80; \$64.90; \$65.00; \$65.10; \$65.20; \$65.30; \$65.40; \$65.50; \$65.60; \$65.70; \$65.80; \$65.90; \$66.00; \$66.10; \$66.20; \$66.30; \$66.40; \$66.50; \$66.60; \$66.70; \$66.80; \$66.90; \$67.00; \$67.10; \$67.20; \$67.30; \$6