

Mileage Gains Aid in Solving Car Congestion

Railways Seek to Increase Daily Performance of Freight Cars—Outlook Gloomy.

By GEORGE F. AUSTER, Washington Correspondent. The Omaha Bee, Washington, June 19.—Making frantic efforts to bring freight car equipment up to the maximum and avoid congestion in view of the increasing freight offerings, the American Railway association today announced reforms in handling equipment which is equivalent to the addition of 100,000 cars to its service in April over March.

At the same time the addition of 8,576 new freight cars is announced for the period from May 15 to June 1. This brings the total of new cars in service from January 1, 1923, to June 1 up to 65,600 cars. These included 27,862 box cars, 7,488 refrigerator cars, 26,806 coal cars and 1,636 stock cars.

Despite reform efforts in handling equipment, the outlook for the avoidance of congestion when stock and crop movements are at their maximum are not cheerful. The extent of freight offerings continues exceptionally high.

Reforms which the performance of the average freight car has been accelerated has increased the increase of its daily performance registered in terms of miles. Efforts are being made also to increase the average capacity to the maximum of 30 tons.

It is estimated that increasing the daily performance of each car one mile per day is equivalent to adding 100,000 cars to the service. The average performance of cars in March of this year was 27 miles while it was increased to 28 miles in April. This is an increase of 7.4 miles over the months for the year 1921 or the equivalent of an increase of more than 60,000 cars.

Statistics in the possession of the American Railway association show that in April the average loadings of freight cars was 27.6 tons so that still further reforms in traffic management will have to be instituted before the desired average, fixed upon by carriers at their New York meeting in April last, is approached.

Class Freight Rates from Omaha to East Are Reduced. Traffic bureau of the Omaha Chamber of Commerce has received tariff schedules naming reduced rates in class rates from Omaha to points east of the Mississippi river, which will become effective June 29.

Complaint filed by the Omaha Chamber of Commerce traffic bureau about a year ago was responsible for the reduction. The reduction, per 100 pounds in the various classes, follow: Class 1, 3 cents; class 2, 6 1/2 cents; class 3, 3 cents; class 4, 5 cents; class 5, 3 cents; class A, 3 1/2 cents; class B, 2 cents; class C, 3 cents; class D, 2 cents; and class E, 1 1/2 cents.

Omaha Grain

Omaha, June 19. Total receipts at Omaha were 46 cars against 139 cars last year. Total shipments were 104 cars as compared with 89 cars a year ago.

The demand for each wheat of the Omaha market, the lift offerings going at about unchanged prices. There was not enough corn sold to make a market and prices were quoted nominal 1 to 1 1/2c higher. Oats were 1/2c higher. Rye was quoted nominally unchanged and barley was unchanged.

The wheat market, while somewhat lower during the early trading, was not nearly as weak as yesterday. Liquidation was not as much in evidence and there was fair support by commission houses on the set backs.

The steadiness of corn being a factor. Local traders were keeping close to share and there was little aggressive selling. July corn continues to act tight and is easily influenced by any good buying. With only 238,000 bushels in public elevators and there is a belief that there is a fair sized holding of the future by industries which want the cash grain.

Market News. George M. Lecount wires from Anthony, Kan.: Earlier damage reports exaggerated. Wheat is fairly good condition in this territory and shrunken berries not quite so general as reported. Flood damage from Hutchinson here. Weather clear, windy and favorable. Harvest generally good.

Illinois Central crop report: Illinois—Weather favorable with beneficial rains. Wheat headed out and looking fine, good yield expected. Corn generally making good progress and well cultivated. Oats making satisfactory growth; normal yield indicated.

Iowa—Generally favorable weather with sufficient moisture. Winter wheat has made good progress; spring wheat doing well; normal yield expected. Cultivation of corn in progress; nearly all fields having been plowed and second plowing under way. Oats looking fine with every indication for good yield. Barley and rye doing nicely.

Allen Logan's Kansas estimate: Kansas City—Allen Logan, who returned from an observation trip in Kansas, estimating his former estimate on Kansas wheat production at 100,000 bushels; says damage from excess rains chiefly in lowlands along river bottoms and small area lost is of little consequence to the state as a whole. Rains made a plump berry.

G. W. Beavens of J. S. Eche & Co., says: The political connection here to a booming owing to too slight talk of burdensome surplus in this country. With a liberal carry-over and our present crop prospect we should have enough wheat to go around but not burdensome. Speculators will not invest on the buying side as long as there is so much profit in business.

Kansas City reports receipt of first crop new wheat from Grandfield, Okla.; only fair quality; tested 54.14 pounds; 16 per cent moisture; was 80 per cent red and 20 per cent hard and graded sample grade.

Chicago Grain

By CHARLES J. LEYDEN. Chicago, June 19.—An early drop to new low levels witnessed the culmination of frenzied liquidation in the wheat pit today. Locals who had followed the market down were forced to cover on a rally before the day was over. Commission houses absorbed the surplus during the first hour and strengthened technical conditions aided the upturn.

Wheat closed 1 1/4c higher to 1 1/2c lower; corn was 3/8c to 1/2c higher; oats were 1/8c to 3/8c higher; rye ruled 3/8c to 7/8c down and barley firm. Choice No. 1 hard winter wheat, 1 1/2c; No. 2, 1 1/4c; No. 3, 1 1/2c; No. 4, 1 1/4c; No. 5, 1 1/2c; No. 6, 1 1/4c; No. 7, 1 1/2c; No. 8, 1 1/4c; No. 9, 1 1/2c; No. 10, 1 1/4c; No. 11, 1 1/2c; No. 12, 1 1/4c; No. 13, 1 1/2c; No. 14, 1 1/4c; No. 15, 1 1/2c; No. 16, 1 1/4c; No. 17, 1 1/2c; No. 18, 1 1/4c; No. 19, 1 1/2c; No. 20, 1 1/4c; No. 21, 1 1/2c; No. 22, 1 1/4c; No. 23, 1 1/2c; No. 24, 1 1/4c; No. 25, 1 1/2c; No. 26, 1 1/4c; No. 27, 1 1/2c; No. 28, 1 1/4c; No. 29, 1 1/2c; No. 30, 1 1/4c; No. 31, 1 1/2c; No. 32, 1 1/4c; No. 33, 1 1/2c; No. 34, 1 1/4c; No. 35, 1 1/2c; No. 36, 1 1/4c; No. 37, 1 1/2c; No. 38, 1 1/4c; No. 39, 1 1/2c; No. 40, 1 1/4c; No. 41, 1 1/2c; No. 42, 1 1/4c; No. 43, 1 1/2c; No. 44, 1 1/4c; No. 45, 1 1/2c; No. 46, 1 1/4c; No. 47, 1 1/2c; No. 48, 1 1/4c; No. 49, 1 1/2c; No. 50, 1 1/4c; No. 51, 1 1/2c; No. 52, 1 1/4c; No. 53, 1 1/2c; No. 54, 1 1/4c; No. 55, 1 1/2c; No. 56, 1 1/4c; No. 57, 1 1/2c; No. 58, 1 1/4c; No. 59, 1 1/2c; No. 60, 1 1/4c; No. 61, 1 1/2c; No. 62, 1 1/4c; No. 63, 1 1/2c; No. 64, 1 1/4c; No. 65, 1 1/2c; No. 66, 1 1/4c; No. 67, 1 1/2c; No. 68, 1 1/4c; No. 69, 1 1/2c; No. 70, 1 1/4c; No. 71, 1 1/2c; No. 72, 1 1/4c; No. 73, 1 1/2c; No. 74, 1 1/4c; No. 75, 1 1/2c; No. 76, 1 1/4c; No. 77, 1 1/2c; No. 78, 1 1/4c; No. 79, 1 1/2c; No. 80, 1 1/4c; No. 81, 1 1/2c; No. 82, 1 1/4c; No. 83, 1 1/2c; No. 84, 1 1/4c; No. 85, 1 1/2c; No. 86, 1 1/4c; No. 87, 1 1/2c; No. 88, 1 1/4c; No. 89, 1 1/2c; No. 90, 1 1/4c; No. 91, 1 1/2c; No. 92, 1 1/4c; No. 93, 1 1/2c; No. 94, 1 1/4c; No. 95, 1 1/2c; No. 96, 1 1/4c; No. 97, 1 1/2c; No. 98, 1 1/4c; No. 99, 1 1/2c; No. 100, 1 1/4c; No. 101, 1 1/2c; No. 102, 1 1/4c; No. 103, 1 1/2c; No. 104, 1 1/4c; No. 105, 1 1/2c; No. 106, 1 1/4c; No. 107, 1 1/2c; No. 108, 1 1/4c; No. 109, 1 1/2c; No. 110, 1 1/4c; No. 111, 1 1/2c; No. 112, 1 1/4c; No. 113, 1 1/2c; No. 114, 1 1/4c; No. 115, 1 1/2c; No. 116, 1 1/4c; No. 117, 1 1/2c; No. 118, 1 1/4c; No. 119, 1 1/2c; No. 120, 1 1/4c; No. 121, 1 1/2c; No. 122, 1 1/4c; No. 123, 1 1/2c; No. 124, 1 1/4c; No. 125, 1 1/2c; No. 126, 1 1/4c; No. 127, 1 1/2c; No. 128, 1 1/4c; No. 129, 1 1/2c; No. 130, 1 1/4c; No. 131, 1 1/2c; No. 132, 1 1/4c; No. 133, 1 1/2c; No. 134, 1 1/4c; No. 135, 1 1/2c; No. 136, 1 1/4c; No. 137, 1 1/2c; No. 138, 1 1/4c; No. 139, 1 1/2c; No. 140, 1 1/4c; No. 141, 1 1/2c; No. 142, 1 1/4c; No. 143, 1 1/2c; No. 144, 1 1/4c; No. 145, 1 1/2c; No. 146, 1 1/4c; No. 147, 1 1/2c; No. 148, 1 1/4c; No. 149, 1 1/2c; No. 150, 1 1/4c; No. 151, 1 1/2c; No. 152, 1 1/4c; No. 153, 1 1/2c; No. 154, 1 1/4c; No. 155, 1 1/2c; No. 156, 1 1/4c; No. 157, 1 1/2c; No. 158, 1 1/4c; No. 159, 1 1/2c; No. 160, 1 1/4c; No. 161, 1 1/2c; No. 162, 1 1/4c; No. 163, 1 1/2c; No. 164, 1 1/4c; No. 165, 1 1/2c; No. 166, 1 1/4c; No. 167, 1 1/2c; No. 168, 1 1/4c; No. 169, 1 1/2c; No. 170, 1 1/4c; No. 171, 1 1/2c; No. 172, 1 1/4c; No. 173, 1 1/2c; No. 174, 1 1/4c; No. 175, 1 1/2c; No. 176, 1 1/4c; No. 177, 1 1/2c; No. 178, 1 1/4c; No. 179, 1 1/2c; No. 180, 1 1/4c; No. 181, 1 1/2c; No. 182, 1 1/4c; No. 183, 1 1/2c; No. 184, 1 1/4c; No. 185, 1 1/2c; No. 186, 1 1/4c; No. 187, 1 1/2c; No. 188, 1 1/4c; No. 189, 1 1/2c; No. 190, 1 1/4c; No. 191, 1 1/2c; No. 192, 1 1/4c; No. 193, 1 1/2c; No. 194, 1 1/4c; No. 195, 1 1/2c; No. 196, 1 1/4c; No. 197, 1 1/2c; No. 198, 1 1/4c; No. 199, 1 1/2c; No. 200, 1 1/4c; No. 201, 1 1/2c; No. 202, 1 1/4c; No. 203, 1 1/2c; No. 204, 1 1/4c; No. 205, 1 1/2c; No. 206, 1 1/4c; No. 207, 1 1/2c; No. 208, 1 1/4c; No. 209, 1 1/2c; No. 210, 1 1/4c; No. 211, 1 1/2c; No. 212, 1 1/4c; No. 213, 1 1/2c; No. 214, 1 1/4c; No. 215, 1 1/2c; No. 216, 1 1/4c; No. 217, 1 1/2c; No. 218, 1 1/4c; No. 219, 1 1/2c; No. 220, 1 1/4c; No. 221, 1 1/2c; No. 222, 1 1/4c; No. 223, 1 1/2c; No. 224, 1 1/4c; No. 225, 1 1/2c; No. 226, 1 1/4c; No. 227, 1 1/2c; No. 228, 1 1/4c; No. 229, 1 1/2c; No. 230, 1 1/4c; No. 231, 1 1/2c; No. 232, 1 1/4c; No. 233, 1 1/2c; No. 234, 1 1/4c; No. 235, 1 1/2c; No. 236, 1 1/4c; No. 237, 1 1/2c; No. 238, 1 1/4c; No. 239, 1 1/2c; No. 240, 1 1/4c; No. 241, 1 1/2c; No. 242, 1 1/4c; No. 243, 1 1/2c; No. 244, 1 1/4c; No. 245, 1 1/2c; No. 246, 1 1/4c; No. 247, 1 1/2c; No. 248, 1 1/4c; No. 249, 1 1/2c; No. 250, 1 1/4c; No. 251, 1 1/2c; No. 252, 1 1/4c; No. 253, 1 1/2c; No. 254, 1 1/4c; No. 255, 1 1/2c; No. 256, 1 1/4c; No. 257, 1 1/2c; No. 258, 1 1/4c; No. 259, 1 1/2c; No. 260, 1 1/4c; No. 261, 1 1/2c; No. 262, 1 1/4c; No. 263, 1 1/2c; No. 264, 1 1/4c; No. 265, 1 1/2c; No. 266, 1 1/4c; No. 267, 1 1/2c; No. 268, 1 1/4c; No. 269, 1 1/2c; No. 270, 1 1/4c; No. 271, 1 1/2c; No. 272, 1 1/4c; No. 273, 1 1/2c; No. 274, 1 1/4c; No. 275, 1 1/2c; No. 276, 1 1/4c; No. 277, 1 1/2c; No. 278, 1 1/4c; No. 279, 1 1/2c; No. 280, 1 1/4c; No. 281, 1 1/2c; No. 282, 1 1/4c; No. 283, 1 1/2c; No. 284, 1 1/4c; No. 285, 1 1/2c; No. 286, 1 1/4c; No. 287, 1 1/2c; No. 288, 1 1/4c; No. 289, 1 1/2c; No. 290, 1 1/4c; No. 291, 1 1/2c; No. 292, 1 1/4c; No. 293, 1 1/2c; No. 294, 1 1/4c; No. 295, 1 1/2c; No. 296, 1 1/4c; No. 297, 1 1/2c; No. 298, 1 1/4c; No. 299, 1 1/2c; No. 300, 1 1/4c; No. 301, 1 1/2c; No. 302, 1 1/4c; No. 303, 1 1/2c; No. 304, 1 1/4c; No. 305, 1 1/2c; No. 306, 1 1/4c; No. 307, 1 1/2c; No. 308, 1 1/4c; No. 309, 1 1/2c; No. 310, 1 1/4c; No. 311, 1 1/2c; No. 312, 1 1/4c; No. 313, 1 1/2c; No. 314, 1 1/4c; No. 315, 1 1/2c; No. 316, 1 1/4c; No. 317, 1 1/2c; No. 318, 1 1/4c; No. 319, 1 1/2c; No. 320, 1 1/4c; No. 321, 1 1/2c; No. 322, 1 1/4c; No. 323, 1 1/2c; No. 324, 1 1/4c; No. 325, 1 1/2c; No. 326, 1 1/4c; No. 327, 1 1/2c; No. 328, 1 1/4c; No. 329, 1 1/2c; No. 330, 1 1/4c; No. 331, 1 1/2c; No. 332, 1 1/4c; No. 333, 1 1/2c; No. 334, 1 1/4c; No. 335, 1 1/2c; No. 336, 1 1/4c; No. 337, 1 1/2c; No. 338, 1 1/4c; No. 339, 1 1/2c; No. 340, 1 1/4c; No. 341, 1 1/2c; No. 342, 1 1/4c; No. 343, 1 1/2c; No. 344, 1 1/4c; No. 345, 1 1/2c; No. 346, 1 1/4c; No. 347, 1 1/2c; No. 348, 1 1/4c; No. 349, 1 1/2c; No. 350, 1 1/4c; No. 351, 1 1/2c; No. 352, 1 1/4c; No. 353, 1 1/2c; No. 354, 1 1/4c; No. 355, 1 1/2c; No. 356, 1 1/4c; No. 357, 1 1/2c; No. 358, 1 1/4c; No. 359, 1 1/2c; No. 360, 1 1/4c; No. 361, 1 1/2c; No. 362, 1 1/4c; No. 363, 1 1/2c; No. 364, 1 1/4c; No. 365, 1 1/2c; No. 366, 1 1/4c; No. 367, 1 1/2c; No. 368, 1 1/4c; No. 369, 1 1/2c; No. 370, 1 1/4c; No. 371, 1 1/2c; No. 372, 1 1/4c; No. 373, 1 1/2c; No. 374, 1 1/4c; No. 375, 1 1/2c; No. 376, 1 1/4c; No. 377, 1 1/2c; No. 378, 1 1/4c; No. 379, 1 1/2c; No. 380, 1 1/4c; No. 381, 1 1/2c; No. 382, 1 1/4c; No. 383, 1 1/2c; No. 384, 1 1/4c; No. 385, 1 1/2c; No. 386, 1 1/4c; No. 387, 1 1/2c; No. 388, 1 1/4c; No. 389, 1 1/2c; No. 390, 1 1/4c; No. 391, 1 1/2c; No. 392, 1 1/4c; No. 393, 1 1/2c; No. 394, 1 1/4c; No. 395, 1 1/2c; No. 396, 1 1/4c; No. 397, 1 1/2c; No. 398, 1 1/4c; No. 399, 1 1/2c; No. 400, 1 1/4c; No. 401, 1 1/2c; No. 402, 1 1/4c; No. 403, 1 1/2c; No. 404, 1 1/4c; No. 405, 1 1/2c; No. 406, 1 1/4c; No. 407, 1 1/2c; No. 408, 1 1/4c; No. 409, 1 1/2c; No. 410, 1 1/4c; No. 411, 1 1/2c; No. 412, 1 1/4c; No. 413, 1 1/2c; No. 414, 1 1/4c; No. 415, 1 1/2c; No. 416, 1 1/4c; No. 417, 1 1/2c; No. 418, 1 1/4c; No. 419, 1 1/2c; No. 420, 1 1/4c; No. 421, 1 1/2c; No. 422, 1 1/4c; No. 423, 1 1/2c; No. 424, 1 1/4c; No. 425, 1 1/2c; No. 426, 1 1/4c; No. 427, 1 1/2c; No. 428, 1 1/4c; No. 429, 1 1/2c; No. 430, 1 1/4c; No. 431, 1 1/2c; No. 432, 1 1/4c; No. 433, 1 1/2c; No. 434, 1 1/4c; No. 435, 1 1/2c; No. 436, 1 1/4c; No. 437, 1 1/2c; No. 438, 1 1/4c; No. 439, 1 1/2c; No. 440, 1 1/4c; No. 441, 1 1/2c; No. 442, 1 1/4c; No. 443, 1 1/2c; No. 444, 1 1/4c; No. 445, 1 1/2c; No. 446, 1 1/4c; No. 447, 1 1/2c; No. 448, 1 1/4c; No. 449, 1 1/2c; No. 450, 1 1/4c; No. 451, 1 1/2c; No. 452, 1 1/4c; No. 453, 1 1/2c; No. 454, 1 1/4c; No. 455, 1 1/2c; No. 456, 1 1/4c; No. 457, 1 1/2c; No. 458, 1 1/4c; No. 459, 1 1/2c; No. 460, 1 1/4c; No. 461, 1 1/2c; No. 462, 1 1/4c; No. 463, 1 1/2c; No. 464, 1 1/4c; No. 465, 1 1/2c; No. 466, 1 1/4c; No. 467, 1 1/2c; No. 468, 1 1/4c; No. 469, 1 1/2c; No. 470, 1 1/4c; No. 471, 1 1/2c; No. 472, 1 1/4c; No. 473, 1 1/2c; No. 474, 1 1/4c; No. 475, 1 1/2c; No. 476, 1 1/4c; No. 477, 1 1/2c; No. 478, 1 1/4c; No. 479, 1 1/2c; No. 480, 1 1/4c; No. 481, 1 1/2c; No. 482, 1 1/4c; No. 483, 1 1/2c; No. 484, 1 1/4c; No. 485, 1 1/2c; No. 486, 1 1/4c; No. 487, 1 1/2c; No. 488, 1 1/4c; No. 489, 1 1/2c; No. 490, 1 1/4c; No. 491, 1 1/2c; No. 492, 1 1/4c; No. 493, 1 1/2c; No. 494, 1 1/4c; No. 495, 1 1/2c; No. 496, 1 1/4c; No. 497, 1 1/2c; No. 498, 1 1/4c; No. 499, 1 1/2c; No. 500, 1 1/4c; No. 501, 1 1/2c; No. 502, 1 1/4c; No. 503, 1 1/2c; No. 504, 1 1/4c; No. 505, 1 1/2c; No. 506, 1 1/4c; No. 507, 1 1/2c; No. 508, 1 1/4c; No. 509, 1 1/2c; No. 510, 1 1/4c; No. 511, 1 1/2c; No. 512, 1 1/4c; No. 513, 1 1/2c; No. 514, 1 1/4c; No. 515, 1 1/2c; No. 516, 1 1/4c; No. 517, 1 1/2c; No. 518, 1 1/4c; No. 519, 1 1/2c; No. 520, 1 1/4c; No. 521, 1 1/2c; No. 522, 1 1/4c; No. 523, 1 1/2c; No. 524, 1 1/4c; No. 525, 1 1/2c; No. 526, 1 1/4c; No. 527, 1 1/2c; No. 528, 1 1/4c; No. 529, 1 1/2c; No. 530, 1 1/4c; No. 531, 1 1/2c; No. 532, 1 1/4c; No. 533, 1 1/2c; No. 534, 1 1/4c; No. 535, 1 1/2c; No. 536, 1 1/4c; No. 537, 1 1/2c; No. 538, 1 1/4c; No. 539, 1 1/2c; No. 540, 1 1/4c; No. 541, 1 1/2c; No. 542, 1 1/4c; No. 543, 1 1/2c; No. 544, 1 1/4c; No. 545, 1 1/2c; No. 546, 1 1/4c; No. 547, 1 1/2c; No. 548, 1 1/4c; No. 549, 1 1/2c; No. 550, 1 1/4c; No. 551, 1 1/2c; No. 552, 1 1/4c; No. 553, 1 1/2c; No. 554, 1 1/4c; No. 555, 1 1/2c; No. 556, 1 1/4c; No. 557, 1 1/2c; No. 558, 1 1/4c; No. 559, 1 1/2c; No. 560, 1 1/4c; No. 561, 1 1/2c; No. 562, 1 1/4c; No. 563, 1 1/2c; No. 564, 1 1/4c; No. 565, 1 1/2c; No. 566, 1 1/4c; No. 567, 1 1/2c; No. 568, 1 1/4c; No. 569, 1 1/2c; No. 570, 1 1/4c; No. 571, 1 1/2c; No. 572, 1 1/4c; No. 573, 1 1/2c; No. 574, 1 1/4c; No. 575, 1 1/2c; No. 576, 1 1/4c; No. 577, 1 1/2c; No. 578, 1 1/4c; No. 579, 1 1/2c; No. 580, 1 1/4c; No. 581, 1 1/2c; No. 582, 1 1/4c; No. 583, 1 1/2c; No. 584, 1 1/4c; No. 585, 1 1/2c; No. 586, 1 1/4c; No. 587, 1 1/2c; No. 588, 1 1/4c; No. 589, 1 1/2c; No. 590, 1 1/4c; No. 591, 1 1/2c; No. 592, 1 1/4c; No. 593, 1 1/2c; No. 594, 1 1/4c; No. 595, 1 1/2c; No. 596, 1 1/4c; No. 597, 1 1/2c; No. 598, 1 1/4c; No. 599, 1 1/2c; No. 600, 1 1/4c; No. 601, 1 1/2c; No. 602, 1 1/4c; No. 603, 1 1/2c; No. 604, 1 1/4c; No. 605, 1 1/2c; No. 606, 1 1/4c; No. 607, 1 1/2c; No. 608, 1 1/4c; No. 609, 1 1/2c; No. 610, 1 1/4c; No. 611, 1 1/2c; No. 612, 1 1/4c; No. 613, 1 1/2c; No. 614, 1 1/4c; No. 615, 1 1/2c; No. 616, 1 1/4c; No. 617, 1 1/2c; No. 618, 1 1/4c; No. 619, 1 1/2c; No. 620, 1 1/4c; No. 621, 1 1/2c; No. 622, 1 1/4c; No. 623, 1 1/2c; No. 624, 1 1/4c; No. 625, 1 1/2c; No. 626, 1 1/4c; No. 627, 1 1/2c; No. 628, 1 1/4c; No. 629, 1 1/2c; No. 630, 1 1/4c; No. 631, 1 1/2c; No. 632, 1 1/4c; No. 633, 1 1/2c; No. 634, 1 1/4c; No. 635, 1 1/2c; No. 636, 1 1/4c; No. 637, 1 1/2c; No. 638, 1 1/4c; No. 639, 1 1/2c; No. 640, 1 1/4c; No. 641, 1 1/2c; No. 642, 1 1/4c; No. 643, 1 1/2c; No. 644, 1 1/4c; No. 645, 1 1/2c; No. 646, 1 1/4c; No. 647, 1 1/2c; No. 648, 1 1/4c; No. 649, 1 1/2c; No. 650, 1 1/4c; No. 651, 1 1/2c; No. 652, 1 1/4c; No. 653, 1 1/2c; No. 654, 1 1/4c; No. 655, 1 1/2c; No. 656, 1 1/4c; No. 657, 1 1/2c; No. 658, 1 1/4c; No. 659, 1 1/2c; No. 660, 1 1/4c; No. 661, 1 1/2c; No. 662, 1 1/4c; No. 663, 1 1/2c; No. 664, 1 1/4c; No. 665, 1 1/2c; No. 666, 1 1/4c; No. 667, 1 1/2c; No. 668, 1 1/4c; No. 669, 1 1/2c; No. 670, 1 1/4c; No. 671, 1 1/2c; No. 672, 1 1/4c; No. 673, 1 1/2c; No. 674, 1 1/4c; No. 675, 1 1/2c; No. 676, 1 1/4c; No. 677, 1 1/2c; No. 678, 1 1/4c; No. 679, 1 1/2c; No. 680, 1 1/4c; No. 681, 1 1/2c; No. 682, 1 1/4c; No. 683, 1 1/2c; No. 684, 1 1/4c; No.