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## THE MENACE IN ASIA.

According to a cable from Mukden to the New York Times, the great powers of the world must come to the rescue of China, or Manchuria will be cut off from the empire and divided between Russia and Japan. The author of the cablegram claims that the two late combatants have agreed to support each other's demands upon the Peking government, so that Russia shall become established in the north and Japan in the south of the province.

There is no doubt that Russia before the war intended to wrest a great part of Manchuria from China. Japan objected, because she wanted that part herself. And so war was declared. The aggression of Russia was checked. It is not improbable that the two rivals have finally agreed to take a slice each, hoping that no other power will dare to enforce a protest against their joint program. It is claimed that the "open door" policy is not respected. Japan's opposition to the building of a railroad to Fakuwen, which would parallel her Manchurian railway on the west, indicates her intention to monopolize railway development, and thus to eliminate trade competition. Japan also refuses to abandon her control of the posts and telegraphs and other local administrative functions, and thus retains her grip on all the municipalities. The Chinese are opposed to all these measures of assimilation, but they are intimidated in the presence of the huge military forces of Russia and Japan. And so the situation demands international action.

Students of oriental conditions, who have had exceptional opportunities for observation, agree in the conclusion that a struggle for the mastery of the Pacific is inevitable. It must come sooner or later. A recent writer on this subject points out that Korea has already been lost to the world's trade, and Southern Manchuria is about lost, and China is being menaced. When the time comes, this writer thinks, Japan will turn her eyes toward the Philippines and Indo-China from which come her food supplies; and on the valley of the Yangtze whence she obtains her coal. Japan's army and navy are being augmented with remarkable rapidity. Behind the creation of this great military establishment, he says, lies "some deliberate purpose." If the Panama canal is not completed by 1915 and the American fleet returns home to the Atlantic as scheduled, Japan will command the Pacific.

China, evidently, needs the support of the Western world, until her own resources and military strength are so well developed that both Russia and Japan will be glad to respect her integrity and the existing treaties. When China becomes a world power, the situation in Asia will be entirely different from what it is now.

## COERCION OF VENEZUELA

Those papers that are suggesting the coercion of Venezuela in the interests of the American asphalt company that has been operating in that country, know either more or less of the case than we do.

One of the things accepted as a fact about the former company, of which the present one is a successor, was that it contributed to a revolutionary movement directed against the present Venezuelan government.

If that is correct, then the standing of the present company, which takes only the rights and privileges that belonged to the former one, must be very precarious. Certainly a war to enforce the rights of such a company against a sovereign state, is not at all probable.

Certain claims of American citizens against Venezuela have been pronounced invalid by the courts of that country. Our diplomatic service has taken the matter up, but the Venezuelan government refuses to reopen the case. The American litigants have had their day in court and they have lost. The case is precisely as if a Venezuelan had had a claim against the United States government, prosecuted it in the court of claims, carried it to the Supreme court of the United States and lost.

We dislike the common assumption that if a controversy arises between American citizens and the Venezuelan government, the American citizen is necessarily in the right. There seem to be quite a number of these claims, but the only one which has been much discussed is that of the asphalt company to certain asphalt beds. To be sure, the government of Venezuela has for many years had the reputation of being corrupt and unstable to a degree sufficient to put any one upon inquiry, and justify the United States in declaring that if any of our citizens went into the country they should do so at their own risk. Moreover, all the claims seem to be founded on "concessions" made by the Venezuelan government to American individuals or companies. If we assume that the Venezuelan government is corrupt, we must assume necessarily assume that the concessions were obtained by bribery, and are therefore without equity. Venezuela has been recognized as one of the family of nations. It is a sovereign state. We are bound to pay the same respect to the decisions of its courts that we expect other nations to pay to those of our own.

If Venezuela were one of the greater powers, there would be less talk about

war. If diplomacy will not correct alleged injustice in the courts of Venezuela, there should be no talk of a resort to arms unless the injustice were on a vast scale and amounted to such a defiance of the usual processes of law as to shock the sense of civilized nations.

To discipline Venezuela over an alleged wrongful decision of her highest courts regularly constituted and in peaceful operation, would be a blunder in which this country is not likely to fall.

## WHAT IT STANDS FOR.

In a reply to the Toledo Transcript the Tribune says: "The members of the Mormon Church are not in the least abused in Salt Lake City. No one oppresses them; no one says a word against them." As will be seen, that sheet assumes the role of a hypocrite, as a slight variation from its usual part.

The Tribune has done its utmost to represent the "Mormons" as a treasonable, priest-ridden organization. It has demanded the exclusion of Senator Smoot from the Senate, alleging that his membership in that organization barred him. It has urged the Mayor to oust every "Mormon" from office or position in the public service. It has defended the conspiracy of the "Mormon" crowd to disfranchise every "Mormon" in Idaho. It has defamed the leaders of the Church from the Prophet Joseph to the present incumbent of the office of President. It has defended the assassination of the Prophet and Patriarch, and kept the fires of hatred and strife burning to the best of its ability. The material damage it has done the City is great. For, through its policy of defamation it has caused home-seekers to pass us by and capital to seek other places. And yet, the sheet, like a hypocrite, tells its readers that no one ever said a word against the "Mormons." The entire crusade is against the "Mormon" people. Its ultimate aim is to deprive them of every right as citizens, except the right to sing hymns and pay taxes. That is the essence of the anti-"Mormonism" for which the Tribune stands. It sees with pleasure the money of the "Mormons" at conference time turned into the usual channels of trade, and in return for this pleasure it gives vilification, slander, falsehood, misrepresentations and hatred.

## WHEN BUSINESS IS SLOW.

The value of newspaper advertising in times of financial depression is strikingly illustrated in a statement made by a gentleman connected with a New York business firm. Mr. Albert Oliver, and published in the Manufacturers' Record. Mr. Oliver says that when the volume of general business commenced to fall off last year, his house decided to increase their advertising expenses, believing that in a period of general inactivity engineers and others would give more attention to the study of improved methods as presented through the advertising columns of leading publications than they had been able to do on account of the press of business for the last eight or ten years. "We have found this true," says Mr. Oliver. He claims that, as a result of judicious advertising, though the general decrease in business has been estimated at 50 per cent, his house is doing a larger business than it had a year ago. This is natural. The millions of people in this country must live every day. They consume something every day, and something must be produced every day. A great deal of business is transacted every day, and those who go after it persistently and intelligently will get the lion's share of it. When the fire is low you put on more coal and increase the draught. Something similar is the remedy when business is not so brisk as it used to be.

## TWO PRESIDENTS.

The recent anniversary of the birth-day of Mr. E. H. Harriman prompts a contributor to the current number of Opportunities of Today to make a comparison between "Two Presidents"—President Roosevelt and Mr. Harriman. The article is very interesting for the information it contains, though the comparison is somewhat misleading, owing to the widely different meanings of the word "president," when applied to the Chief Executive of the Nation, or the head of a railroad corporation. A comparison between the chief characteristics of the occupants of the two positions is legitimate enough, but the positions themselves should not be represented as of equal importance, even by indirection. Still, the career of Mr. Harriman is wonderful.

Harriman is the third son of an Episcopal clergyman. His early educational facilities were very limited. While still a youth he became a clerk in a small brokerage office in Wall street. Here he quickly mastered the details of the game, and in a few years he had enough money to buy a seat on "change." At the age of 39 he was a millionaire, and at the age of 34, in 1882, he was elected to the directorate of the Illinois Central. Five years later he became the vice president and moved to Chicago.

The article goes on to show how Harriman, after the financial crisis of 1893 and the following five years, took hold of the railroads that had been wrecked by the financial cyclone, and effected a rehabilitation. "The Union Pacific and its Pacific connections, the Oregon Short Line and the Oregon Railroad & Navigation company, were bankrupt properties. They had been constructed at great expense and managed without foresight or conscience. In the stress of hard times they had become little more than the proverbial 'trails of rust across the plains and through the mountains.' From the date of its construction, as a political necessity, little had been done to develop the Union Pacific and less to preserve it. In the very extremity of its decrepitude, so to speak, Mr. Harriman saw visions of possibilities in the Union Pacific which no person else did, but was able to secure their cooperation in its regeneration largely upon the faith that was in him. With the rehabilitation of the Union Pacific and the acquisition of control of the Southern Pacific, which followed two

years later, Edward Harriman arrived, and since then has been recognized as one of the master spirits and master railway wizards of our age."

In class struggles truth is often treated with scant courtesy and facts are overlooked. Men may deserve well of their fellow-beings, but when the passions rage neither virtue nor merit counts against the human weaknesses and imperfections that are exaggerated, distorted, and given the first consideration. Mr. Harriman has, lately, been a prominent figure in this unceasing struggle, and the public are apt to forget that few men, whatever his faults may be, have done more than he, for the development of the country and the prosperity that depends on railroad development. The public are also apt to forget, when agitation runs high, that railroads and railroad managers and presidents depend on the prosperity of the people for their own prosperity. But prosperity is not promoted by strife and dissension. It thrives only where there is unity of purpose; where all pull together for the benefit of all.

Only a few days ago Mr. Harriman's manipulation of the affairs of the Erie railroad, by which bankruptcy was averted, was reported in the daily papers. "It must be plain," says the New York Evening Post, "to the simplest mind that the only person who comes out creditably from the Erie railroad episode is Mr. E. H. Harriman." The road was drifting toward bankruptcy. To avert receivership, not only must payment of \$5,500,000 one-year notes be provided for or deferred, but \$5,000,000 more money must be procured. A syndicate was to look after this second requirement, but "upon the express condition, and not otherwise, that all of the said \$5,500,000 unsecured notes maturing April 8 should be exchanged, deposited, and extended in the form of a three-year obligation. His proposal was made when assenting notes held by foreign investors, or by distant home investors, could not possibly arrive in time. When it was evident that this belated plan had failed, Mr. Harriman intervened with his offer to care for all of the obligations. "We must confess ourselves not greatly concerned," our New York contemporary says, "over ulterior motives in a situation of this sort. The plain fact is that somebody did not do his duty at a critical juncture, and that somebody else did. When a ship is laboring heavily, and the officers are preparing to leave it to founder with its passengers, any one who comes on board to stop the leak and keep the vessel afloat is likely to get proper credit. If he gets his salvage earned, he will be recognized as having also it."

To make trusts popular—bust 'em.

There are said to be two coffin trusts.

Will "crow" be served in the jim crow dining cars?

The floods in Montana show that that state has not gone "dry."

It is hinted that Mr. Bryan thinks there is "too much Johnson."

The man who robbed Father Cushman of silver candlesticks was no Jean Valjean.

To Captain-Representative Hobson every cloud that appears in the sky is a war cloud.

As Jones pays the freight, perhaps he could be induced to pay the cadets' fares.

Captain Oberlin Carter says that he is a "second Dreyfus." Then where is the second Emil Zola?

It doesn't matter much what kind of a tree you planted yesterday so that you planted one.

Hale to the Chief—the Senate committee on naval affairs will only make provision for two battleships.

"Reformers never get anywhere," says Speaker Cannon. Oh, yes, they do. They always get to the annual dinner.

A New York man tried to commit suicide by drinking furniture polish. This is a new way of "polishing" a man off.

A Boston man wants to know what will break his parrot of the habit of using profane language. Break its neck.

To advocate a great navy and a great army at the same time might be to incur the danger of falling between two stools.

The "Merry Widow" hats are all the rage this spring. In olden times the merry widow used a cap with which to catch men.

The great fleet of war vessels is again in American waters and Admiral Evans has had neither a fight nor a frolic; only the rheumatism.

Ever since Senator Elkins preferred that request to the A. P. for silence, the heiress and the duke have been absolutely and wholly neglected by the public.

Mayor Becker of Milwaukee is going to use a balloon in his gubernatorial campaign. No matter how the election goes, he will be "up in the air."

Chancellor Day is reputed to have said that the United States is a better place than heaven. As he has not traveled over the one nor seen the other, how does he know?

"Isn't there just a little bit of buncombe in calling the American fleet 'The Great Armada'?" asks the Oakland Enquirer. An immense amount, and as silly as it is immense.

## MAKING MARRIAGE HARD.

New York World.

Is the "nifty marriage-hindering Machine" to fasten its grip on our colleges? Several years ago Gen. Corbin in his annual report said that the early marriage of officers of the army should be discouraged; except where they had private means, their pay was insufficient for the demands of their office and family. Now President Eliot of Harvard urges that the young college instructor remain single until he is ready for an assistant professorship

and his salary will "enable him to support a wife and children comfortably but not in luxury." The second lieutenant, unmounted, begins at \$1,400 a year, mounted at \$1,500. The average college instructor probably gets not more than \$1,200 a year. But there is no benevolent president to intercede for him, no considerate congress to raise his pay 25 per cent because of the higher cost of living. In our university seats plain living and high thinking are a steady diet. The young woman who casts in her lot for life with the young army officer or college instructor cannot be accused of marrying for money. The army may offer a certain social position and the college intellectual interests, but young couples cannot rear families on that sort of thing.

## BALANCE TO A PENNY.

Kansas City Times.  
A remarkable condition arose in the Muskogee (Okla.) clearing house the other day. When the members of the association met at 11 o'clock to make their bank clearings it was found that there was \$40,000 in checks in the day's business, and that when settlements were made the accounts of each bank against all other banks balanced to a penny. No bank had to pay a cent to any other bank. The clearing house clerks were amazed. Such a thing does not occur once in a lifetime.

## RELIGION NO OBSTACLE.

Springfield Republican.  
Now that a certain international marriage is making rapid progress toward consummation, it is stated in the press, doubtless on the best authority, that the question of religion will present no obstacles. "Miss" will embrace the Shinto faith when the time comes," is the laconic announcement. It is not really Shintoism she will embrace, but that will serve to illustrate the situation. For the point is that it doesn't matter much in these days what the religion may be. The young woman usually accepts it as a logical part of her wedding outfit. Within the confines of Christianity the old religious prejudices, so far as marriages are concerned, have largely disappeared, and it is very possible that the cause of Christian unity will be notably advanced. The cause in which theological and religious interferences are being cast off in favor of something "equally good" and more convenient in the particular matrimonial and social state to which some of our daughters aspire. In time, perhaps, the tendency will be equally strong between Christians and the members of the great non-Christian sects of the world.

## JUST FOR FUN.

A Statesman's Reply.  
Wisdom and wit were evenly balanced in an utterance of the chancellor of the exchequer, which lately went the rounds in England.

Mr. Asquith was recently speaking in a Welsh town, when he was somewhat rudely interrupted by a voice in the audience, which demanded to know his position as to woman's suffrage.

"That," Mr. Asquith replied, blandly, "is a subject I prefer to discuss when ladies are not present."—Youth's Companion.

## The Helpful Marks.

Explorer and his had just come from the White House.

"You will get there yet," an admirer said to him. "You become a better and better explorer every trip."

"Well," said the other, with a modest smile, "there are tricks in every trade, of course, and as we live we learn."

"The longer we live, the more we learn," said he. "I knew an old grocer in Chelsea who had learned a lot. I stopped before his shop one day and looked curiously at a great line of barrels of apples, some marked with an A and some marked with a Z."

"Why are these barrels marked differently, Uncle Josh," I said to the old man. They seem to be the same kind of apples."

"They are the same kind, son," the old man replied, "but some customers want barrel opened at the top and some at the bottom."—Washington Star.

"See, I am looking for a little success."

"Do I look like one?"—Louisville Courier-Journal.

"I saw the fool killer ringing your doorbell last night."

"Yes, he called to ask your address."—Cleveland Plain Dealer.

He—"Are you putting away something for a rainy day?" She—"Oh, I hope not! I'm saving up for an Easter bonnet, you know!"—Yonkers Statesman.

M. F. H. (getting up)—"What the deuce do you mean by riding over me like that?" Youth (with bad stutter)—"S-s-s-s so sorry! I h-h-hadn't t-t-time to say w-w-w-wool!"—Punch.

Hooligan—"O! do be wonderin' how th' number av min in church compares wid th' wimmin'!" Hinessey—"About th' same as th' wimmin compare wid th' min in th' pinitchery!"—Judge.

"What kind of a figure is Mrs. Drossy?" "Well, if you go by the quantity of stuff it takes to make her dresses, she is quite tall, but when it comes to paying for them she is very short."—Baltimore American.

Hi Tragedy—"Yes, we opened in Old York." Love Comedy—"And what old York audience think of your 'Hamlet'?"

Hi Tragedy—"Why—or—he went out before I had a chance to ask him."—Philadelphia Press.

SALT LAKE THEATRE. GEORGE FRYER, MANAGER. CURTAIN RISE.

TONIGHT, FRIDAY & SATURDAY

Saturday Matinee, CHARLES FROHMAN, presents

FRANCIS WILSON

In his greatest laughing success, "Charley Marlowe's Comedy."

WHEN KNIGHTS WERE BOLD

"Puncher than Charley's Aunt." Prices: 25c to \$1.50

OPHEUM THEATRE

ADVANCED VAUDEVILLE. ALL WEEK.

"Polly Pickle's Pets" in Pettand, Kome & Hrisco, Avery & Hart, Le Briebe, Musical Gnomes, G. Herbert Mitchell, Knodrome, Orpheum Orchestra.

Every Evening (except Sunday), 8:15, 10c, 12c, 15c, 20c, 25c, 30c, 35c, 40c, 45c, 50c, 55c, 60c, 65c, 70c, 75c, 80c, 85c, 90c, 95c, 1.00, 1.10, 1.20, 1.30, 1.40, 1.50, 1.60, 1.70, 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, 10.60, 10.70, 10.80, 10.90, 11.00, 11.10, 11.20, 11.30, 11.40, 11.50, 11.60, 11.70, 11.80, 11.90, 12.00, 12.10, 12.20, 12.30, 12.40, 12.50, 12.60, 12.70, 12.80, 12.90, 13.00, 13.10, 13.20, 13.30, 13.40, 13.50, 13.60, 13.70, 13.80, 13.90, 14.00, 14.10, 14.20, 14.30, 14.40, 14.50, 14.60, 14.70, 14.80, 14.90, 15.00, 15.10, 15.20, 15.30, 15.40, 15.50, 15.60, 15.70, 15.80, 15.90, 16.00, 16.10, 16.20, 16.30, 16.40, 16.50, 16.60, 16.70, 16.80, 16.90, 17.00, 17.10, 17.20, 17.30, 17.40, 17.50, 17.60, 17.70, 17.80, 17.90, 18.00, 18.10, 18.20, 18.30, 18.40, 18.50, 18.60, 18.70, 18.80, 18.90, 19.00, 19.10, 19.20, 19.30, 19.40, 19.50, 19.60, 19.70, 19.80, 19.90, 20.00, 20.10, 20.20, 20.30, 20.40, 20.50, 20.60, 20.70, 20.80, 20.90, 21.00, 21.10, 21.20, 21.30, 21.40, 21.50, 21.60, 21.70, 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,