first loss on these transactions since the week ended March 14.

HEAVY CORN MOVEMENT.—Practically all the 100,000 bushels of contract corn at Chicago has been sold to shippers—a good deal of it for direct export. April receipts at Chicago the first twenty-three days exceeded by 100 cars the total April receipts of any preceding year since 1901, the year of the big drouth. Total receipts since January 1 exceed by more than 6,000 cars those of a year ago, and are considerably ahead of the corresponding movement of any year since 1901. Stocks in Chicago on January 1 were just one-third those of a year ago, while the early part of this week they were more than double those of a year ago. The increase here since January 1 has been 2,361,000 bushels. Last year there was a decrease of 6,164,000 bushels from January 1 to April 23.

GRAIN EXPORTS FOR THE WEEK.—"Bradstreet's" reports the exports of grain for the week, with comparisons, figures in bushels, as follows: Wheat, flour included, 2,580,242, against 3,102,467 last week, 2,149,684 in this week last year, 1,260,316 in 1905 and 3,750,589 in 1902; for the fiscal year to date, 141,565,731, compared with 111,501,401 in 1905-'06, 52,-233,219 in 1904-'05 and 211,819,888 in 1901-'02. Corn, 1,611,661, against 1,139,622 last week, 1,428,921 in this week a year ago and 1,885,766 in 1905; for the fiscal year to date, 50,630,242, contrasted with 162,802,028 in 1905-'06 and 67,163,410 in 1904-'05.

PIG IRON HIGHER.—The Buffalo furnaces have advanced the price of malleable iron for delivery in the last quarter of the year to $23 a ton, and foundry iron to $22 50 a ton. The Buffalo furnaces have little space left for this year, and are now out of the market as sellers for delivery up to October 1. One Pennsylvania furnace has withdrawn from the market for the year. Sales of 4,000 tons of foundry iron for delivery in the last quarter of this year were made yesterday at top prices. Consumers seem more inclined to take iron for delivery in the last half than at any time since the first of the year.

INTERNATIONAL MERCANTILE MARINE.—The Stock Exchange has corrected a slight error which appeared in the application of the International Mercantile Marine for listing. The $19,-638,000 International Navigation Company's first mortgage sinking fund 5 per cent gold coupon bonds, due February 1, 1929, are redeemable February 1, 1909, the latter clause being left out in the original application. The $22,256,000 4½ per cent bonds, due October 1, 1922, are not redeemable after February 1, 1909, as was originally stated in the application.

BATOPILAS DIVIDENDS.—The strength shown in Batopilas on the curb throughout the week has given rise to inquiry as to why the Batopilas Mining Company, in spite of its enormous output and prosperous condition, has not declared dividends since 1887. Explanation is found in the company's annual report, which shows net profits for 1906 of $314,336 45, United States currency, applied to the payment of the entire floating debt contracted in building the plant, which is to-day the finest in Mexico, to new construction and increase of cash and other assets, leaving no obligations whatever remaining for the current year, except current liabilities and the bonded debt, which has been reduced to only $458,700.

REGAL STOCK OFFERED.—Swartwout & Appenzellar, of No. 40 Pine street, offer for sale at $90 $1,000,000 7 per cent preferred stock of the Regal Shoe Company. The earnings of the company for the first quarter of 1907 indicate that net earnings for the year will be more than $350,000. Dividend requirements on the preferred stock are $175,000. The new stock is issued in connection with new manufacturing facilities.

STRUCTURAL STEEL.—The orders for structural steel from all sources continue large. It is expected that contracts will be closed in the current month for an aggregate of something like 50,000 tons, which is about the same amount reported in the preceding month.

DIVIDEND DECLARED.—The directors of the American District Telegraph Company, of New York, have declared the regular semi-annual dividend of 1 per cent, payable May 15.

AMERICAN STEEL AND WIRE COMPANY.—Announcement has been made that the American Steel and Wire Company will establish a new industrial city near Cleveland, Ohio. It is the intention to invite other large corporations to join the new $2,000,000 plant soon to be started. Homes are to be built for the employes.

PIG IRON CERTIFICATES.—Pig iron certificates at the New York Produce Exchange were dull and unchanged. There were no sales. Prices for standard foundry follow: Cash and April, $23 bid; May and June, $22.75 bid; July and August, $22 bid; September, $20.50 bid.

ACTIVE CURB STOCKS.

INDUSTRIAL.

Shares sold.		Opening.	High-est.	Low-est.	Last sale.
230	American Tobacco	*350	*355	345	350
400	Bay State Gas	¼	¼	¼	¼
200	Clyde Steamship	35	35⅛	35	35⅛
300	Mallory Steamship	35	35½	35	35½
4,000	Manhat Transit	5½	5½	5⅛	5⅜
2,600	Meerschaum	5	5¼	5	5⅛
800	N Y & Cuba M Ss	28⅝	29¼	28⅝	29¼
200	N Y Transport	3¼	3¼	3¼	3¼
30	Standard Oil	528½	528½	526	526
700	Waterbury Co	44	44	43½	44
3,600	Western Ice Co	33	35	33	34¼
600	Wynn L & M Co	5⅝	5⅝	5⅝	5⅝

RAILROAD.

Shares sold.		Opening.	High-est.	Low-est.	Last sale.
1,300	Chicago Subway	17⅛	17⅝	17¼	17¼

MINING.

Shares sold.		Opening.	High-est.	Low-est.	Last sale.
1,200	Alaska Mines	1	1⅛	⅞	1
100	Arizona Amal	5	5	5	5
105	Balaklala	10	10⅛	10	10⅛
200	Bamb Delamar	2⅜	2⅜	2⅜	2⅜
100	Barnes K Dvlpmt	4	4	4	4
200	*Belshazzar Gold	77	77	77	77
100	Bingham Central	1½	1½	1½	1½
3,000	*Blue Bell	28½	28½	27	27
200	Blue Md M & S	$3 16	$3 16	$3 16	$3 16
775	Bonanza Belt	5⅛	5½	5⅛	5½
247	Batopilas	*7⅝	8	7⅝	8
1,800	Boston Copper	29	29¼	28½	28½
1,600	*Birch M M & M	15	15	15	15
3,000	Brit Col Cop	8	8⅛	7⅞	8
200	Bullfrog Nat Bank	40	40	40	40
850	Butte Coalition	26⅝	27¼	26⅝	27¼
500	Butte Exemption	1	1	1	1
400	Butte & N Y	4⅛	4⅜	4⅛	4⅜
4,700	*Carisa C & G M	62	68	62	68
1,100	Chiquita	10	10⅛	10	10⅛
3,500	*Cobalt Central	39	39	38½	38½
1,100	*Cobalt Contact	⅝	⅝	½	⅝
400	Colonial Silver	3	3	3	3
200	Col Gold Dredging	8	8⅛	8	8⅛
700	Colusa Leon Ext	2½	2½	2½	2½
100	Crown King	1½	1½	1½	1½
212	do preferred	3⅜	3⅜	*3¼	3¼
300	Cumb-Ely	8⅞	8⅞	8⅞	8⅞
2,600	Davis-Daly Estate	15½	16½	15½	16½
2,200	Dominion Copper	5⅞	6	5⅞	6
200	Douglas Copper	10⅛	10⅛	10⅛	10⅛
200	El Rayo	5⅝	5⅝	5⅝	5⅝
100	Ely Central	5⅝	5⅝	5⅝	5⅝
100	Ely Consolidated	1⅛	1⅛	1⅛	1⅛
3,800	Foster Cobalt	1 5-16	1 5-16	1¼	1 5-16
1,100	Furnace Creek Cop	1⅛	1⅛	1⅛	1⅛
1,500	†Gibraltar	57	57	56	56
100	Giroux	9	9	9	9
2,600	Goldfield Cons	8⅛	8⅛	8⅝	8⅝
1,200	Goldfield Daisy	$2 20	$2 20	$2 20	$2 20
1,000	Golden Sceptre	21	21	21	21
4,000	Great Bend Cons	$1 17	$1 21	$1 14	$1 14
3,100	Greene-Cananea	16⅛	16⅝	16⅝	16⅛
80	Greene Gold-Silv	1⅝	1⅝	1½	1½
370	do pref	8⅝	8⅝	8⅝	8⅝
100	Greene-Meehan	⅝	⅝	⅝	⅝
200	Gr-water Consol	2	2	2	2
1,000	G'water & D Val	90	90	90	90
1,700	Humboldt Cons	1 1-16	1 1-16	1 1-16	1 1-16
100	Jim Butler	$1 21	$1 21	$1 21	$1 21
550	King Edward	1⅛	1⅛	1⅛	1⅛
500	Majestic Copper	3⅛	3⅛	3⅛	3⅛
1,000	McKinley-Dar	1⅛	1 9-16	1⅛	1 9-16
1,500	Micmac Gold	4⅛	4⅜	4⅛	4⅛
100	Mines Co of Am	1⅝	1⅝	1⅝	1⅝
700	Mitchell	4	4⅛	3⅞	4
400	Mont-Shoshone	9⅞	9⅞	9⅞	9⅞
1,200	Montezuma of C R	3	3⅛	3	3⅛
400	Nevada C Cop	14⅝	14⅝	14⅝	14⅝
10	Nevada Smelting	2⅞	2⅞	2⅞	2⅞
1,000	Nev-Utah M & S	4⅛	4	4⅛	4⅛
5,000	Nipissing M Co	14	14⅛	13⅞	13⅞
1,500	†Nippeno	60	61	59	60
1,000	†North Bullfrog	44	46	44	46
1,000	N Butte Exten	2⅛	2⅜	2⅛	2⅜
800	Ophir Hundred	3⅛	3⅛	3⅛	3⅛
600	Phila Cobalt	1⅛	1⅛	1⅛	1⅛
2,500	†Pitts Lead & Z	75	76	75	76
1,000	Pitts Sil Pick	$2 10	$2 10	$2 10	$2 10
9,000	†Red Hill	65⅛	65⅛	65	65
200	Reliance M & S	1⅝	1⅝	1⅝	1⅝
100	†Roanoke	14	14	14	14
500	San Toy	90	90	90	90
1,500	†Sandstorm	80½	80½	80	80
2,500	Silver Pick	$1 29	$1 29	$1 27	$1 27
1,500	Silver Queen	1 9-16	1 9-16	1½	1½
1,200	Stewart	2 9-16	2 9-16	2⅜	2 9-16
9,800	Tonopah Extension	3⅜	3⅜	3⅜	3⅜
3,520	Tramps Cons	$1 00	$1 00	.95	.97
110	Tonopah of Nev	17⅝	*17⅝	17⅝	17⅝
1,000	†Triangle	47⅛	47⅛	47⅛	47⅛
1,320	Tri-Bullion	2⅝	*2⅝	2⅝	2⅝
40	Trinity Copper	21⅝	21⅝	21⅝	21⅝
1,500	United Copper	62¼	62½	62	62⅛
2,500	U G & Death V	28	30	28	30
200	Union Expior	8⅛	8⅛	8⅛	8⅛
35	Utah Apex	6	6	6	6
500	†West Columbus	11	11	11	11
150	White Knob Cop	7-16	7-16	*⅜	7-16
220	do pref	2⅝	2⅝	2⅝	2⅝

*Odd lots. †Bells cents per share.

TO FINANCE PERUVIAN CORPORATION.

Speyer & Co. said yesterday that it was true that their London house, Speyer Brothers, had undertaken to find the money needed by the Peruvian Corporation for its railway construction requirements, as reported in a cable dispatch, but that the amount to be raised was $5,000,000 instead of $2,000,000, as reported.

PRODUCE EXCHANGE STOCKS.

Trading was inactive in the security department of the Produce Exchange yesterday, sales being confined to three mining stocks and one industrial security. Bids were quite numerous in a large number of stocks, but buyers and sellers were too far apart to permit of much business being done. The total sales were 4,850 mining shares, and $1,000 bonds, as follows: 2,000 Branch Mint at 14½, which was ½ point below the closing price of the preceding day, 2,750 Nevada Exploration Company, at 20; 100 Tramp Consolidated, at 99, and $1,000 bonds of the Standard Milling 1st 5s at 79¾. Bid and asked prices were:

	Bid.	Asked.		Bid.	Asked.
Adams Pr	19	22	Helvetia	3¾	4¼
At M Co pf P	76	81	Kendall	—	57
Barnes King	3⅞	4¼	M C M Co pf P	—	10
Black R Pr	—	15	M M Co pf Pr	—	17
Blue B pf Pr	27	39	McKin-Dar	1½	1 9-16
Blue Bull pf	48	53	M Co of Am	1 9-16	1¾
Bran M pf P	14½	15½	Mont of C R	—	3¼
B C C Co Ld 6	7¾	—	Nev C Cop Co	14	14½
Buff Min Ltd	2¾	—	N-U M & Sm	4 7-16	4⅝
Butte Co M Co	25	26½	Nev Expl Co	19½	20½
C O D pf Pr	70	—	Nipissing M Co	14	14¼
Cobalt Cent	37½	39½	Red Hills Pr	—	73
Com Frac	5 3-16	5⅜	San Toy	86	90
Cr Jack Pr	27	30½	Silver P pf Pr	125	135
Dav-Dal Est	15	15⅝	Sil Qu Ltd	1½	1⅝
Diam Tr Pr	47	52	Stand Mill Co	6½	—
Foster Cob	1¼	1 5-16	do pref	9	—
Fur Crk Cop	1 1-16	1¼	do pref 1st 5s	79	—
Gir Con M Co	8⅝	9	Stewart M Co	2⅜	2½
Gold Bar G	96	1.04	To G M C Ltd	25	40
Goldfield Dy	2 3-16	2⅜	Tramp Cons	97	100
Great Bend	16	20	Tri-Bullion	2½	2¾
Gr G-S Co	1½	1 9-16	Troy Manhat	2	2⅜
Grn & D V M	60	85	Unit Cop Co	62	62⅝
Guan Cons	4	4⅛			

RAILROAD EARNINGS.

CHICAGO GREAT WESTERN.

	1907.	1906.	1905.
Number of miles	930	930	930
Third week in April	$154,711	$143,911	$129,380
July 1 to April 21	7,641,432	7,133,569	6,178,908

DULUTH, SOUTH SHORE & ATLANTIC.

Number of miles	574	574	530
Third week in April	$61,833	$57,051	$54,764
July 1 to April 21	2,568,181	2,443,462	2,143,927

INTEROCEANIC OF MEXICO.

Third week in April	$143,492	$129,561	$165,001
July 1 to April 21	5,694,498	5,006,220	4,865,906

LOUISVILLE & NASHVILLE.

Third week in April	$966,195	$813,215	$745,340
July 1 to April 21	38,831,317	34,477,810	31,677,373

MEXICAN INTERNATIONAL.

Third week in April	$178,330	$142,415	$118,101
July 1 to April 21	6,504,172	5,674,098	5,336,529

MINERAL RANGE.

Third week in April	$14,311	$13,571	$10,805
July 1 to April 21	612,563	605,793	552,879

NATIONAL OF MEXICO.

Third week in April	$337,051	$295,202	$222,327
July 1 to April 21	12,226,854	11,022,192	9,352,660

SOUTHERN RAILWAY.

Number of miles	7,552	7,508	7,498
Third week in April	$1,066,390	$988,126	$899,616
July 1 to April 21	45,536,875	43,485,505	39,344,269

TOLEDO, ST. LOUIS & WESTERN.

Third week in April	$73,007	$65,096	$62,994
July 1 to April 21	3,309,958	3,326,183	2,999,564

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA.

Month of March	$1,151,115	$1,012,176	$986,766
July 1 to March 31	10,698,509	9,948,046	9,177,502

ATCHISON, TOPEKA & SANTA FE

Month of March—			
Number of miles	9,320	9,170	8,307
Gross earnings	$8,379,627	$8,939,538	$5,960,924
Operating expenses	5,273,062	4,413,300	3,945,008
Net earnings	$3,106,565	$2,526,238	$2,015,916
Taxes and rentals	214,994	186,945	182,289
Surplus	$2,891,571	$2,339,293	$1,833,627
July 1 to March 31—			
Gross earnings	$69,003,640	$60,284,836	$50,653,058
Operating expenses	43,240,064	37,250,531	33,381,181
Net earnings 9 mos.	$25,763,574	$23,034,305	$12,271,877
Taxes and rentals	1,879,076	1,801,082	1,656,869
Surplus	$23,884,500	$21,233,223	$15,615,011

BUFFALO, ROCHESTER & PITTSBURG.

Month of March—			
Number of miles	472	472	340
Gross earnings	$668,613	$716,495	$652,863
Operating expenses	437,779	412,690	447,795
Net earnings	$229,834	$303,805	$205,068
July 1 to March 31—			
Gross earnings	$6,177,784	$6,654,217	$5,598,926
Operating expenses	3,828,947	3,617,865	3,696,146
Net earnings 9 mos.	$2,348,837	$3,036,277	$2,502,781

IOWA CENTRAL.

Month of March—			
Number of miles	558	558	558
Gross earnings	$256,352	$275,153	$242,889
Operating expenses	165,664	179,882	183,139
Net earnings	$90,688	$95,277	$59,750
Other income	9,785	3,993	*3,346
Total income	$100,473	$99,269	$56,404
July 1 to March 31—			
Gross earnings	$2,394,295	$2,257,276	$1,948,677
Operating expenses	1,643,567	1,660,138	1,636,855
Net earnings 9 mos.	$750,728	$597,138	$311,822
Other income	45,563	42,493	34,940
Total income	$796,291	$639,631	$346,762

*Loss.

MINNEAPOLIS & ST. LOUIS.

Month of March—			
Gross earnings	$332,562	$298,612	$277,109
Expenses and taxes	204,988	182,262	156,750
Net earnings	$127,574	$116,350	$120,359
Other income	12,145	16,773	8,754
Total net	$139,718	$133,123	$129,113
July 1 to March 31—			
Gross earnings	$2,877,901	$2,813,886	$2,270,121
Expenses and taxes	1,859,880	1,673,610	1,406,716
Net earnings 9 mos.	$1,018,021	$1,138,276	$863,405
Other income	176,375	137,865	95,660
Total net	$1,194,396	$1,276,141	$959,065

ROCK ISLAND SYSTEM.

Month of March—			
Gross earnings	$9,869,010	$8,072,097	$7,049,477
Expenses and taxes	6,852,128	5,723,252	5,209,297
Net earnings	$3,016,882	$2,348,845	$1,840,180
July 1 to March 31—			
Gross earnings	$83,611,611	$73,289,192	$62,842,075
Operating expenses	56,137,473	49,951,636	43,728,836
Net earnings 9 mos.	$27,474,138	$23,337,556	$19,113,249

AURORA, ELGIN & CHICAGO.

Month of March—	1907.	1906.	Changes.
Gross earnings	$101,554	$82,089	Inc. $19,265
Operating expenses	57,654	55,354	Inc. 2,300
Net earnings	$43,700	$26,735	Inc. $16,965
Charges and taxes	26,991	24,106	Inc. 2,885
Surplus	$16,709	$2,629	Inc. $14,080
July 1 to March 31—			
Gross earnings	$978,042	$870,152	Inc. $107,890
Operating expenses	531,469	477,879	Inc. 53,590
Net earnings	$446,582	$392,282	Inc. $54,300
Charges and taxes	237,309	219,200	Inc. 18,109
Surplus	$209,273	$173,082	Inc. $36,191

EARNINGS IN SOUTHWEST.

Earnings of the Atchison, Topeka & Santa Fe for the month of March showed an increase in gross of $140,090, and an increase in net of $580,329, comparison being made with the corresponding time last year.

From July 1 gross earnings have increased $8,718,-804, and net income after taxes and rentals, $2,651,-276. Rock Island for March increased in gross $1,108,918, and in net $396,874, making a net gain from July 1 of $2,280,495.

The 'Frisco system shows a gain in gross for March of $790,531, and in net a gain of $280,610, making an increase in net from July 1 of $1,817,674. These figures include the earnings of the Chicago & Eastern Illinois.

CHICAGO STOCKS.

	Bid.	Asked.		Bid.	Asked.
A. Booth & Co	26	87½	K C Ry & Lt pf	84	84¾
do pref	106	110	Met W S El	24	26
American Can	6	6¼	do pref	60	65
do pref	55	56¼	National Biscuit	76¼	77½
Am Radiator	—	130	do pref	114	114½
do pref	128	135	National Carbon	70	77¾
American Ship	78½	75	do pref	112	116
do pref	104½	107	Nor Chic St Ry	35	40
Canal & Dock	50	52	Nor West El	21	23
Chic City Ry	181	195	do pref	—	58
Chic Edison	140	143	Quaker Oats	150	155
Chic & O P El	4¼	6	do pref	99½	100½
do pref	14½	15½	South Side El	80	83
Chic Pneu Tool	40	41	St W Stable C L	28	29½
Chic Title & Tr	105¼	105¾	do pref	93	97
Chic Union Tr	4½	5	Subway	17	18
do pref	14¾	15¾	Swift & Co	105¾	106
Chic Telephone	130	133	Un Box & Paper	2	2¾
Diamond Match	123½	124	do pref	11½	11¾
Illinois Brick	53¾	55	Western Stone	25	28½
K C Ry & Lt	—	54	West Chic St Ry	28	32

BONDS.

Chic Pneu T 5s	79	80	People's Gas 5s	*.100	101
L St El 1st m 5s	—	91½	So Side El 4½s	99	99½
Met Gold 4s	—	90	W Chic 1st 5s	85	95
do exten 4s	—	84½	do con 5s	72	76
Nor West El 4s	90¼	90¾			

COBALT STOCKS.

(Furnished by Wills & Co., No. 43 Exchange Place.)

	Bid.	Asked.		Bid.	Asked.
Buffalo	2.75	3.20	Trethewey	1.24	1.32
Foster	1.26	1.32	University	8.00	9.00
McKin-Dar	1.54	1.58	Green Meehan	.74	.80
Kerr Lake	4.87	5.25	Amalgamated	.65	.70
Peterson L	.49	.52	Nipissing	13.87	14.00
Silver Leaf	.13⅝	.14½	Central	.38	.39
Silver Queen	1.50	1.58			

DECREASE IN COAL PRODUCTION.

Increased Earnings, However, Shown in Statement of Pittsburg Coal Company.

Pittsburg, April 26.—To the stockholders was issued a statement to-night by the Pittsburg Coal Company and subsidiary companies of the production and earnings for the quarter ended March 31, 1907, as compared with the same period of 1906. For the Pittsburg district there was a decrease of 595,064 tons of coal, compared with a year ago, while in the Hocking district there was a decrease of 98,052 tons, making a total decrease of 606,116 tons. Of coke in the Pittsburg district there was an increase of 8,147 tons this year.

The gross earnings in the first quarter of this year were $1,025,429, while a year ago they were $1,-023,492, making a decrease of $62. The net earnings this year were $327,329, and a year ago $283,701, an increase of $44,628.

TRAFFIC CLUB DINNER

INGALLS ON RAILROADS.

History of the Secret Rebate, Its Causes and Effects.

Pittsburg, April 26.—Three hundred or more railroad presidents, vice-presidents, freight agents, traffic managers and other officials, besides manufacturers and all classes of shippers of freight, were guests of the Traffic Club, of Pittsburg, tonight at its fifth annual dinner at the Hotel Schenley.

The features of the dinner were the speeches of the club's president, W. A. Terry, general freight agent of the Pittsburg & Lake Erie road; Melville E. Ingalls, chairman of the board of directors of the Big Four system, and Charles S. Hamlin, corporation counsel of Boston.

President Terry, in his address of welcome to the guests, presented many suggestions to both shipper and carrier as to their duties toward each other to further a spirit of co-operation, and also advised that each interest be represented on the Interstate Commerce Commission.

J. M. Belleville, general freight agent of the Pittsburg Plate Glass Company, was then presented as toastmaster, and introduced Mr. Ingalls. Mr. Ingalls said in part:

Until the passage of the Interstate Commerce law in 1886 it was the custom among all the railways to make secret contracts, selling their transportation to wholesale bidders at the best prices possible, trying thereby to build up the industries of the country and secure returns for their stockholders. It was not considered wrong, but a proper way of conducting business. When competition got too severe pools were made, by which the business was divided and the rates secured.

For fifteen years a contract existed between the lines from Chicago to Indianapolis, Cincinnati and Louisville for a division of the business, by which in round terms we put in 60 per cent for doing the business and divided up the other 40 per cent on certain terms. The question of a violation of the law never entered our heads, although perhaps it was a violation of the common law, but for fifteen years that pool, so-called, existed and saved hundreds and hundreds of thousands of dollars to the railways, and protected the shippers by steady and reasonable rates. There were also many others in different sections of the country.

When the Interstate Commerce law was passed in 1886 prohibiting pooling such arrangements were all ended, and the railways endeavored to conduct their business by agreement under that law.

This went on very well for a year or two, but gradually the competition for business increased. One line would endeavor to get more business, and in retaliation another line would pay somewhat more, and the result was that the system of rebates grew into tremendous proportions. Published tariffs were disregarded, and it was a struggle for existence among the different lines.

The situation became so acute in 1895, said Mr. Ingalls, that, fearing bankruptcy, a meeting was called of all the lines north of the Ohio and east of the Mississippi river. The meeting took place in New York, and a committee was appointed and struggled for weeks to draw up an agreement by which the roads could maintain their tariff and at the same time comply with the law. The "Joint Traffic Association agreement" was finally drawn. In the months following, said Mr. Ingalls, rates were better maintained than they had been for years before. "It was never for an instant thought by any of us that there was any danger from the Sherman law, socalled," said Mr. Ingalls. "In fact I had been told by the author of that famous law when it was passed that it did not apply to railways." He went on:

We were brought into the courts, however, by shippers who were opposed to any maintenance of rates, and, to our surprise and disgust, before we were aware of it the Supreme Court had decided in a case somewhat similar, called the "Trans-Missouri agreement," that it was in conflict with the Sherman law and illegal.

As no public agreement could be made between the railways, there were various secret arrangements which they tried to keep, but each manager endeavored to secure as much business as possible for his road on the best terms he could make. There was far more business done on secret rebates and contracts than on public tariffs, with a constant shrinkage of rates. Millions and millions of dollars were paid out without a voucher or receipt by traffic managers and solicitors, and to the credit of the fraternity be it said there was never any complaint of a misuse of these funds. In no other business on earth where there have been so many millions handled has there been such a record.

In the mean time, owing to the taxation of railway securities in the different states, the securities of the railways had drifted to Wall Street, and were controlled by cliques, who used them perhaps not for investment so much as for counters in the great game of speculation that they were playing. In 1899 some six or seven of these men, in the hope of saving the railways and the business of the country, conceived the idea, which was dubbed "the community of interests," that they would buy the controlling interest in practically all the railways of the United States, and thereby produce a joint ownership, and through it a maintenance of rates.

The failure of this plan Mr. Ingalls attributed to internecine warfare among the chiefs for the control of certain properties, during which the "skeletons in their closets were laid bare so that the public could see what was being done." The dissatisfaction created among the people by stock juggling finally took form in the Northern Securities case. Mr. Ingalls said:

If it had not been for that suit a few men would have controlled the great transportation interests of this country, and while they would have maintained rates, they would have made and unmade statesmen, would have controlled Congress and legislatures, and in the end no one knows what the result would have been.

The decision of the courts was against this combination, but instead of accepting the situation, as ought to have been done, and asking for legislation to enable them to go on and manage their properties legally, they continued to temporize with various deals and subterfuges to avoid the effect of it.

Mr. Ingalls referred to the increase of prejudice against corporations, and railways in particular, by the life insurance disclosures. He said that the men who have received favors and free transportation are the loudest in preaching reforms and railroad legislation. He thought President Roosevelt's remark that he is "about the best friend the railroads have" to be "pretty near true."

Reverting to rebates, Mr. Ingalls said that some might have been granted that shippers might crush out competitors, but that "there are always dishonest men in every profession." He defended rebating and secret reductions, as not being contrary to public sentiment at the beginning. Railways were considered by the great mass of the people to be private corporations, managed like mercantile houses, and permitted to sell their transportation for the best prices possible. The advantage in movement of cars East or West was also cited as having a logical effect on rates.

Part of Mr. Ingalls's advice to the owners and managers of railroads to solve the present problems was as follows:

You must manage your railways so as to placate the public. While being conservative and protecting your interests, you must give the public due consideration that is due them. You must reason and explain your situation to Congress, to legislatures, to city governments, to commercial bodies.

Above all, you must show your doings public; you must show that the railways of this country are not overcapitalized; that not for an instant could they be reproduced for their present bonds and stocks.

By patience and time the legislation of Congress and of the states in reference to the railways must be harmonized. It will not do to have forty-six states passing forty-six different acts. So far as it is possible, all legislation in reference to rates should be left to Congress, but the states should exercise their full power as to repairs and the condition of the property, etc.

TO CONTROL FREIGHT CARS.

American Railway Association Adopts Measures to Minimize the Shortage.

The American Railway Association has adopted measures to minimize the shortage of freight cars. It has indorsed the American Railway Clearing House, an organization formed last January by railroad officials of Chicago for bringing all the freight cars in the United States into a pool, or practically under common ownership.

Before May 15 the railroads in the association will take a ballot as to whether a penalty of $5 shall be imposed when a railroad takes a car which belongs to another road on its line and sends it in a direction away from the home road. The association has assumed the financial expense of maintaining the statistical department of the American Railway Clearing House, but it was not made obligatory on all roads to enter the pooling arrangements. Each road is to give formal notice within sixty days whether it will join the pool. The pooling plan is to go into effect on September 1.

The idea of the pooling scheme is to enable each road to have on its own rails at all times as many freight cars as it owns, and this plan would force each railroad to furnish enough cars to meet the demands of the shippers. The Interstate Commerce Commission has, it is understood, indorsed the efforts of the association to secure greater efficiency of cars by accelerating their daily movement. It is estimated that if the average time of detention of freight cars at terminals by shippers were reduced one day, there would be liberated for service more cars than all the manufacturers in the United States can build in a whole year.

SUES BROKERAGE FIRM FOR BIG SUM.

Charge Made That Dividends Were Paid Out of Capital Stock.

Russell Thayer brought suit yesterday in the Supreme Court against Moore & Schley, No. 80 Broadway, to recover $41,962 50, which he says he lost through representations of the defendants as the financial condition of the American Malting Company in 1899. Thayer says he purchased seven hundred shares of preferred stock from Ervin & Co., the Philadelphia agents and correspondents of the defendants, on December 23, 1898, for $58,900.

In July, 1899, finding that the stock had declined to $70, Thayer says he asked Ervin & Co., to ascertain from Moore & Schley the financial condition of the American Malting Company, and was informed that the company's condition was good. Thayer says he subsequently discovered the company had no surplus, but a deficit, and the stock declined to $24 50, when he was compelled to sell, realizing $17,237 50.

Thayer set forth that he believed the dividends were paid out of capital instead of earnings, and in order to state this he asked to be allowed to amend his complaint. Justice O'Gorman yesterday granted the application.

TENNESSEE COAL AND IRON REPORT.

New Plants to Double the Output.

The annual report of the Tennessee Coal, Iron and Railroad Company shows that, as compared with preceding years, the earnings were favorable, operating profits being in excess of 20 per cent on the volume of business. This result, considering the almost unlimited tonnage of the mineral reserves and their great potential value, should suggest no delay in providing the necessary facilities to meet income opportunity. The executive committee, recognizing the inadequacy of present facilities, has authorized substantial expenditures to increase the volume of business and income, but further expenditures could be advantageously made. The financial statement shows the company to be in a sound financial condition, with current assets of $3,604,480 in excess of current liabilities. Ample provision has been made for all necessary provisional funds.

The mineral reserves of coal and iron contained in lands owned, as computed by competent authorities, are estimated to be 700,000,000 tons of iron ore and 2,000,000,000 tons of coal. Approximately, one-half of this coal supply is of a superior coking quality, and the iron ore is largely of a self-fluxing character, analyzing approximately 38 per cent metallic iron. This ore is well suited to the manufacture of high grade foundry pig iron and to the production of basic pig iron for use in the manufacture of basic open hearth steel. While a general rehabilitation of