GOSSIP OF WALL STREET.

The fact that Count Witte, the new Russian Premier, so recently visited this country and took away with strong impressions of American wealth and greatness, is expected to contribute toward the establishment of improved trade relations between the two countries and to open up a field for American enterprise in Russia in connection with the industrial era now about to open in that country.

Persistent efforts on the part of the traders to force up the United States Steel issues met with comparatively little success, and this fact was taken as an indication that large financial interests in the company were not in favor of an active speculation. The statement of earnings for the quarter was not published until after the close, but the prevailing sentiment was that however favorable the figures might prove they would not tell the full truth about current prosperity, as since the close of the quarter a full calendar month ago the company has booked many large orders and turned out a very heavy tonnage of finished material.

Discounting the dividend was the principal motive for much of the buying in Pennsylvania, although there is reason to believe that the stock was used for effect on the general list, for as Pennsylvania is an eminently respectable stock a movement in it is more likely to affect sentiment than special movements in others of smaller capitalization or less representative of the country's business. Sharing to a very great extent in the fortune of the iron and steel trade through practical control of Pittsburg's tonnage and with its interests in Baltimore and Ohio, Norfolk and Western and other important roads, Pennsylvania is more closely linked with the business of the country at large than any other property, so that an advance in the stock always attracts a good deal of attention, and this fact is often availed of for the sake of effect. The earnings for September, which will be published within a few days, are expected to make a good showing.

The publication of Reading's September earnings had much to do with yesterday's advance in the price of the stock to a new record price, as the figures were very favorable. The published returns covered operations for the month and the first quarter of the fiscal year and showed that for the latter period the surplus earnings from the Railroad Company, the Reading Coal and Iron Company and the Reading Company exceeded those of the corresponding three months in 1904 by $780,625, or more than 1 per cent. additional for the $70,000,000 common stock. Predictions have been made recently that Reading would earn this year about 15 per cent. on the common, counting in the earnings of the Reading Iron Company, which are never reported, although they are likely to amount to as much as $2,000,000 net for the twelve months. The report just published has inspired confidence in these predictions, and left the impression in many minds that the stock has not yet seen the end of its advance.

The strength of Federal Mining and Smelting was explained by the fact that having acquired two important groups of mines in the Coeur d'Alene country, thereby securing practically complete control of that field, the company proposed paying for these acquisitions through sale of $2,000,000 additional preferred and $1,000,000 additional common stock with rights to stockholders.

The movement in Louisville and Nashville and Atlantic Coast Line was accomplished without much difficulty, as the floating supply of both stocks is small while Street sentiment is quite favorable. There was no news beyond current estimates of the investment quality of the stocks, which conservative houses consider well worthy of attention.

Houses with Harriman affiliations took a rather cheerful view of the outlook and expressions of confidence in the money situation were heard in these quarters, while the buying of Union Pacific by Harriman & Co. and C. B. MacDonald appeared to give added weight to the reassuring statements. In regard to extensions in the Northwest it was pointed out that none of the roads has embarked on any new enterprise of magnitude, and that Mr. E. H. Harriman's utterances of last week merely indicated that the development of business in the West was such that if the railroads meant to foster it or even keep pace with it they would find it necessary to increase their mileage and in other ways provide additional facilities. In this connection the fact that the change of the control of about 2,500 miles of road without any lien verifible bonds into common stock leaves whatever, becomes interesting as an indication of Union Pacific's capital resources, but it must be understood that the sale of additional securities of any kind to pay for construction of new mileage is a rather remote contingency. The course of stock market prices in the next year or so may be such as to induce Union Pacific to make provision for future extensions by sale of stock carrying rights, but this, of course, is a long look into the future.

Whatever truth may be in the story of a merger the movement in National Lead stock appeared to have been made by people interested in American Smelting and Refining, which company would derive substantial benefit from the consummation of a scheme along the lines proposed some months ago. The current story is that National Lead will go into the merger on a basis which will be equivalent to a price of about 60 for the present stock.

American Car and Foundry sympathized with American Locomotive, and to a certain extent Pressed Steel did likewise. There was no news, and the only development was the disclosure of a fair sized short interest.

Resumption of pool activity was the cause of the advance in Locomotive, and as a relatively large short interest seemed to have been created on the decline last week the task of moving up quotations was a comparatively easy one. The old rumors concerning a closer relationship with the General Electric Company were revived, and notwithstanding their lack of novelty sufficed to scare the shorts when accompanied by an aggressive buying movement and a demonstration that the floating supply was quite limited. The supposed similarity of the stock's market position to that of American Smelting and Refining was dwelt upon, but not altogether convincingly, in view of the fact that Locomotive sells higher than any non-dividend industrial stock on the list. Conservative houses, however, take the ground that earnings fully warrant the present level of prices.

American Smelting's strength was based on the fact that through the acquisition by its subsidiary companies of control of Utah Copper and other important concerns the parent company had greatly strengthened its hold on the trade. Reports that the merger of National Lead and United Lead might be consummated before long, placing the Smelting interests in control of both branches of the lead trade, were current but lacked official sanction. The Street believes that the Smelting company is in very strong position and, as one broker expressed it, "the Smelters people seem to have as much control of the trade as of the market for the stock." The preferred stock moved with the common and displayed a considerable activity.

Observers on the floor thought a new pool was at work in Tennessee Coal and Iron. This stock is so firmly held that the floating supply is at all times small, as was clearly shown early in the year when the Hoadley interests sought to secure control with a view to a merger of Southern iron concerns. It seems that in spite of this demonstrated concentration of the stock a short interest of considerable proportions had been put out and the movement to cover this added materially to the rapidity and extent of the advance. It was rumored that the dividend would soon be increased, but this report was thought to be a result and not the cause of the rise. The stock was put on a dividend basis last spring and some disappointment was felt because the rate was only 4 per cent., and in view of the substantial improvement in trade conditions there is some expectation of an increase but well informed people say they do not look for anything of the kind at present.

C. F. & I. DEFICIT LESS.

Annual Report Shows a Gain in Total Income.

The report of the Colorado Fuel and Iron Company for the year ended June 30 was published yesterday and shows a deficit decreased by $1,242,861. Earnings and expenses were both more than doubled. President Hearne in his report notes the continued influence upon the earnings of the strike troubles in Colorado, which were so disastrous to the company in the previous year. Mr. Hearne says that the first three months of the fiscal year just closed bear evidence to the effect of the strike, but that industrial conditions are now peaceful and prosperous.

Attention is called to the adoption by the Colorado Legislature of an eight hour day law in the mines, which, the report says, will prevent any large increase in fuel production with present equipment.

The income account follows:

Gross earnings	$18,615,017	$8,625,576 Inc.	$9,989,341
Op. expenses	16,884,108	8,406,891 Inc.	8,477,517
Net earnings	$1,730,909	$218,995 Inc.	$1,511,824
Mgmt. exp.	256,620	215,728 Inc.	40,898
Balance	$1,474,193	$3,267 Inc.	$1,470,926
Other income	147,854	27,945 Inc.	219,069
Total income	$1,622,047	$31,212 Inc.	$1,690,835
Charges	1,223,223	1,199,578 Inc.	26,745
Sur. overchgs	$398,724	*$1,168,366 Inc.	$1,865,090
S. Contrmts, &c.	1,938,717	416,491 Inc.	622,226
Total deficit	$341,993	*$1,584,857 Dec.	$1,242,864
Prof. def. adjd	1,535,409	Sur. 450,355 Inc.	1,985,764
P. & L. Dr.	$1,877,402	$1,134,502 Inc.	$742,900

*Deficit.

B. R. T. WON'T RENEW AGREEMENT

But Motormen on the Elevated Will Receive the Same Wages.

The contract with the brotherhoods of locomotive engineers and firemen under which the motormen, engineers and firemen employed on the elevated system of the Brooklyn Rapid Transit Company were working expired yesterday and will not be renewed by the company. The men will get the same wages they have been receiving, but must work under a verbal agreement with the company. The brotherhoods wanted the company to renew the contract for three more years, but the company refused to do so. General Manager Calderwood of the company said that the men have acquiesced in the new arrangement and that there is no danger whatever of a strike.

MONEY AND EXCHANGE.

Money on call, 4@3½ per cent.; last loan, 4 per cent.; ruling price, 3¾ per cent. Time money quoted at 4¾@5 per cent. for sixty to ninety days, 4½@4¾ per cent. for four months and 4½@5 per cent. for five and six months. Commercial paper quoted at 4¾@5 per cent. for prime single names and bills receivable; other names, 5@5½ per cent.

The foreign exchange market was weak to-day. The demand sterling rate declined 25 points. Posted rates were quoted at $4.84 for long and $4.87½ for short. Actual rates: Long bills, $4.8305@$4.8315; sight drafts, $4.8665@$4.8670, and cable transfers, $4.8720@$4.8730. Francs were quoted at 5.18¾ less 1-32 for long and 5.16¾ less 3-32 for short. Reichsmarks were quoted at 94 7-16 for long and 95¼ for short. Guilders were quoted at 39 for long and 40¼ less 3-32 for short.

Domestic exchange on New York: Boston—10@15c. discount. Chicago—10c. discount. Charleston—Banks, buying, par; selling, 1-16c. premium. Cincinnati—Par. Montreal—Par. New Orleans—Commercial, 50c. discount; banks, $1 premium. St. Paul—Par. Minneapolis—10c. discount. Louisville—25c. premium. San Francisco 40c. premium. St. Louis—10@20c. discount.

Money in London, 3½@3¾ per cent. Rate of discount in open market for short and three months bills, 4 per cent. Consols for money closed at 88⅛ and for the account at 88 9-16. Paris advices quote 3 per cents at 99 francs 87½ centimes. The private rate of discount is 2¾ per cent. Exchange in London, 25 francs 14½ centimes. Berlin advices quote exchange on London 20 mks. 45½ pfgs. The private rate of discount is 4⅛ per cent.

New York Clearing House statement: Exchanges, $423,035,979; balances, $13,925,116; Sub-Treasury debit balance, $212,629.

Commercial price of bar silver in New York, 62¾c. Bar silver in London closed at 28⅞d. Mexican silver dollars were quoted at 48c.

FINANCIAL NOTES.

Charles W. Wetmore, president of the North American Company; Edwin M. Bulkley, of Spencer Trask & Co., a director, and C. D. Smithers, of F. S. Smithers & Co., returned on Saturday from a trip of inspection of the properties of the important subsidiary companies of the North American Company—the United Railways, Union Electric Light and Power, and Laclede Gas Companies of St. Louis, the Milwaukee Railway and Lighting Company and Milwaukee Light, Heat and Traction Company, and the Detroit Edison Company. All were found to be in greatly improved condition.

Douglas Robinson and the New York Trust Company, the receivers of the Merchants' Trust Company, have given notice to the depositors, creditors and stockholders of that company that they will present to the Supreme Court at a special term to be held in Albany on November 11, a petition asking the court for instructions concerning the allowance to depositors and creditors of interest on their deposits and credits. All depositors, creditors and stockholders are entitled to appear in court on the day mentioned to be heard concerning the question to be submitted by the receivers.

Shearson, Hammill & Co. paid $19,750 for a Cotton Exchange seat yesterday. This is a new high record price.

John S. Dickerson has been admitted a partner in the firm of Wagner, Schalk & Co.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Sun rises.....6:16 Sun sets.....4:38 Moon sets....9:04

HIGH WATER THIS DAY.

Sandy Hook 12:53 Gov. I'd'.....11:09 Hell Gate....10:28

Arrived—TUESDAY, Oct. 31.

Ss Neckar, Bremen, Oct. 21.
Ss Giulia, Almeria, Oct. 17.
Ss Turkestan, Gibraltar, Oct. 18.
Ss Prometheus, Rotterdam, Oct. 19
Ss Tolesby, Tiflisian, Aug. 25.
Ss Crown Prince, Rio Janeiro, Oct. 7
Ss Vera, Port Antonio, Oct. 26.
Ss Avalon, Port Antonio, Oct. 25
Ss Larimer, Beverly, Mass., Oct. 30
Ss El Paso, New Orleans, Oct. 24.
Ss Algonquin, Jacksonville, Oct. 26.
Ss Jefferson, Norfolk, Oct. 30.
Ss Manna Hata, Baltimore, Oct. 29.
Ss Benefactor, Philadelphia, Oct. 30.

ARRIVED OUT.

Ss Kronprinz Wilhelm, from New York at Bremen.
Ss Zeeland, from New York at Antwerp.
Ss Fuerst Bismarck, from New York at Gibraltar.

SAILED FROM FOREIGN PORTS.

Ss Madonna, from Naples for New York.

OUTGOING STEAMSHIPS.

Sail To-day.	*Mails Close.*	*Vessels Sail.*
Oceanic, Liverpool	5 00 A M	8 30 A M
Statendam, Rotterdam	7 30 A M	10 00 A M
Pannonia, Naples		12 00 M
Hugoma, Ponce	9 00 A M	12 00 M
Alene, Inagua	9 30 A M	12 00 M
Daggry, Campeche	12 00 M	3 00 P M
Cubana, Matanzas	12 00 M	3 00 P M
Nueces, Galveston		3 00 P M
Chalmette, New Orleans		12 00 M
Algonquin, Charleston		3 00 P M
Sail To-morrow.		
La Lorraine, Havre	7 00 A M	10 00 A M
Pfalz der Grosse, Brem'n		10 00 A M
Bluecher, Hamburg		9 00 A M
Syracusa, Argentina	12 00 M	3 00 P M
Seguranca, Havana	9 00 A M	12 00 M
Seneca, Tampico	12 00 M	3 00 P M
Moor'h Prince, Pernamb'o	12 00 M	3 00 P M
El Mar, Galveston		3 00 P M
Sail Friday, Nov. 3.		
Santiago, Nassau	12 00 M	3 00 P M
Parima, St. Thomas	12 30 P M	3 00 P M
Rio Grande, Mobile		3 00 P M
Arapahoe, Charleston		3 00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Nacoochee	Savannah	Oct. 27
El Valle	Galveston	Oct. 25
Monterey	Havana	Oct. 28
Herm	St. Lucia	Oct. 23
Kaiser Wilhelm II	Bremen	Oct. 24
Arapahoe	Jacksonville	Oct. 29
Due To-morrow.		
Cedric	Liverpool	Oct. 25
St. Andrew	Antwerp	Oct. 21
Bordeaux	Havre	Oct. 21
Emilia	Gibraltar	Oct. 20
Grenada	Trinidad	Oct. 23
Flandria	Havre	Oct. 27
City of Columbus	Savannah	Oct. 28
Prins Willem III	Hayti	Oct. 28
Iroquois	Jacksonville	Oct. 30
Due Friday, Nov. 3.		
Graf Waldersee	Hamburg	Oct. 21
Chicago City	Swansea	Oct. 19
El Rio	Galveston	Oct. 28
Justin	Barbados	Oct. 26
San Marcos	Galveston	Oct. 28
Bermudian	Bermuda	Nov. 1
Due Saturday, Nov. 4.		
Etruria	Liverpool	Oct. 28
St. Louis	Southampton	Oct. 28
Yeddo	Gibraltar	Oct. 21
El Dia	Galveston	Oct. 29
Yucatan	Havana	Oct. 31
Advance	Colon	Oct. 28
Due Sunday, Nov. 5.		
La Bretagne	Havre	Oct. 28
Due Monday, Nov. 6.		
Kroonland	Antwerp	Oct. 28
Rotterdam	Rotterdam	Oct. 28
El Sud	Galveston	Oct. 31
Caracas	La Guaira	Oct. 30

Charles E. Matthews

OFFICE FURNITURE

275 Canal St., 1 door East of B'dway

Telephone 1209 Spring

Mr. Matthews will be at his exhibit at the Office Appliance Show, Madison Square Garden, all this week. He invites the public to inspect his stock of fine office furniture at spaces Nos. 82 and 83.

FINANCIAL.

New York, October 2, 1905.

TO THE HOLDERS OF

First Preferred, Second Preferred and Common Stock

OF THE

Erie Railroad Company.

On September 29, 1905, the Board of Directors authorized the issue of $12,000,000 of the Four Per Cent. Convertible Gold Bonds of the Erie Railroad Company secured by its General Mortgage dated April 1, 1903, for the purpose, among other things as specified in said mortgage, of acquiring more than a majority of the shares of common capital stock of the Cincinnati, Hamilton & Dayton Railway Company.

These new convertible bonds are to be designated as Series B. The bonds are to be dated October 1, 1905, maturing April 1, 1953, with interest payable semi-annually on April 1 and October 1, and at the option of the holder they are to be convertible at par into common stock of the Company at $60 per share at any time after two years and before twelve years from the date of the bonds. Their issue has been authorized by the Board of Railroad Commissioners, to whom application will be made to authorize the stock increase necessary for such conversion.

The General Mortgage authorizes the issue of $50,000,000 convertible bonds, $10,000,000 of such bonds (designated as Series A and convertible into common stock of the Company at 50 as therein stated) have heretofore been issued and appropriated as proposed in the Erie Circular to stockholders dated February 10, 1903. Upon the issue of the $12,000,000 Series B bonds above described, the total amount outstanding under the said General Mortgage will be $22,000,000. The General Mortgage covers the railroad, property and franchises of the Erie Railroad Company therein described, and also will cover the Cincinnati, Hamilton & Dayton Bonds, when acquired with proceeds of the Series B bonds.

There is now offered to the registered stockholders of the Erie Railroad Company on October 21, 1905, a preferential opportunity ratably to subscribe for and to take the $12,000,000 Series B bonds at par and accrued interest. The Company has entered into a contract with Messrs. J. P. Morgan & Co., as Managers of an underwriting syndicate in which themselves and other members of the board of Directors are included, whereby the Underwriting Syndicate, for a commission of 2½ per cent. of the par amount of said $12,000,000 Series B bonds, has agreed to take any and all of said $12,000,000 Series B bonds which shall not be taken by the stockholders under this offer.

For the purpose of determining the right to subscribe to said bonds, the stock transfer books of the Company will be closed at three o'clock P. M. on **October 21, 1905**, and will be reopened **November 15, 1905**, at ten o'clock A. M.

Only stockholders registered as such on the transfer books on October 21, 1905, will be entitled to subscribe for the Series B bonds. Holders of First Preferred, Second Preferred or Common Stock will be entitled to subscribe for **$6.75 of the Series B bonds** for each $100 par value of stock registered in their name. Suitable subscription warrants will be issued to each stockholder specifying the amount of bonds to which such stockholder is entitled to subscribe.

Payments for the Series B bonds are to be made in full on or before November 27, 1905, at par and accrued interest. The privilege of subscription may be sold in whole or in part, and the warrants will bear an appropriate form of assignment for this purpose.

No subscription or assignment thereof will be recognized unless made on the warrants furnished by the Company.

Stockholders residing in Great Britain or Europe may make their subscription and payment at the office of Messrs. J. S. Morgan & Co., 22 Old Broad Street, London, E. C., England, who are authorized to receive the same for transmission to New York at a rate of exchange, of which due notice will be given.

Holders of Stock Trust Certificates must exchange the same for Stock Certificates so as to be able to subscribe.

By order of the Board of Directors.

ERIE RAILROAD COMPANY.
By F. D. UNDERWOOD, President.

RAILROAD EARNINGS.

The National Railroad Company of Mexico reports for September:

	1905.	1904.	Changes.
Gross earnings	$1,094,909	$986,723 Inc.	$108,276
Oper. expenses	667,519	600,308 Inc.	67,211
Net earnings	$427,390	$296,414 Inc.	$130,976
From Jan. 1 to Sept. 30:			
Gross earnings	$9,265,852	$8,017,287 Inc.	$648,565
Oper. expenses	6,111,226	5,873,595 Inc.	267,631
Net earnings	$3,124,626	$2,743,691 Inc.	$380,935

CHICAGO AND ALTON.

The Chicago and Alton Railway Company reports for September:

	1905.	1904.	Changes.
Gross earnings	$1,045,339	$1,268,158 Dec.	$222,819
Exp. and taxes	728,274	760,957 Dec.	32,683
Net earnings	$317,035	$507,201 Dec.	$190,136
From July 1 to Sept. 30:			
Gross earnings	$3,032,277	$3,408,363 Dec.	$376,086
Exp. and taxes	2,082,531	2,131,115 Dec.	48,584
Net earnings	$949,746	$1,277,248 Dec.	$327,502

MEXICAN INTERNATIONAL.

The Mexican International Railroad Company reports for September:

	1905.	1904.	Changes.
Gross earnings	$494,133	$475,780 Inc.	$18,353
Oper. expenses	278,044	305,001 Dec.	26,957
Net earnings	$216,089	$170,779 Inc.	$45,310
From Jan. 1 to Sept. 30:			
Gross earnings	$4,750,994	$3,158,664 Dec.	$401,769
Oper. expenses	2,908,993	3,036,051 Dec.	127,058
Net earnings	$1,847,910	$2,122,613 Dec.	$274,703

INTEROCEANIC RAILWAY OF MEXICO.

The Interoceanic Railway Company of Mexico reports for September:

	1905.	1904.	Changes.
Gross earnings	$464,208	$473,017 Dec.	$8,719
Oper. expenses	352,522	376,135 Dec.	23,613
Net earnings	$111,776	$96,882 Inc.	$14,894
From July 1:			
Gross earnings	$4,719,606	$4,667,731 Inc.	$51,875
Oper. expenses	3,623,136	3,628,070 Dec.	14,934
Net earnings	$1,096,470	$1,039,661 Inc.	$66,809

BUFFALO AND SUSQUEHANNA.

The Buffalo and Susquehanna Railroad Company reports for September:

	1905.	1904.	Changes.
Gross earnings	$139,529	$101,853 Inc.	$37,676
Oper. exp. & taxes	82,616	59,448 Inc.	23,168
Net earnings	$56,913	$42,405 Inc.	$14,508

GULF AND SHIP ISLAND.

The Gulf and Ship Island Railroad Company reports for September:

	1905.	1904.	Changes.
Gross earnings	$142,349	$157,322 Dec.	$14,973
Oper. exp. & taxes	102,924	120,426 Dec.	17,502
Net earnings	$39,425	$36,896 Inc.	$2,529

IOWA CENTRAL.

The Iowa Central Railroad Company reports for the year ended June 30:

	1905.	1904.	Changes.
Gross	$2,588,800	$2,377,105 Inc.	$211,195
Exp. & taxes	2,128,002	1,951,970 Inc.	176,112
Net	$460,218	$425,135 Inc.	$35,083
Other income	201,219	135,472 Inc.	65,747
Total income	$661,437	$560,607 Inc.	$100,830
Charges	738,511	641,739 Inc.	96,772
Deficit	$77,074	$81,132 Dec.	$1,058

DIVIDEND DECLARATIONS.

Company and Term.	*Stock.*	*Amt.*	*Payable*
United States Steel Corporation, quarterly	pfd.	1¾	—
Cleveland and Pittsburg Railroad, quarterly, original guaranteed	—	1¾	Dec. 1
Cleveland and Pittsburg Railroad, quarterly, guaranteed betterment	—	1	Dec. 1
Delaware and Hudson, quarterly	—	1¼	Dec. 15

FINANCIAL. FINANCIAL.

Pennsylvania Company 3½% Gold Loan of 1901, Maturing November 1st, 1916.

Notice of Certificates Drawn for Payment November 1st, 1905.

Notice is hereby given that pursuant to the terms of the agreement dated November 1, 1901, between the Pennsylvania Company, The Pennsylvania Railroad Company and Girard Trust Company, Trustee one thousand three hundred and thirty-four certificates were this day drawn for redemption at par on November 1, 1905, in accordance with article four of said agreement.

The certificates, drawn and numbered as below, should be presented for payment at the office of Girard Trust Company, Trustee, Broad and Chestnut Streets, Philadelphia, Pa., on or after November 1, 1905, with all unmatured coupons attached. Interest will cease on the above certificates November 1, 1905.

2	1,526	3,003	4,462	5,865	7,144	8,251	9,485	10,831	12,190	13,398	14,734	16,052	17,382	18,786
10	1,527	3,026	4,513	5,888	7,162	8,278	9,453	10,886	12,205	13,424	14,768	16,074	17,404	18,796
23	1,590	3,054	4,547	5,878	7,166	8,294	9,471	10,907	12,228	13,458	14,776	16,080	17,411	18,810
35	1,610	3,060	4,550	5,885	7,172	8,304	9,482	10,912	12,237	13,473	14,814	16,082	17,429	18,820
36	1,668	3,077	4,556	5,895	7,201	8,330	9,499	10,961	12,246	13,476	14,821	16,100	17,433	18,917
39	1,677	3,082	4,561	5,917	7,213	8,347	9,525	10,973	12,247	13,490	14,824	16,109	17,451	18,935
55	1,678	3,140	4,571	5,944	7,235	8,351	9,536	11,004	12,276	13,505	14,836	16,128	17,452	18,958
74	1,707	3,145	4,572	5,907	7,236	8,357	9,547	11,022	12,278	13,507	14,849	16,165	17,460	18,959
82	1,734	3,155	4,576	5,973	7,247	8,361	9,581	11,041	12,289	13,512	14,855	16,188	17,462	18,972
81	1,758	3,156	4,594	5,979	7,260	8,369	9,598	11,055	12,295	13,517	14,860	16,225	17,493	18,974
95	1,760	3,204	4,621	5,987	7,265	8,374	9,643	11,058	12,301	13,540	14,881	16,240	17,498	18,986
110	1,774	3,218	4,624	5,992	7,267	8,389	9,644	11,076	12,305	13,558	14,909	16,295	17,519	18,990
143	1,787	3,241	4,632	6,000	7,269	8,401	9,660	11,129	12,316	13,567	14,914	16,299	17,557	19,015
169	1,788	3,256	4,635	6,008	7,275	8,406	9,665	11,130	12,316	13,609	14,943	16,323	17,565	19,049
173	1,791	3,271	4,638	6,014	7,288	8,410	9,671	11,131	12,328	13,627	14,947	16,343	17,596	19,070
217	1,798	3,291	4,648	6,046	7,312	8,411	9,679	11,152	12,342	13,655	14,969	16,349	17,604	19,079
248	1,808	3,307	4,659	6,049	7,319	8,426	9,700	11,185	12,374	13,666	14,970	16,355	17,611	19,032
250	1,826	3,309	4,681	6,065	7,338	8,447	9,714	11,194	12,393	13,671	14,977	16,395	17,632	19,059
281	1,828	3,329	4,693	6,069	7,350	8,458	9,720	11,194	12,426	13,695	14,998	16,566	17,652	19,041
314	1,831	3,331	4,714	6,070	7,370	8,470	9,769	11,188	12,430	13,699	15,001	16,569	17,692	19,042
318	1,835	3,334	4,719	6,086	7,407	8,474	9,776	11,190	12,441	13,714	15,011	16,570	17,660	19,047
375	1,880	3,371	4,723	6,131	7,431	8,503	9,805	11,195	12,468	12,733	15,021	16,289	17,695	19,047
558	1,915	3,373	4,740	6,147	7,441	8,505	9,810	11,225	12,496	13,735	15,027	16,398	17,695	19,053
386	1,918	3,397	4,747	6,172	7,467	8,537	9,873	11,230	12,497	13,756	15,032	16,400	17,764	19,061
399	1,959	3,398	4,755	6,201	7,474	8,553	9,842	11,236	12,499	13,775	15,042	16,404	17,767	19,073
410	1,969	3,402	4,756	6,203	7,476	8,571	9,843	11,253	12,513	13,779	15,044	16,429	17,771	19,104
444	1,972	3,403	4,797	6,212	7,478	8,588	9,848	11,255	12,518	13,785	15,049	16,435	17,778	19,111
485	2,018	3,408	4,804	6,219	7,485	8,611	9,860	11,279	12,521	13,795	15,073	16,445	17,780	19,121
517	2,022	3,410	4,810	6,242	7,498	8,647	9,877	11,293	12,531	13,801	15,077	16,447	17,782	19,146
552	2,024	3,423	4,811	6,243	7,507	8,676	9,884	11,299	12,546	13,808	15,096	16,490	17,785	19,155
561	2,026	3,434	4,813	6,250	7,521	8,685	9,900	11,313	12,560	13,854	15,108	16,517	17,819	19,165
585	2,028	3,457	4,828	6,288	7,524	8,699	9,934	11,322	12,566	13,858	15,130	16,528	17,837	19,175
567	2,034	3,463	4,858	6,324	7,530	8,725	10,007	11,356	12,583	13,860	15,195	16,530	17,864	19,184
589	2,046	3,490	4,887	6,330	7,545	8,730	10,011	11,363	12,596	13,875	15,198	16,540	17,945	19,196
572	2,058	3,494	4,912	6,333	7,588	8,750	10,028	11,373	12,603	13,901	15,197	16,548	17,948	19,201
639	2,067	3,504	4,930	6,334	7,597	8,759	10,038	11,387	12,607	13,987	15,202	16,552	17,959	19,235
645	2,074	3,505	4,962	6,350	7,608	8,785	10,060	11,402	12,614	13,988	15,205	16,572	17,973	19,264
664	2,077	3,508	4,965	6,356	7,611	8,787	10,121	11,4[illegible]	12,635	14,015	15,242	16,576	18,021	19,267
687	2,102	3,509	4,[illegible]	6,373	7,639	8,793	10,139	11,405	12,641	14,[illegible]	15,245	16,590	18,032	19,[illegible]
711	2,177	3,531	[illegible]	6,374	7,642	8,800	10,160	11,4[illegible]	12,642	14,[illegible]	15,266	16,612	18,066	19,214
714	2,178	3,556	[illegible]	6,396	7,643	8,805	10,161	11,[illegible]	12,643	14,025	15,284	16,663	18,067	19,319
722	2,240	3,573	[illegible]	6,397	7,668	8,822	10,173	11,476	12,653	14,032	15,295	16,695	18,085	19,322
761	2,246	3,[illegible]	[illegible]	6,398	7,690	8,833	10,180	11,498	12,677	14,034	15,298	16,701	18,094	19,329
772	2,248	[illegible]	[illegible]	6,399	7,696	8,867	10,202	11,515	12,698	14,049	15,277	16,708	18,111	19,334
774	2,273	[illegible]	[illegible]	[illegible]	7,700	8,870	10,210	11,516	12,706	14,055	15,305	16,711	18,121	19,340
806	2,275	[illegible]	[illegible]	[illegible]	7,702	8,881	10,235	11,530	12,721	14,109	15,324	16,717	18,147	19,353
818	2,279	[illegible]	[illegible]	[illegible]	7,723	8,902	10,252	11,544	12,727	14,113	15,327	16,719	18,150	19,361
850	2,281	[illegible]	[illegible]	[illegible]	7,737	8,935	10,[illegible]	11,550	12,741	14,119	15,348	16,730	18,153	19,376
857	2,300	[illegible]	[illegible]	[illegible]	7,759	8,939	10,[illegible]	11,563	12,770	14,123	15,380	16,736	18,165	19,385
816	2,307	[illegible]	[illegible]	[illegible]	7,770	8,958	10,291	11,569	12,785	14,138	15,395	16,753	18,209	19,410
881	2,310	[illegible]	[illegible]	[illegible]	7,750	8,985	10,295	11,579	12,789	14,173	15,411	16,760	18,250	19,423
912	2,337	3,811	[illegible]	[illegible]	7,752	8,989	10,317	11,628	12,794	14,193	15,425	16,780	18,233	19,454
905	2,362	3,822	[illegible]	[illegible]	7,790	8,990	10,369	11,677	12,811	14,195	15,455	16,787	18,256	19,494
926	2,385	3,8[illegible]	[illegible]	[illegible]	7,801	8,991	10,399	11,681	12,835	14,212	15,459	16,790	18,263	19,498
987	2,390	3,8[illegible]	[illegible]	[illegible]	7,802	9,021	10,401	11,695	12,845	14,214	15,468	16,817	18,277	19,506
1,012	2,404	3,893	[illegible]	[illegible]	7,851	9,040	10,414	11,709	12,856	14,234	15,478	16,818	18,287	19,525
1,038	2,406	3,895	[illegible]	[illegible]	7,865	[illegible]	10,417	11,713	12,858	14,236	15,486	16,826	18,302	19,534
1,023	2,462	3,872	[illegible]	[illegible]	7,902	[illegible]	10,423	11,716	12,886	14,238	15,493	16,851	18,316	19,560
1,055	2,463	3,882	[illegible]	[illegible]	7,[illeg