

# CHINA'S RAILROAD BOOM.

Syndicate With Millions Ready to Develop the Empire as Soon as the Treaty is Made.

FRANK G. CARPENTER.

(Copyrighted, 1900, by Frank G. Carpenter.)

Shanghai, Oct. 5.—I have just returned from a ride to Woosung, a dirty little town on the Yangtze at the mouth of the Whangpou river. It is ten miles below Shanghai, and the Chinese have now a railway connecting the two. This is practically the only railroad in operation in the Great Yangtze valley, a region containing more than twice as many people as the whole United States, and which surpasses in its industries any country in Asia. The Shanghai-Woosung line is the beginning of a line to Soochow, and thence to Chinkiang and Nanking, formerly part of the great railway system which, sooner or later, will gridiron China. At present no building is going on, but the moment peace is settled the great railroad era of China will begin.

## SHANGHAI A GREAT RAILROAD CENTER.

Shanghai will be the center of future railroad operations. It will be the terminus of many trunk lines. It is the New York of the empire. It has all the big banks and is the headquarters of the great financiers. Here Sheng, the director of the imperial railroad, has his offices, and here, rather than at Peking, will be granted the concessions by which hundreds of millions of foreign gold will be transformed into tracks of steel. There are already a dozen representatives of big syndicates here awaiting developments. Among them are Russians, Germans, Italians, French, English and Americans. All are after concessions and some have already obtained concessions which they want extended. They hope that the powers will force the Chinese government to guarantee the security of foreign capital, and that railroad concessions will be so granted hereafter that they can be built with foreign money and be controlled by foreigners. If this is done a stream of gold will flow from the money centers of Europe and the United States to Shanghai. It will spread out over the empire and will eventually make it one of the most profitable railroad countries of the world.

## WHAT CHINA'S RAILROADS ARE.

So far capital has been afraid of China. The concessions provide that the work shall be done by Chinese, the accounts audited by Chinese and the foreigners who are furnishing the money moved to the background. As a result there has been much talk and little work. Our people imagine there are thousands of miles of railroads here. Indeed, more than 4,000 miles have been planned and loose concessions granted for as much track as would reach from New York to Salt Lake City. The roads already built

would not make much more than a double track between New York and Washington. They embrace about 500 miles of working lines, with an addition of perhaps 200 miles ready for the rails.

Take a rough glance at the system as it now is. The most of it is in North China. Take your map and put your finger on Tien Tsin. You are now at the central station of the Tien Tsin-Peking-Shanhaikeuan system. This is the oldest system of China and practically the only one which is doing profitable business. I inspected it with General John W. Foster a few years ago. It includes the line which goes from Tien Tsin to Shanhaikeuan on the Gulf of Pechili, at the end of the great Chinese wall, and thence on around the gulf to Kinchau. It has also the line from Tien Tsin to Peking, eighty miles long, and the little branch which runs down to the sea at the mouth of the Peiho, making altogether about 375 miles. Much of this road has been torn up during the war, but the track has been relaid, and by the time this letter is published the cars will be running.

At Port Arthur the Russian-Chinese railroad begins and extends northward with a branch to Nowehang in Manchuria. There is 250 miles of it in actual operation and the work is going rapidly on. It will include some thirty miles of track in Chinese territory before it reaches the Siberian line, across which it is to connect with the great trunk line to Europe.

The Peking-Hankow system has from 150 to 180 miles either built or ready for the rails. The work is going on at both ends. About eighty miles have been built from the Loukon bridge, just outside Peking to Paoingfu, the capital of Chihli. This section is in operation; it is well patronized and is paying. From Hankow the road is being extended northward and from forty to fifty miles are ready for the rails. Extensions are being made to the road and from miles nearby, but the track altogether will not measure fifty miles.

In addition to the above are the little road to Woosung and the German roads back of Kiaochow bay. The Germans have about fifty miles of track ready for the rails, and they will have cars running before the end of the year. Altogether the total length of the Chinese railroads will not exceed 700 miles. If all the tracks could be freed up and dropped upon the United States they would not suffice to make a single line from New York to Cleveland.

## OUR BIG AMERICAN SCHEMES.

As to railroads on paper China is full of them, and among the best is an American one. This is the scheme of American China Development company, which has a concession for a road from Canton to Hankow. Its concession is signed by the emperor. It was granted through Wu Ting Fang, the minister at Washington, to the late Calvin Brice and others. The syndicate has already made a deposit of a hundred thousand

dollars, and has spent considerable money in surveying. It is claimed that the Vanderbilts, the Rockefellers, the Levis, the Morgans, the Carnegies, the Steels and others are in it. The road is to run in a straight line from Canton to Hankow, where it will connect with the road to Peking making a trunk line through the richest and most populous part of China. Canton has, perhaps, 2,000,000 and Hankow and the great cities about it have at least 2,000,000 more. The provinces cut by the road have a population something like 100,000,000 and they are among the richest industrial provinces of the empire. There are big cities all along the line and the road would probably pay from the start.

By the surveys of Mr. William Barclay Parsons the road with its branches will be about 900 miles long. It offers no great engineering difficulties, and Calvin Brice estimated that its cost would be in the neighborhood of \$30,000,000 or a little over \$35,000,000. It is probable that it can be built for much less. For the road from Peking to Shanhaikeuan has cost, I am told, only \$20,000 a mile, including its workshops and its rolling stock. The road to Woosung cost about the same, and the abundance and cheapness of the labor all along the line of the Canton-Hankow system should make its construction comparatively low.

## THE HANKOW-PEKIN ROAD.

The northern extension of this trunk line has been granted the Belgian syndicate, but it is now supposed that the French and Russians have bought the Belgians out. The syndicate has an alleged capital of about \$25,000,000, of which \$15,000,000 is originally French and \$10,000,000 Belgian. There are also Chinese capitalists in it, but the foreigners have the control.

The Hankow-Peking road has been built as far as Paoingfu. The cars are now running, and the traffic is such as to promise great profits. It is estimated that it will pay 20 per cent. The work of construction goes slowly at the Hankow end of the line. Chang Chi Tung has much to do with this branch of it, and it was his original intention to build it entirely of rails made of Chinese iron, smelted with Chinese coal. The result was that he put up about seventy-five acres of earthenware, including two enormous blast furnaces, at Han Yang, adjoining Hankow. He spent something like \$4,000,000 in such experiments, and then turned the road over to Sheng Sheng, who is importing most of his materials from Europe.

I visited Chang Chi Tung's works not long ago. They were smelting foreign iron with foreign coke, trying to learn how to make rails, and evidently not succeeding. For the rails now being used are imported from Belgium. Fifty miles of track will be laid with such rails within the next few months.

There are now 3,000 men there employed, and the work will be steadily pushed.

The route of this Hankow-Peking road was recently surveyed by Capt.

Watson W. Rich, a prominent American railroad engineer, who is now in the employ of the Chinese government. He is the confidential technical foreign railroad adviser to Sheng, and has much influence here. He built the Sault Ste. Mary road, and is thoroughly up in the railroad construction. I chatted with him about the line from Hankow to Peking. Said he:

"The country through that part of China is flat, and our chief difficulty will be in bridging the waterways. The great plain of north China is cut up by streams and canals. You can go everywhere in boats, and the many waterways will necessitate bridges at every few miles, so that, all told, the cost of railroad construction is quite as heavy as in the United States. It is the bridges that cost."

"One of our great troubles on the Hankow-Peking line will be the Yellow river. This has heavy floods and it often changes its course. We have tried to plan the road so that it shall be outside the danger line. For this reason the route has been laid out near the foot of the mountain, 500 miles back of the coast. Here the river at low water is about fifteen feet deep and a mile wide. At high water it is three miles wide, so that we shall need a three-mile bridge. All such bridges must be brought from abroad. We have no cheap wood in China and our bridge material must be steel."

## RAILROAD BUILDING IN CHINA VERSUS AMERICA.

"I had the idea, Captain Rich, that the roads could be built here very cheaply."

"That is a mistake," was the reply. "Wages are much lower, but the people are unskilled, and they work slowly. Take, for instance, the bricklayers. We pay a Chinese mason, as his best, about 25 cents a day for twelve hours' work, and they lay 100 bricks. An American bricklayer and helper would receive about \$4.50, but they would lay 1200 bricks, so that the difference is no great as it would seem. We then get dirt excavated for about three-fourths the American price, but all rock work is equally expensive. We also have to pay a big freight on all our materials, so that there are many offsets to cheap labor."

## HOW THE SPIRITS BLOCK THE ROADS.

The railroad builders out here have to fight spiritual as well as material nature. The roads are forced to wind this way and that to avoid the habitations of spirits. They must be carried about through graveyards and make many detours. The spirits of good and bad luck known as the Feng Shui, are everywhere, and the Chinese think it is death to disturb them. Not long ago on the Hankow road it was necessary to bridge a river at a point where there was an island of the shape of a fish. The Chinese insisted that nothing be cut from the island, as it would hurt the fish and bring bad luck. The result was that piles were erected and the

bridge, carried on them along the shore. While they were working a flood came, and an excavation had to be made in the island to save the bridge. Hereupon the people made a great outcry and the engineers were forced to bring dirt from the mainland and fill up the hole.

In another case there was a ridge near a village. The natural course of the railroad was across the ridge, but the villagers said that the track must go around it, as in the ridge lived the Feng Shui, or spirit, which brought good or bad luck to them. They said the spirit would be angry if the railroad passed through the ridge, but that it must not touch the ridge. The superstition was so strong that the road was carried a little out of its way to avoid the ridge.

## EYES OF LOCOMOTIVES.

When the Kaiping railroad was first built Mr. C. W. Kinder, the famous railroad engineer, ordered some locomotives repainted. The Chinese who did the work copied the old painting with the exactness of the minutest detail. Upon these they put two great eyes, one on each side of the stack. When asked why they did so, they replied: "Engine must have eyes. No have eyes, no can see. No can see, how can we make the road? Mr. Kinder said he would risk it, and ordered the eyes taken off.

It was superstition that destroyed China's first railroad. This road ran from Shanghai to Woosung over much of the same line that I traveled yesterday. It was built by the English, started as a tramway and then operated with small engines.

"The road was coining money but the Chinese thereabouts attributed all their misfortunes to it, and they wanted to get rid of it. They bought the railroad at a high price and then paid a man \$100 to throw himself in front of the engines and be killed by it. The \$100 went to his family. The killing created a sensation and the owners of the road ordered that it be removed. They took its rolling stock, rails and machinery over to Formosa and dumped them on the shores."

## SOME BIG RAILROAD SCHEMES.

Other big railroad schemes are those of the Peking syndicate, Jardine-Matheson & Company, the British-Chinese corporation, the Anglo-Chinese Railway company and others. The Peking syndicate has an enormous coal concession in Shanhai. It has probably the richest coal field of the world to develop, and there is a second company connected with it which claims to have \$30,000,000 capital as an operating fund. This syndicate proposes to build about 250 miles of railway to connect its coal beds with the Yangtze system, and it will need other lines.

Jardine-Matheson & Company is one of the oldest and richest of the commercial establishments of China. It has steamers, wharves and its establishments at almost every port. It controls millions, and it is ready for everything that turns up. It built the first railroad in China, and I believe it is largely interested in the Woosung line. It now has a concession for a road from Shanghai via Hangchow and Chinkiang to Nanking. This road will be about 150 miles long and it will have an extension to connect it with the Hankow-Peking road. It will probably be very profitable.

The British-Chinese corporation has a concession for a road from Soochow via Hangchow to Ningpo. This would also tap the silk regions and give them a railroad outlet to the sea.

Another company proposes a road from Shanghai to Tien Tsin. Then there is an Anglo-Chinese railway company which is said to have a concession for a road from Canton to Chengtu, in southwestern China, and another to connect the Burmese system with Chungking on the Yangtze. This last railroad will be very profitable, as it will probably form the tea route for much of the crop of central China. It

is desirable to get the tea very quickly to the market, and by this route the long journey from Shanghai round through the Straits of Malacca would be cut off and the tea would be shipped direct from Maulmain and Hongkong, Birmah, on the bay of Bengal. Chungking is 2,000 miles up the Yangtze, with steam communication to the Pacific. It will some day be a great railroad center and vast quantities of freight will be shipped via the Yangtze and the Burmese railroad. This same road will pass through the rich mineral province of Yunnan.

Still further south a French line has been planned to run from Canton through the province of Kwangsi and on through Yunnan into Tongking. The concession belongs to the Russo-Chinese bank.

## CHINESE-RUSSIAN SCHEMES.

The Russians have their fingers in nearly everything that is going on in China. They have their steamers on the Yangtze, and they own large tea factories at Hankow, which is as far inland as Pittsburgh is distant from New York. They are said to own a large amount of stock in the Peking-Hankow scheme, and they have a concession for 140 miles of railroad from Tuyen-fu, the capital of Shanai, to Chenting-fu, in Chihli. This will probably be a great coal railroad, and it may be that the Russians are planning it in order to bring the Shanai coal mines into connection with their Manchurian railroads. The concession belongs to the Russo-Chinese bank.

## THE RAILWAYS OF MANCHURIA.

The Russians are steadily pushing their railroad northward from Port Arthur, and it will soon connect with the Trans-Siberian road. The road is being well built. It is of a five-foot gauge. The most of its rolling stock, rails and ties come from the United States, and more will be taken in the future. Aside from the natural dislike the Russians have to the English, they find the American railroad makers equally good, if not better. They can get it in a much shorter time, and the result is they are ordering it by shiploads.

## AMERICAN RAILROAD EXPORTS.

The prospective development promises to open up an enormous market for our railroad materials. The American China Development company, in case it carries out its concession will bring all its materials from the United States, and this alone will require imports to the amount of \$20,000,000. The Tien Tsin-Shanhaikeuan road is now using quite a lot of American machinery. It has Baldwin engines, and in its works I saw models of cars and trucks furnished by the Pennsylvania Railroad company.

The Tien Tsin-Peking company is now using Westinghouse air brakes and American compasses, which cost laid down here, \$50 per car. In the shops at Kaiping they are using American car wheels and American axles.

There will be a big opening here for American lumber, and it may be that the Philippine islands will be the lumber yard of China in its railroad development. The island of Mindanao could furnish enough hard wood ties for all the roads that China will build for the next fifty years, and it has vast timber resources on Mindoro and other islands. Uncle Sam owns nearly all the forest area of the Philippines, and if he exploited the property he could probably net more from the timber alone than the islands have cost him. At present a great deal of lumber comes here from Oregon and Washington, and there will be a market for more in the future.

## THE GERMAN RAILROADS.

The Germans intend to open up Shantung with German money and German material. This is shown by the concession which the German government recently gave to the Shantung Railroad company to construct roads from Kiaochow bay to the coal mines. These roads will be about 250 miles

## You're Cheating

And you're cheating yourself, too. You are trying to make yourself believe that your cough doesn't amount to much. What about that family history of weak lungs? Stop cheating and take Ayer's Cherry Pectoral. It soothes your throat, quiets your cough, heals your lungs. The first dose relieves.

Three sizes: 25c., enough for an ordinary cold. Just States are affected with hoarseness, whooping cough, lung affections, most economical for chronic cases.

long, and will unite with the trunk line from Shanghai to Tien Tsin by way of Chin-kiang. The roads are to be of standard gauge, and it is provided that all their materials, including iron rails and steel bridges, are to come from Germany. The syndicate has a capital of about \$12,000,000. It has already laid thirty miles of its railroad, and the tracks will be put down at once.

FRANK G. CARPENTER.

## Good Advice.

The most miserable beings in the world are those suffering from Dyspepsia and Liver Complaint. More than seventy-five per cent of the profits in the United States are affected with these two diseases and their effects, such as Sour Stomach, Sick Headache, Habitual Constipation, Palpitation of the Heart, Heartburn, Waterbrash, Crawling and Burning Pains at the Pit of the Stomach, Yellow Skin, Colic, Tongue and Disagreeable Taste in the Mouth, Coming up of Food after Eating, Low Spirits, Etc. Go to your Druggist and get a bottle of August Flower for 75 cents. Two doses will relieve you. Try it. Get Green's Pile Almanac. For sale at A. C. Smith's Drug Store.

## This Is What They Say.

Those who take Hood's Sarsaparilla for scrofula, eczema, eruptions, catarrh, rheumatism or dyspepsia, say it cures promptly and permanently, even after all other preparations fail. You may take this medicine with the utmost confidence that it will do you good. What it has done for others you have every reason to believe it will do for you.

Constipation is cured by Hood's Pills. 25c.

## LIFE OF A PIONEER.

Autobiography of Capt. James S. Brown, 520 pages, bound in cloth. Price \$2.00; for sale at the Desert News. Special terms to agents.

HERBINE sweetens the breath, brightens the eyes and clears the complexion without the slightest ill effects whatever, and ensures the natural beauty of health. Price, 50 cents. Z. C. M. I. Drug Dept.

WHITE'S CREAM VERMIFUGE removes the unhealthy taint upon which worms thrive; it brings, and quickly, a healthy condition of body, where worms cannot exist. Price, 25 cents. Z. C. M. I. Drug Dept.

For all fresh cuts or wounds, either on the human subject or on animals, BALLARD'S SNOW LIMENT is excellent; while for corn-bushers' sprained wrists, barbed-wire cuts and sores on working horses, it cannot be too highly commended. Price 25 and 50 cents. Z. C. M. I. Drug Dept.

# THANKSGIVING WEEK OPPORTUNITY.

Choicest Bargains of the year in Thanksgiving Linen, Colored Dress Goods, Ladies' Suits, Jackets, Coats, Skirts, Capes, Waists, Wrappers, Fur Goods, etc., Underwear, Corsets, Notions, Flannels, Blankets, etc.

## CLOAK DEPARTMENT.

All Ladies' Tailor-Made Suits from \$30.00 to \$65.00 in Price, One-Third Off.

One lot of Ladies' Jackets ranging from \$10.00 to \$25.00. Blacks and Tans will go—

AT HALF PRICE.

One lot of Ladies' Suits, Black only, \$20.00 to \$27.50 goods, at your choice—

\$10.00.

One lot Girls' Long Coats, Full length goods—

ONE-THIRD OFF.

Our entire line of Silk and Satin Skirts, all new—

25 PER CENT OFF.

One lot of Childs' Reffer Jackets, sizes 4 to 8 years, at—

90 Cents.

One lot of Childs' Reffer Jackets, sizes 8 to 10, now—

\$1.50.

One lot of Childs' Reffer Jackets, heavy, warm, strong goods, were \$4.75, now—

\$2.00.

ALL SHORT PLEATH CAPES ONE-THIRD OFF.

One lot of Ladies' Dark Color and Black Flannel Waists, \$2.50 and \$3.00 goods, marked down to \$1.50 and—

\$2.00.

Our entire line of Flannelette Wrappers—

20 PER CENT OFF.

CHILDREN'S DRESSES—

20 PER CENT OFF.

MACKINTOSHES—

33 1-3 OFF.

Our entire line Fur Scarfs, Boas, Storm Collars and Collarettes—

20 PER CENT OFF.

## THANKSGIVING LINEN SALE!

Fringed, colored border LINEN TABLE SETS, 1/2 off, were \$2.50, In Sale ..... \$1.65

Fringed, colored border LINEN TABLE SETS, 1/2 off, were \$2.75, In Sale ..... \$1.90

Fringed, colored border LINEN TABLE SETS, 1/2 off, were \$2.00, In Sale ..... \$2.00

Fringed White LINEN TABLE SETS, 1/2 off, were \$4.50, In Sale ..... \$3.00

Fringed White LINEN TABLE SETS, 1/2 off, were \$5.00, In Sale ..... \$3.30

Hemstitched Cream LINEN TABLE SETS, 1/2 off, were \$5.50, In Sale ..... \$3.65

Hemstitched Cream LINEN TABLE SETS, 1/2 off, were \$6.00, In Sale ..... \$4.00

Hemstitched Cream LINEN TABLE SETS, 1/2 off, were \$6.50, In Sale ..... \$4.30

Hemstitched Cream LINEN TABLE SETS, 1/2 off, were \$7.50, In Sale ..... \$5.00

Hemstitched White LINEN TABLE SETS, 1/2 off, were \$10.00, In Sale ..... \$6.65

Hemstitched White LINEN TABLE SETS, 1/2 off, were \$11.00, In Sale ..... \$7.30

Hemstitched White LINEN TABLE SETS, 1/2 off, were \$12.50, In Sale ..... \$8.35

Hemstitched White LINEN TABLE SETS, 1/2 off, were \$15.00, In Sale ..... \$10.00

Hemstitched White LINEN TABLE SETS, 1/2 off, were \$22.50, In Sale ..... \$15.00

White Linen TABLE COV. \$11.00

White Linen TABLE COV. \$12.35

White Linen TABLE COV. \$13.30

White Linen TABLE COV. \$15.00

ALL TABLE LINENS, NAPKINS, LUNCH CLOTHS AND DOYLIES.

20 Per Cent off Regular Price.

We will give 20 per cent off all Damask and 15c. off all 20c. goods. Those at 15c. will be 12c. Those at 20c. will be 16c. Those at 25c. will be 20c. Those at 30c. will be 24c. Those at 35c. will be 28c. Those at 40c. will be 32c. Those at 45c. will be 36c. Those at 50c. will be 40c. Those at 55c. will be 44c. Those at 60c. will be 48c. Those at 65c. will be 52c. Those at 70c. will be 56c. Those at 75c. will be 60c. Those at 80c. will be 64c. Those at 85c. will be 68c. Those at 90c. will be 72c. Those at 95c. will be 76c. Those at 1.00 will be 80c. Those at 1.05 will be 84c. Those at 1.10 will be 88c. Those at 1.15 will be 92c. Those at 1.20 will be 96c. Those at 1.25 will be 1.00. Those at 1.30 will be 1.04. Those at 1.35 will be 1.08. Those at 1.40 will be 1.12. Those at 1.45 will be 1.16. Those at 1.50 will be 1.20. Those at 1.55 will be 1.24. Those at 1.60 will be 1.28. Those at 1.65 will be 1.32. Those at 1.70 will be 1.36. Those at 1.75 will be 1.40. Those at 1.80 will be 1.44. Those at 1.85 will be 1.48. Those at 1.90 will be 1.52. Those at 1.95 will be 1.56. Those at 2.00 will be 1.60. Those at 2.05 will be 1.64. Those at 2.10 will be 1.68. Those at 2.15 will be 1.72. Those at 2.20 will be 1.76. Those at 2.25 will be 1.80. Those at 2.30 will be 1.84. Those at 2.35 will be 1.88. Those at 2.40 will be 1.92. Those at 2.45 will be 1.96. Those at 2.50 will be 2.00. Those at 2.55 will be 2.04. Those at 2.60 will be 2.08. Those at 2.65 will be 2.12. Those at 2.70 will be 2.16. Those at 2.75 will be 2.20. Those at 2.80 will be 2.24. Those at 2.85 will be 2.28. Those at 2.90 will be 2.32. Those at 2.95 will be 2.36. Those at 3.00 will be 2.40. Those at 3.05 will be 2.44. Those at 3.10 will be 2.48. Those at 3.15 will be 2.52. Those at 3.20 will be 2.56. Those at 3.25 will be 2.60. Those at 3.30 will be 2.64. Those at 3.35 will be 2.68. Those at 3.40 will be 2.72. Those at 3.45 will be 2.76. Those at 3.50 will be 2.80. Those at 3.55 will be 2.84. Those at 3.60 will be 2.88. Those at 3.65 will be 2.92. Those at 3.70 will be 2.96. Those at 3.75 will be 3.00. Those at 3.80 will be 3.04. Those at 3.85 will be 3.08. Those at 3.90 will be 3.12. Those at 3.95 will be 3.16. Those at 4.00 will be 3.20. Those at 4.05 will be 3.24. Those at 4.10 will be 3.28. Those at 4.15 will be 3.32. Those at 4.20 will be 3.36. Those at 4.25 will be 3.40. Those at 4.30 will be 3.44. Those at 4.35 will be 3.48. Those at 4.40 will be 3.52. Those at 4.45 will be 3.56. Those at 4.50 will be 3.60. Those at 4.55 will be 3.64. Those at 4.60 will be 3.68. Those at 4.65 will be 3.72. Those at 4.70 will be 3.76. Those at 4.75 will be 3.80. Those at 4.80 will be 3.84. Those at 4.85 will be 3.88. Those at 4.90 will be 3.92. Those at 4.95 will be 3.96. Those at 5.00 will be 4.00. Those at 5.05 will be 4.04. Those at 5.10 will be 4.08. Those at 5.15 will be 4.12. Those at 5.20 will be 4.16. Those at 5.25 will be 4.20. Those at 5.30 will be 4.24. Those at 5.35 will be 4.28. Those at 5.40 will be 4.32. Those at 5.45 will be 4.36. Those at 5.50 will be 4.40. Those at 5.55 will be 4.44. Those at 5.60 will be 4.48. Those at 5.65 will be 4.52. Those at 5.70 will be 4.56. Those at 5.75 will be 4.60. Those at 5.80 will be 4.64. Those at 5.85 will be 4.68. Those at 5.90 will be 4.72. Those at 5.95 will be 4.76. Those at 6.00 will be 4.80. Those at 6.05 will be 4.84. Those at 6.10 will be 4.88. Those at 6.15 will be 4.92. Those at 6.20 will be 4.96. Those at 6.25 will be 5.00. Those at 6.30 will be 5.04. Those at 6.35 will be 5.08. Those at 6.40 will be 5.12. Those at 6.45 will be 5.16. Those at 6.50 will be 5.20. Those at 6.55 will be 5.24. Those at 6.60 will be 5.28. Those at 6.65 will be 5.32. Those at 6.70 will be 5.36. Those at 6.75 will be 5.40. Those at 6.80 will be 5.44. Those at 6.85 will be 5.48. Those at 6.9