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EARLY INCREASE IN PRICES IS CHECKED

New York, April 2.—The stock market gave another demonstration of strength in the fore part of today's trading, presumably in response to London's better prices and the publication of a number of favorable rail and shipping reports. These advances in almost a score of issues, with resultant new records for the movement in Union Pacific, Reading, Anaconda Copper and some other copper securities. Before the end of the morning session, however, the market again receded abruptly, dealing fell in minor proportions and virtually all gains were lost. For the balance of the day the list continued under pressure, this being most noticeable in United States Steel, which reached a new record high. The last hour, the heaviness of the market suggesting a renewal of operations by the short interest.

It was just as well as the bear party may have hoped for, its attitude was based to a degree on technical conditions, although the reactionary tendency in Steel and some other industrial stocks probably had its origin in trade rather than in fundamental value. The conservative brokers and dissipationist observers that the market has become "two sided" not only because of its phenomenal rise in the past month, but chiefly because the higher level in the industrial group has perhaps overestimated conditions for a long period.

As for the steel industry, the most reliable indications point to a shrinkage rather than an increase of output for the present month at least. Apparently the steel trade, the market of the Bethlehem Steel Company for 1911 issued to-day disclosed a very moderate increase in total income, although the total surplus increased by over \$2,000,000. Primarily the unsatisfactory condition of the market in the past year is largely due to the small return of profits, falls in many lines having been very little above the cost of manufacturing.

Advices from the middle west and southward told of serious interruption to rail traffic because of the floods along the Mississippi and Ohio rivers. Aside from further weakness in Illinois Central, which may have been due more to its poor financial position than to the actual damage, the shares of the railways traversing the afflicted regions were scarcely affected. The one conspicuous feature of today's market was the strength of Norfolk and Western, which was held up to other, blimous coal shippers.

American stocks failed to hold more than a part of their initial rise in London, but that market, bought on balance here, chiefly steel, to the extent of perhaps 10,000 shares. Money and time rates were firmer abroad and in Paris, Berlin, prices were steady, with a minimum of dealings. Here call money again touched 3 percent, although the bulk of the modern offerings were at 2½ percent. There were no fractional advances in 60 day rates, with practically no change for longer periods. Outflow and intake of money thus far this week are almost evenly balanced despite which it is believed that last Saturday's market was the lowest since the war began.

Railway returns for February included those of St. Paul with a net increase of \$128,000, while the Puget Sound Division gained only \$300. Louisville and Nashville increased its net \$251,000, and the St. Louis and Southwestern system \$128,000. Two Gould lines, Missouri Pacific and St. Louis and Iron Mountain showed up remarkably well with gains of \$392,000 and \$276,000 respectively.

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