STOCK MARKET COMMENT.

Western Speculators Attempting to Force a Break in Prices.

Damage to the Corn Crop Their Text—Important Interests Against Their Effort—Steel Strike Gossip—The Bank Statement Reassuring.

NEW YORK, July 21.—The stock market has been under the influence of the Chicago bear clique largely since the boom ended on Thursday. They continued to hammer the grangers under the battle cry of burned-up corn fields. As a speculative venture, in the abstract, there are many chances for profit in bulling corn and selling the Western transportation stocks, the most profitable results being attained when the managers of the deal, through creating a crop scare, can frighten either the grain pit bears or the stock exchange bulls into a panic. During the last two or three days there has been an effort on the part of the Western short interest to stampede the stock market through the old-fashioned way of sending a dozen brokers at one time in with selling orders. When the market is full of stop orders such games have frequently caused an immense slaughter of the innocents, because stop orders must be executed immediately on the best terms available.

The trouble which the Chicago shorts have met is that the public has not been buying stocks for a long time, consequently there are no stop orders in the market, and a big clique of the wealthiest capitalists eagerly absorb all such shares as the crop scare originators are willing to sell. None of the companies could be damaged to an extent represented by the decline in their stocks if the entire corn transportation was lost. Thus the proportion of corn carried by the Atchison has furnished only 6 per cent of its entire freight receipts, and the rates charged have been so low that they barely paid the cost of the fuel and crew engaged in the transportation thereof. In the meantime the price of Atchison stock has been shoved down nearly 20 per cent.

It has been a comparatively short time since the short interests in Northern Pacific common stock paid very dearly for their attempt to depress that property. It is unlikely that any other corner will pay such handsome profits, but it is a fact that the same coterie of capitalists who took the bearish cash on that occasion have been almost the only purchasers of Atchison, Union Pacific, and St. Paul within the past two weeks. Even yesterday the market closed steady at the figures at which the Chicago speculators had forced quotations. Settlement day will come within the next three months, and it may be difficult for some houses to buy in their short ventures.

Perhaps because its showing conformed to expectations, the very strong bank statement had very little effect on prices yesterday. For once, the increase in cash was closely in line with the estimates; the gain of a trifle over $8,000,000 resulting in almost equal measure from the Treasury's disbursements and from the interior's remittances. How really vast was the flood of stock market liquidation, earlier in the week, may be judged from the movement of loans. On top of last week's $21,000,000 contraction and of the $13,000,000 reduction in the three preceding weeks, comes a further shrinkage of $12,000,000. This movement, it may be observed, is already more extensive by six or seven millions than the reduction which followed the panic of May 9. It is also greater by fully $25,000,000 than the extreme decrease in loans from the highest figure, during the summer of 1900. To the money market, such wholesale striking-off of bank liabilities is reassuring; it has raised the surplus reserve above $21,000,000—a figure which, although still below the average for this period, is higher than that of the present date in 1899, 1898, or 1896.

It was characteristic of Wall Street, in its present mood, that Mr. Morgan's repudiation, on Friday, of the rumors of compromise in the steel strike should have upset the market. That his statement had this effect, resulted naturally from the indulgence of the stock exchange in the luxury of foolish dreams. Any shareholder fearful of the effect of strikes on the steel trade's future fortunes would have been wise, if the company's managers had surrendered, in selling his stock at once. By virtue of such surrender, Mr. Shaffer would have been given control of the Steel Trust's labor outlay.

Attention will now be converged on the movement of corn to market, quite as closely as it would have converged had young Mr. Phillips carried his corner past the 16th of May. One of the oddities of the grain situation is that nine weeks ago a good part of the trade was asserting that there was not enough old corn in crib to upset forestalling plans, whereas today the very same critics are confident that enough is on hand to make good the losses of the drought. The result of the Leiter episode proved that contents of private granaries will often be underestimated. But the comparative figures are sometimes more useful than the absolute, and the Government's estimates show that, with a 1900 corn crop of 2,105,000,000 bushels, almost exactly the same amount was left on hand March 1, 1901, as on March 1, 1900. For the earlier date, the estimate was 773,729,000 bushels; for the latter, 776,105,000. It follows necessarily, granting some accuracy to the figures, that if the crop of 1901 is reduced from last year only by the moderate estimate of 400,000,000 bushels, either the home or the foreign market for the grain must proportionately suffer.

Probably it is the export trade which will be contracted; for the American consumer must have his corn, whatever the price to which it rises, whereas the foreigner can at a pinch dispense with it. This decision of foreign consumers to do without is the usual cause for the fall from famine prices, even in years of actual shortage. Speculators with their eye on variations in supply alone are apt to be rudely reminded, at such times, that change in demand cuts also some figure in the market. Europe, in short, has learned to use the American cereal in a dozen new ways since the abortive effort of Minister Phelps, twelve years ago, to convince the German mind of the virtues of corn-bread. Its regular takings of the cereal have increased fourfold. It is not yet, however, one of their necessities. If our merchants ship from a 1,750,000,000-bushel crop only the average percentage taken by Europe before 1898, the outgo will be some 70,000,000 bushels, against the 213,000,000 sent out in 1899.

New York Stock Exchange, July 20.

	High-est.	Low-est.	Closing.	Net ch'g's.
Delaware, L. & W.....	297	295	296	+1
Denver & Rio Grande..	43	41¾	42	−1
Diamond Match.....	142½	142¼	142½	
Distil. of Am.....	8½	8⅛	8⅛	
Dul., S. S. & A. pfd....	17	17	17	−1
Erie	37⅜	36⅜	36⅝	−1
Erie first pfd.....	69¾	65¾	65¾	−1¾
Erie second pfd.....	49½	48½	49⅛	−1½
Evansville & Terre H....	55	55	55	−1
General Electric.....	255	255	255	+1½
Glucose Sugar Ref.....	55	54¾	54¾	−1¾
Hocking Valley.....	59½	59⅜	59⅝	−⅛
Illinois Central.....	148¾	147¾	147¾	−1¾
Inter. Paper.....	21	21	21	−¼
Inter. Paper pfd.....	75¾	75	75	−¼
Inter. Power.....	95¾	95	95¾	
Inter. Silver Co.....	6¾	6⅝	6⅝	−⅛
Iowa Central.....	37½	37½	37½	+½
Iowa Central pfd.....	74	74	74	−1
Kan. City & South. pfd.	41¾	41	41	−⅝
Lake Erie & Western....	54	54	54	−5
Louisville & Nashville...	105⅜	104¼	104⅜	−¾
Manhattan Con.....	120	118	118	−1¾
Metropolitan St. Ry.....	138½	136¾	136¾	−1¾
Mexican Central.....	24¼	23¾	23¾	−1½
Mexican Nat. tr.....	9¼	9⅛	9⅛	
Minn. & St. L.....	111	110½	110½	−⅝
Minn. & St. L. pfd.....	115½	115	115	
M. S. P. & S. S. M.....	23	22⅝	23	−1
Mo., Kan. & Texas.....	26	26	26	−1
Mo., Kan. & T. pfd.....	55⅜	55	55	−⅜
Missouri Pacific.....	165¾	164½	164⅝	−⅝
Mobile & Ohio tr.....	83½	82½	83⅛	−1
National Biscuit pfd.....	160¾	160¼	160¼	−⅜
National Lead.....	29⅞	29¾	29¾	−¼
National Lead pfd.....	87	87	87	−2
National Salt.....	44½	43½	44½	+½
National Salt pfd.....	77¾	77	77¾	
New York Central.....	152⅜	151	151⅝	−1
N. Y., C. & S. L. 2d pd.	75	75	75	−2
N. Y., O. & W.....	32½	31½	31⅝	−½
Norfolk & Western.....	48⅛	48	48	−⅛
Ontario Silver Min.....	6¾	6½	6½	−¼
Pennsylvania	145¾	143¾	143¾	−1½
People's Gas of C.....	114⅝	113¾	113⅝	−⅝
Pere Marquette.....	75	75	75	+2½
Reading	40½	39¾	39½	−½
Reading first pfd.....	75⅞	75½	75½	−½
Reading second pfd.....	51½	50⅝	50⅝	−1⅛
Republic Steel.....	19⅝	19⅛	19⅛	
Republic Steel pfd.....	73⅝	73⅛	73⅛	
St. L. & S. F. rts.....	¾	½	¾	+ ¼
Rubber Goods.....	28	28	28	
S. J. & G. I. 1st pfd.....	68½	68	68½	−2½
St. Law. & Ad.....	93¾	92¾	93	−1½
St. L. & San F.....	42½	42	42	−⅝
St. L. & San F. 2d pfd..	69½	68¾	68⅝	−⅞
St. L. South.....	30⅞	30⅜	30⅜	−¼
Southern Pacific.....	57	54⅝	55	−⅞
Southern Railway.....	30¾	29½	29½	−¾
Southern Railway pfd...	84	84	84	−¾
Tennessee Coal & Iron...	61½	59¾	60	−1
Texas Pacific.....	43	40¾	41	−1
Tol., St. L. & W. pfd...	34½	34½	34½	
Twin City R. T.....	95¾	94½	95¾	+1¼
Union Pacific.....	104⅞	99¾	99⅞	−3⅝
U. S. Leather.....	12½	12½	12½	−½
U. S. Rubber.....	19½	19½	19½	+½
U. S. Rubber pfd.....	61	61	61	+3
U. S. Steel.....	40½	39¾	39¾	−¼
U. S. Steel pfd.....	89	88¼	88½	+¾
Va.-Car. Chem pfd.....	120	120	120	
Wabash	20¼	20	20	−½
Wabash pfd.....	39¾	38¼	38¼	−1¾
Western Union Tel.....	92¾	91⅞	91⅞	−½
Wheeling & Lake Erie...	18½	18½	18½	−⅝
Wh. & Lake Erie 2d pd.	29	29	29	−1
Wisconsin Central.....	21⅝	21⅜	21⅜	−⅜

−Advance. †Decline. xEx-dividend.
Total sales 347,500 shares.

Government Bonds.

	Bid.	Asked.
U. S. 2's, R, 1900-30, Q. J.....	107½	108
U. S. 2's, C, 1900-30, Q. J.....	107¾	108
U. S. 3's, R, 1908, Q. F.....	108¼	109
U. S. 3's, R, 1908, R. C. F.....	109	109½
U. S. 4's, 1925, Q. J.....	113	113½
U. S. 4's, 1907, Q. J.....	113	113½
U. S. 4's, R, 1925.....	137¾	138
U. S. 4's, C, 1925.....	138¾	139
U. S. 5's, R, 1904.....	107⅜	108⅜
U. S. 5's, C, 1904, Q. F.....	109	109½

Transactions on the New York Stock Exchange during the week just ended aggregated 4,960,170 shares. Of this amount 3,582,752 shares represent the dealings in twelve stocks, leaving 1,307,418 shares as the total sales of the other 100 properties traded in. Here are the most active twelve:

	Shares.	Net Change.
Union Pacific.....	818,500	Adv.. 1⅝
U. S. Steel.....	571,305	Dec... 1¾
Southern Pacific.....	433,120	Adv.. 3¾
Atchison	361,710	Dec... 1¼
St. Paul	339,030	Adv.. 2⅜
U. S. Steel pf.....	308,802	Dec... 1¼
Erie	306,280	Dec... ½
Sugar	154,800	Adv.. 5¾
Missouri Pacific.....	127,350	Dec... ¼
Southern Railway.....	121,700	Adv.. ⅜
Amalgamated Copper.....	113,100	Adv.. ⅛
Pennsylvania	95,975	—

The week's averages of the New York banks compare as follows with the same date one and two years ago:

	1901.	1900.	1899.
Loans	$856,198,800	$797,833,900	$767,843,600
Deposits	939,145,300	882,174,000	874,882,000
Circulation ..	30,710,100	24,225,700	13,668,400
Specie	177,501,800	171,281,700	173,653,800
Legal tenders.	78,313,800	73,245,700	57,122,900
Total res...	$255,815,700	$244,625,400	$230,776,100
Res. req'd.....	234,786,325	220,543,500	218,305,000
Surplus res.	$21,029,375	$24,081,900	$12,305,600

In the current week of 1900 cash holdings increased $3,797,000; loans decreased $3,281,100; surplus reserve increased $4,121,775. In 1899 cash holdings decreased $1,649,100; loans decreased $8,828,600; surplus reserve increased $1,356,850. In 1898 cash holdings decreased $10,468,200; loans decreased $4,907,600; surplus reserve decreased $6,353,825. The three specially interesting accounts in Saturday's returns compare as follows with previous years:

	Sur. reserve.	Total reserve.	Loans.
1898.....	$43,012,600	$228,344,700	$634,945,900
1897.....	47,861,575	202,903,000	540,674,900
1896.....	18,502,950	141,839,100	474,229,000
1895.....	41,160,175	185,732,300	503,178,000
1894.....	74,113,600	221,388,800	428,642,600

Of the Northern Pacific settlement the "Financial Chronicle" says: "Up to this date the principle of railroad harmony has been an undefined and somewhat obscure sentiment. Now, the public has an object lesson which makes it not only a reality, but gives it a wider and more vigorous interpretation than had even been anticipated. If the principle evoked can be carried out in practice—and how can it fail now?—the investor has gained for his use by this movement a large class of securities free from at least one of the most troublesome of former causes of fluctuations in value."

The fight between the Illinois Central Railroad Company and the city officials of New Orleans reached the breaking point on Saturday, when President Stuyvesant Fish, of the Illinois Central, announced that he had abandoned the project of building extensive wharves and an elevator in that city. The proposed elevator was to have had a capacity of 1,500,000 bushels. It was stated that the reason for this was the unsatisfactory action of the New Orleans council on the company's application for privileges. It will be remembered that only a few months ago the American Sugar Refining Company felt compelled for a similar reason to suspend sugar refining operations in New Orleans, and so that city promises to rival Chicago in the unfavorable attitude toward large corporations.

The confusion in the sugar trade was accentuated on Saturday by the announcement by the trust withdrawing all concessions and inviting orders on the basis of 5.25, provided the orders were put in at the opening. This is the Arbuckle price, and so the trust, in effect, Saturday made a cut of ten points. The condition that orders at 5.35 were to be put in at the opening was held as indicating that the trust will return to the 5.45 basis today. In the trade it is argued that the oversold condition of the refiners and the position of the raw sugar market warrant neither the 5.45 nor 5.25 price, but a lower price. A handsome margin for refining would be shown even at 5.25.

Details in connection with the Massillon Coal Mining Company, of Ohio, have been announced. Daniel R. Hanna, son of Senator Hanna, is president of the new soft coal trust. The company is capitalized at $1,000,000, with an issue of first mortgage bonds to the amount of $1,000,000. The prospectus circulated in Wall Street banking houses states that the company owns at least 1,900 acres of coal lands from which coal can be mined.

It is the purpose of the company to develop the coal lands in the Massillon district and to acquire other properties from time to time as they are discovered. The stock is held and controlled absolutely by the partners of M. A. Hanna & Co., of Cleveland. The properties consolidated are the following: Central Coal Company, Fox Lane Coal Company, John C. Albright, Fox Mining Company, Anthony Howells Coal Company, Howells Mining Company, E. G. Krause & Co., and E. G. Krause, James Mullins Coal Company, James & Walter, J. Mullins, Massillon Mining Company, Ridgway-Burton Company, Southalter Coal Company, and the Warwick Coal Company. Bonds to the amount of $250,000 are being sold for development purposes.

It is said the new Pocahontas Coal Company, which is being formed with a capital stock of $50,000,000, will be operated by interests identified with the United States Steel Corporation for the coke supplied by the projected company. The Federal Steel Company and other constituent properties of the big trust have obtained considerable coke supplies from the fields which are now to be combined, and it is this fact which led to the trust's officials taking an interest in the new company. The Flat Top Coal Land Association, which is under option, produced in 1897 more than 2,000,000 tons of coal and 400,000 tons of coke. Its property at that time consisted of 122,936 acres of coal land, 26,492 acres of mineral rights, and 6,141 acres of iron lands. E. W. Clark & Co., of Philadelphia, are assisting in arranging the consolidation. An underwriting syndicate has been formed which will supply the financial means to put the deal through.

American Car and Foundry, while going to some extent with the market during the recent depression of prices, in which losses running up to 10 and 15 points were common features have shown considerable staying powers, and are now selling at a good recovery, and but a few points below the best figures for the year. On merit these stocks are likely to do better, the preferred in the 80's being a bargain 7 per cent stock and the common around 30 apparently cheap.

The company is reported full of business, but will not be able to start its new Detroit plant on August 1, as expected, on account of inability to secure necessary machinery. Any considerable delay, however, is not looked for, and when in full operation earnings will show substantial gains, the point being made that the demand for the output of the steel car plant is steadily on the increase.

It may be recalled that the report for the last fiscal year showed earnings—after preferred dividends, deductions for depreciation, etc.—equal to 6½ per cent for the common shares, but indicated that an increase in the dividend paid would be deferred pending such time as the working capital, already between $10,000,000 and $11,000,000, should reach $12,000,000. This object has been attained, and the promised increase in the dividend on the common stock is now likely.

BALTIMORE PRICE CURRENT.

Wholesale Provision and Grain Market Quotations in Full.

BALTIMORE, July 20.—Following are today's quotations in the local wholesale provision and grain markets:

Wheat—Stock in elevators, 549,524 bus. The market for Southern was strong and higher. Receipts were moderate, and with a good demand all of the offerings sold readily at the advance. Sales on grade were made at 73½c for No. 2 red, 69¾c for steamer 2 red, and 60¾c for rejected. Sample lots, as to quality and condition, sold at 60, 61, 64, 64½, 65, 68, 69, 70, 72, 72¾, and 73c as to quality and condition.

Market opened firm. Market closed weak; spot, 72¼c bid, 72½c asked; July 71⅝c bid, 72c asked; August, 70⅝c bid, 71c asked; September, 71c bid, 71¼c asked. Settling price, contract, 73c; No. 3 red, 69c; steamer No. 2 red, 69c.

Corn—Stock in elevators, 446,475 bus. Receipts of Southern were light, and with a good demand the market ruled firm at a higher range of prices. Sales of prime white on wharf at 55c and of do yellow, similarly located, at 54c. Cob firmer at $2.45@2.50 per bbl for carload lots prime yellow on spot.

Market opened firmer. Market closed quiet; spot July, 54½c bid; August, 54½c bid. Settling price, mixed, 54½c; steamer mixed, 53¾c.

Flour—Market was quiet. Western Super, $2.20@2.30; Western Extra, $2.55@2.80; Western Family, $3.05@3.30; Winter Patents, $3.50@3.80; Spring Patents, $3.75@4.00; Spring Straights, $3.65@3.70; Spring Bakers', $2.80@3.00; Baltimore Best Patents, $4.45; Baltimore High-Grade Family, $4.35; Baltimore High-Grade Extra, $3.95; Baltimore Choice Family, $3.70; Maryland, Virginia, and Pennsylvania Super, $2.20@2.30; Maryland, Virginia, and Pennsylvania Extra, $2.25@2.80; Maryland, Virginia, and Pennsylvania Family, $3.05@3.30; City Mills Super, $2.25@2.35; Rio Extra, $3.50@3.65; Rye flour, medium to choice, $2.90@3.25.

Butter—The market is firm. Creamery separator, extra, 21@22c; extra first, 20@21c; creamery, first, 19@19½c; creamery imitation, extra, 17c; Iowa and Northwestern ladle, extra, 16c; do, extra first, 14@15c; Western store-packed, 13@14c; Ohio rolls, first, 15@16c; second, 13@14c; West Virginia rolls, first, 14@15c; second, 13@14c. Elgin creamery prints, ½-lb, 25@26c; do, 1-lb, 24@25c; do, 2-lb, 23@24c; Maryland and Pennsylvania creamery prints, ½-lb, 24@25c; do, 1-lb, 23@24c; do, 2-lbs, 22@23c.

Eggs—The market is steady. Strictly fresh, 13c; Western 13c.

Fish, crabs, and clams—Market is firm. Bluefish, per lb, 5@6c; croaks, sugar bbl, $3.00@3.50; rock, boiling, per lb, 12@15c; do, medium, per lb 10c; do, pan, per lb, 6@8c; white perch, large, per lb, 12@15c; do, small to medium, per lb, 8@10c; perch, yellow, per lb, large, 5@6c; do, medium, 3@4c; pompanos, per lb, 6c; sheepshead, per lb, 8@10c; star or butter fish, per lb, 3@4c; mackerel, bay, per lb, large, 10@12c; grey trout, per bbl, large, $5.00; do, per bbl, small, $3.00@4.00; flounders, per lb, 4@5c; sturgeon, per lb, dressed, 10c; do, skin on, per lb, 8c; tailors, per lb, large, 5@6c; do, small, 3@4c; catfish, per lb, 3@4c; green pike, native, per lb, 8@10c; eels, per lb, 3c; lobsters, per lb, 25c; snappers, per lb, 3½@4c; clams, white, per 100, 25@30c; hard crabs, per dozen, large, $1.00@1.25; do, per sugar bbl, $1.25@1.50; soft crabs, per dozen, best stock, 50@60c; do, poor to fair, 30@40c.

Green fruits and vegetables—Market was steady. Apples, Eastern Shore, Maryland and Virginia, per bbl, fancy, $1.50@2.; do, common, small, 60@75c; do, per ½-bbl bas, 40@75c; do, fine bus box, 50@60c; beets, native, per bunch, 1@1½c; do, Eastern Shore, Maryland, per bunch, 1c; blackberries, Eastern Shore, per qt, Rochelle, 3@4c; do, Wilsons, 4@5c; do, wild, 3@3½c; do, Rappahannock, per bucket, 25@30c; do, Eastern Shore, Maryland, per bucket, 20@25c; cabbage, native, per Flat Dutch, $1.50@2; cantaloupes, North Carolina, per crate, $1@1.50; do, South Carolina, per crate, Gems, $1@1.50; do, Anne Arundel, Gems, per bas, 50c@$1; carrots, native, per bunch, 1@1½c; corn, Rappahannock, per doz, 6@10c; do, Eastern Shore, Maryland, per doz, 6@10c; do, native, per doz, 10@15c; cucumbers, Norfolk, per bus bas, 75c@$1.25; do, per bbl, $2.50@3; do, Anne Arundel, per peck bas, 20@25c; currants, New York, per 8-lb bas, 15@20c; do, per 4-lb bas, 8@10c; egg plants, Florida, per crate, $1.25@1.50; do, per bas, 75c@$1; do, Anne Arundel, per bas, 85@90c; huckleberries, Eastern Shore, Maryland, per qt, 5@6c; do, Maryland and Virginia, per bucket, 30@35c; onions, Rappahannock, per ½-bbl bas, 60@70c; do, per ½-bbl bbl, $1.50@1.60; do, Eastern Shore, Virginia, per bas, 65@70c; do, Pennsylvania, yellow, per bus, 55@60c; peaches, Maryland and Virginia, per box, ordinary, 25@ 50c; do, good, 75c@$1.25; do, per bas, ordinary, 15@30c; do, Georgia, per 6-bas carrier, $1@2; pears, Southern, per ½-bbl bas, 40@75c; do, Manning Elizabeth, per bas, 35@50c; do, Georgia, "Le Conte," per bbl, $2.25@3.75; pineapples, Florida, per crate, as to size, $2@3; plums, Florida, per carrier, $1@1.50; raspberries, Eastern Shore, red, per pint, 5@6c; do, per qt, 9@10c; string beans, Anne Arundel, per bus, green, 40@50c; squash, Anne Arundel, per bas, 30@40c; tomatoes, Florida, per 6-bas carrier, fancy, $1.75@2.25; do, fair to good, $1@1.50; do, Norfolk, per 2-bas carrier, $1.50@2.50; do, Potomac, per 2-bas carrier, $1@1.50; do, per 6-bas carrier, 75c@$1; do, per peach bas, 35@50c; do, Rappahannock, per peach bas, 40@50c; do, Anne Arundel, per bas, $1@1.25; watermelons, Florida and Georgia, per 100, $14@20.

Groceries—Raw sugar is quiet; refined quiet. Per 100-lb lots: Granulated, $5.55; cut-loaf, $6.05; Keystone "A," $5.35; yellow sugars, $4.50@4.70. Molasses, N. O., St. Clare, 28c; Kingsland, 34c; Sunlight, N. O., 26c; St. Vincent, P. R., 25c; St. John's P. R., 19c; No. 12 Sugar House, 18c. Syrups—The market was steady; Gold Medal, 27c; King (Vanilla), 29c; Rock Candy Drips, 27c; Gilt Edge, 24c; Corn, 22c; No. 12, 17c. Tea was firm; Hyson, superior to fine, 28@32c; choice to choicest, 23@26c; uncolored Japan (new crop), finest, 31@33c; choice to choicest, 22½c; extra choice 45c; Oolong, Amoy and Fuchow (new crop), finest, 40@43c; choice to choicest, extra, finest, 30@40c.

Potatoes—The market was steady. White, new Norfolk, per bbl, No. 1, $2@2.25; do, No. 2, $1@1.25; do culls, 75c@$1; do, York River, per bbl, No. 1, $2@2.15; do, culls and seconds, 75c@$1.25; do, Rappahannock, per bbl, 75c@$1.25; do, Eastern Shore, Md., per bbl, $2@2.25; do, Virginia, per bbl, $2@2.10; native, bus box, 75@80c.

Poultry—Market is steady. Old fowls, 11c per lb; spring chickens, 14@16c; roosters, 25@30c apiece; ducks, 8@9c per lb.

Green coffee—Market quiet. No. 1 (Rio grade), 5¾c.

Roasted coffee—Market steady. Bulk roasted coffee—Pure Java, 31½c; Maracaibo, 21½c; pure Laguayra, 21½c; pure Santos, 18½c; African Java, 18½c; Rio blend, 17½c, Peaberry mixture, 17c; pure Mocha, 29½c; Java-Mocha blend, 27c. (These coffees are in fancy bags, paper-lined.) If packed in cans or tubs, ½c higher.

Package brands—E. L. C., 100-lb cases, 11c; 60-lb cases, 11 1-10c; 36-lb cases, 11 2-10c; Lion coffee, in 100-lb lots, 10.85c; in 50-lb lots, 10.75c.

Cotton—Market quiet; middling, 8¼c; strictly low middling, 8⅛c; low middling, 8¼c. Stock in Baltimore, 3,071 bales.

TRADE IN SOUTH AMERICA

The Need of Transportation Facilities for Its Development.

Growth of Our Commerce With Countries to Which Freight Lines Have Been Established—Need of an Inter-Continental Road.

Exports from the United States to all American countries and islands south of her boundaries show a marked increase in the fiscal year just ended and exceed those of any other year in the history of our commerce. This statement, just announced by the Treasury Bureau of Statistics, is especially interesting in view of the various efforts being made for closer business, commercial, and transportation relations between the United States and her neighbors at the south. New lines of steamers have recently been put on between the Pacific Coast of the United States and the western coast of Mexico, Central and South America; a recently published statement indicates that great financial interests of the United States have obtained control of the nearly completed transcontinental line connecting Argentina with Chile; the establishment of additional direct steamship lines between the eastern coast of the United States and South American ports is under discussion, and the opening of an isthmian canal would give a straight line of water communication from the eastern coast of the United States to the western coast of South America.

All of these movements in the direction of closer relations between the United States and her neighbors at the south add interest to the announcement that our exports to those countries in 1901 are larger than those of any preceding year, and to some figures just presented by the Bureau of Statistics showing the imports of each of the South American countries at the latest date and the exports from the United States to each of those countries in 1901.

The growth of exports from the United States to Central and South America has not kept pace in the past with the growth in other directions. The total exports to South America in 1900, for instance, were no more than those of 1890, being in each of those years, in round numbers, $38,000,000, while the same statement holds good with reference to Central America, the total exports from the United States to the Central American States being in 1890 and 1900 in each case, in round numbers, $5,000,000. It is to Mexico and the West Indies that our exports in the decade 1890-1900 show the greatest increase, being: To the West Indies, in 1890, $33,000,000, and in 1900, $47,000,000; and to Mexico, in 1890, $13,000,000, and in 1900, $34,000,000. The fiscal years 1900 and 1901 show a much greater increase in our sales to our neighbors at the south than in any preceding years. The total exports to Mexico, Central and South America, and the West Indies in 1899 were $103,000,000; in 1900, $127,000,000, and in 1901, $128,000,00, in round numbers. Thus the figures of 1901 are $35,000,000 greater than those in 1899, while the 1899 figures are only $1,000,000 greater than those of 1893.

The importance of satisfactory transportation facilities is illustrated by a study of the growth of our export trade with the countries at the south. Prior to the construction of railway lines connecting Mexico with the United States our exports to Mexico seldom reached $10,000,000; by 1896 they were $20,000,000; by 1899, $25,000,000; in 1900, $34,000,000, and in 1901, $37,000,000, in round numbers. To the West Indies, the transportation system is much more satisfactory than to the South American countries, and to those islands our exports have grown from $34,000,000 in 1891 to $49,000,000 in 1901. To Central and South America, with which steamship communication has not been satisfactory, the growth has been less—the figures, as already indicated, being in 1900 practically the same as in 1890—while the figures for 1900 and 1901 show in each case a considerable increase.

This increase is especially notable in the exports to the countries on the western coast of South America, reached by the recently established lines connecting the western coast of the United States with that of South and Central America and which were put into operation about the beginning of the present calendar year. The figures of our exports to South America show an increase of nearly 100 per cent to Peru in eleven months ending with May, 1901, as compared with the same period of the fiscal year 1900, and nearly 100 per cent to Chile in the same time. Of the increase of $6,000,000 in exports to South America in 1901, as compared with 1900, more than two-thirds is to the countries on the western coast.

The following table shows the imports of the South American countries at the latest date obtainable (in most cases 1899), and the exports from the United States to each of those countries in 1899 and 1901:

Countries.	Total Imports. 1899.	Exports from U. S. 1899.	*1901.
Argentina.....	$117,600,000	$9,563,510	$11,400,000
Bolivia.....	12,000,000	31,258	150,000
Brazil.....	105,000,000	12,220,000	13,100,000
Cen. America..	25,000,000	4,987,854	7,020,000
Chile.....	30,000,000	2,107,124	5,610,000
Colombia.....	11,000,000	3,012,004	3,048,000
Ecuador.....	7,000,000	882,301	2,082,000
Guianas.....	10,000,000	2,302,302	2,550,000
Paraguay.....	2,000,000	10,751	15,000
Peru.....	11,000,000	1,325,650	3,108,000
Uruguay.....	25,000,000	1,242,822	1,626,000
Venezuela.....	9,000,000	2,851,624	3,302,000
Totals....	$354,600,000	$40,647,756	$52,201,000

The following table shows our total exports to American territory south of the United States in 1899, 1900, and 1901:

	1899.	1900.	*1901.
South America	$28,732,648	$38,945,375	$45,180,000
Central America	5,264,478	5,908,579	7,020,000
West Indies....	33,197,222	47,436,677	49,740,000
Mexico	13,285,287	34,974,961	37,000,000
Totals.....	$80,331,635	$127,283,590	$138,301,000

*June, 1901, estimated.

The announcement that American capital has taken control of and will complete the unfinished section of the transcontinental railway system of South America connecting Chile and Argentina, suggests that there may follow a practical revival of interest in the great project for a Pan-American railway line to connect the North and South American railway systems, advocated for many years by Hinton Rowan Helper, and lends interest to the figures of the report of the Intercontinental Railway Commission on the proposed through railway line from New York to Buenos Ayres. These figures, which were issued in 1898, show the entire distance by the proposed route from New York to Buenos Ayres to be 10,258 miles, of which 4,772 miles were then constructed and 5,486 yet to be constructed, at an estimated cost of $175,000,000.

The following table shows the number of miles of railway suitable for a through Pan-American line existing in each country in 1898, and the number of miles necessary to be constructed to complete the through line:

Countries.	Constructed.	To be constructed.	Estimated cost of construction.
United States.....	2,094	.....	.....
Mexico	1,193	461	$14,752,000
Central America.....	211	822	17,184,317
Columbia	.....	1,334	33,778,454
Ecuador	.....	658	26,863,855
Peru	157	1,633	65,758,146
Bolivia	105	392	12,023,329
Argentina	926	125	4,000,000
Totals	4,776	5,455	$174,360,270

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ALL-NIGHT FIGHT IN A HOTEL.

A Crazy Swede Causes the Greatest Excitement.

NEW YORK, July 21.—Emil Younge, manager of the International Hotel, at the corner of Clarkson and Leroy Streets, had a struggle with a crazy Swede in the hotel all of Friday night. The Swede kept all the guests from sleeping, attempted to smash in the door of a bedroom in which were two women and jumped from a third-story window to the pavement. He wound up in Bellevue.

The Swede, whose name is Svens Johnsen, came from San Francisco yesterday. He was accompanied by two women friends, Miss Mary Zerfluch and Miss Mary Eisenhauer. He was on his way to his birthplace in Malmo, Sweden, and so were they. Johnsen left in San Francisco a wife and five children. He and the two women had booked passage on the Oceanic, which sailed yesterday morning. The two women sailed, but he didn't.

Manager Younge met them on their arrival from San Francisco at the Grand Central Station. He took them to the hotel and the women went to bed. Manager Younge was in the bar at 11 o'clock when the Swede, who seemed excited, came in and insisted on buying him a drink. Over the drink the Swede confided to Mr. Younge that there were two men in his room who were going to murder him for his money. The Swede pointed out an inoffensive Scotchman, who, he said, had designs on his life. Then waving his hand toward a rose bush, he said that the bush was the other man who had been in his room. Mr. Younge couldn't allay his fears, and the Swede insisted that Mr. Younge would have to sit up all night with him. After a long talk Johnsen said that if Mr. Younge would mind his money he would feel safe. Mr. Younge said he would. Then the Swede threw off his coat, waistcoat, shirt, and undershirt. The latter fell on the floor with a bang. Mr. Younge examined the shirt and found in pockets, sewed on the inside, eleven twenty-dollar gold pieces and one five-dollar piece.

Relieved of his money, Johnsen said he would go to bed. Mr. Younge was congratulating himself on his good luck in getting rid of him, when he heard a series of screams upstairs. He ran up and found Johnsen using his body as a battering ram against the door of the room the women occupied. Every time he struck the door the women yelled. Johnsen said that if he couldn't get into the room he would sleep on the mat outside the door. To pacify him Mr. Younge allowed him to do that, but kept a watch on him. He got tired of the mat in about an hour and went to his room. A little later Mr. Young heard a thud on the Leroy Street side of the hotel. Johnsen had jumped from the window of his room on the third floor. When Mr. Younge got around the corner the Swede was grappling with Roundsman Hunt, of the Charles Street station, who saw him jump.

Johnsen was then taken to Bellevue Hospital, where it was said that the journey and the heat had probably unsettled his mind.

SOUGHT DEATH IN VAIN.

A Despondent Man Tries Poison and a Rope.

NEWARK, N. J., July