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BLACK EYE TO SILVERITES.

The House, in Regular Session, Sustains the Committee of the Whole.

Would Not Concur in the Senate's Free-Coinage Substitute.

The Closing Debate Notable Principally Because of the Fact That the Leading Speeches for and Against Free Coinage Were Made by Two Democrats, Both Members of the Ways and Means Committee and Both From Georgia, Crisp and Turner.

WASHINGTON, Feb. 14.—By a vote of 215 to 90 the House to-day, after debating the matter for almost two weeks, decided that it would not concur in the Senate's free silver coinage substitute for the bill of the House authorizing bond sales to maintain the gold reserve, sales of treasury certificates to meet temporary deficiencies in revenue and providing additional revenue for the treasury. Nothing else was presented in the course of the five hours' session. The closing debate was notable principally because of the fact that the principal speeches for and against free coinage were made by two Democrats, both members of the Committee on Ways and Means and both from Georgia—Crisp and Turner, respectively. The closing speech against the Senate substitute was made by Dalzell (Rep.) of Pennsylvania.

The speeches were of unusual length, and throughout the speakers were heard with attention and apparent interest, the novel spectacle of Crisp and Turner arrayed against each other being a strong factor in the case. While Crisp was speaking Senators Pritchard, Lodge, Burrows, Palmer, Tillman, Bacon, Cockrell and Mantle and Secretary Herbert were observed on the floor. When the debate had been concluded the previous question was ordered pro forma, and at the suggestion of Dingley (Rep.) of Maine, in order that there might be no misunderstanding, it was put in this form, "Shall the House concur in the Senate substitute?"

The roll was called amid extraordinary quiet, and at its close the cause of absence of those not present was stated by their colleagues, so great was the anxiety to have the record show the attitude of every member toward the proposition. A study of the votes shows that 25 Republicans, 58 Democrats, 1 Silverite and all the Populists voted in favor of free coinage, and that 184 Republicans and 31 Democrats voted against it. The Democratic vote against free coinage was six greater than the Republicans for it.

This matter being disposed of, the House took a recess until 8 o'clock to consider private pension bills.

"Commencement Day" of the debate on the silver bill in the House attracted no more spectators in the gallery than any day of the past two weeks, during which it has been the pending business. There was, however, a larger number of Representatives in their seats than usual. Those who had been off to Lincoln Day banquets in various cities had returned and were on hand to vote, and many who had not hitherto felt it necessary or desirable to listen to discussion as it proceeded came in to have their votes recorded on the question.

As soon as the journal had been read the last stage of the debate upon the financial question, as involved from the Senate free coinage substitute for the public bond revenue bill, was entered on.

Crisp Dem.) of Georgia, the Democratic leader, began the closing speech in favor of the free coinage of silver. By unanimous consent he was given as much time as he desired in which to complete his remarks. In the outset Crisp said he would endeavor to conduct his part in the discussion so as to offend no member of the House. This was an economic question, and he would assume that every member would vote upon it in accordance with his convictions. In 1873, he asserted, the United States demonetized silver. This has been questioned in the course of the debate. From 1782 to 1873 the United States had bimetallism.

This proposition also, he said, had been controverted by advocates of the single gold standard, who maintained that, notwithstanding the existence of the statutes upon this subject, there had really not been bimetallism in this country. The confusion, in his opinion, grew out of the failure to distinguish between a standard and a currency. This distinction existed, and he quoted from a message from President Cleveland, "who ought to be satisfactory authority to the gold standard advocates," to show that it was appreciated.

The law of 1792 establishing the mint contained the basis of the bimetallism for which the Democratic party had always stood, and which it now insisted should be restored; that bimetallism which provided for the equal coinage of coins of two metals, both of which are of the same debt-paying and purchasing power. The standard of value comprised both metals.

In his argument on this point, Crisp asserted that the standard of value was based upon the use of all the money in the world, and not upon that of any single or particular nation. As long as any commercial nation opened its mints to silver, the standard of value was based on both gold and silver. That was the condition up to 1873, when the United States demonetized silver. Discussing the effects of the law of 1873, Crisp said it was "sticking in the bark" for any gentleman to say that law could not affect values. The law could and did affect values by regulating the demand for the article to be valued. That was the way in which the Act of 1873 reduced the value of silver, by reducing the demand for it as money.

"If law could not affect values," he asked, "how could an international agreement affect values? What did the platforms of both great political parties mean when they said that they favored the resumption of silver coinage under an international agreement or surrounded by necessary legislative restrictions? If law could not affect values, what did we mean by saying that we would trust the maintenance of the parity of the two metals by 'legislative restrictions'?"

Crisp asserted that the results of the demonetization of silver in 1873 had been most disastrous. They were first seen in the struggle for gold by all the nations. In this connection he quoted from a speech made by Senator Sherman in 1876, in which Sherman averred that the partial destruction of silver as a money metal "was felt by every man, woman and child who had anything to sell." He (Sherman) referred in that speech to the "appreciating" purchasing power of gold, an assertion which was now vigorously denied in the House.

Another result, Crisp said, was seen in the constantly falling scale of prices which had existed since 1873. While this was the condition under which business was conducted, no man could tell where he stood and doubt, distrust and distress necessarily ensued. The unfortunate condition of manufactures and agriculture was not confined to the United States, but was to be found in the gold standard countries everywhere.

In support of this he read from an interview on the 9th of the month with A. J. Balfour, First Lord of the Treasury in Salisbury's Cabinet, and from the Queen's speech delivered on the 11th, There was no probability, Crisp said, in view of Balfour's declarations, that England would assent to any international agreement for free coinage, and he was of the opinion that nothing substantial could be looked for from any other Government. The treatment of silver in the United States, he was satisfied, had been part of the general conspiracy or movement to strike down silver.

He reviewed the financial legislation in this country since 1878 and the policy of the Treasury Department from the time of the resumption of specie payments, and charged that by whomsoever administered the Treasury Department had played the part of "wet nurse" to silver, "seeking to endeavor to maintain it in the markets of the world and thereby discrediting it."

Referring to Secretary Carlisle's refusal to change silver for gold, "because he must retain the silver to support the treasury notes issued under the Act of 1890," and yet when one of those notes is presented he redeems it in gold, Mr. Crisp exclaimed: "What kind of juggling is that with the American people? What kind of friendship for silver is that?" (Applause.)

"It is not the coinage of every ounce of silver which gives it its value," said the speaker, "but the right of every ounce of silver in the world to be coined." Were that right restored, he claimed, the old parity of the two metals would be speedily restored.

Crisp said the country was not likely to receive any substantial relief, because this Republican Congress was a "do-nothing" Congress. (Laughter.) That was the platform on which it was proceeding. The present preferment of the specially preferred creditors of the treasury by which they received gold for their claims, he said, was the deliberate surrender by Republican Secretaries of the Treasury of the optional rights of the Government, which had been followed, he regretted to say, by Democratic officials. The maintenance of the parity of the two metals was the declaration of the Sherman Act of 1890. The Bland-Allison Act contained no provision on the subject.

Referring to the "endless chain," Crisp said the Government was engaged in the most expensive financial experiment ever undertaken in the history of nations, and he asserted that one probable result would be the locking up of all the greenbacks, thus bringing about a reduction of the volume of the currency which the Republicans would not, as Representatives, vote to do.

The final question, Crisp said, was could the United States, single and alone, undertake, with the expectation of maintaining it successfully, the free coinage of silver? He believed it could. If it be conceded that an international agreement could restore the old ratio between gold and silver, he said, then it was conceded that law could affect values, and the practical question was not whether all power was behind the movement, but how much power. (Applause.)

Turner, Crisp's political colleague on the committee, and a Representative from the same State, followed the ex-Speaker in opposition to the Senate substitute. He was opposed to free coinage for the reason that all human experience showed that the introduction of a cheaper or inferior money was always followed by the departure of the better money.

Coming then to the main question, "Can the United States, singly and alone, maintain the parity of gold and silver under free and unlimited coinage of both?" which he said his colleague asked several times, but at no time tried to answer, the speaker said he could prove the negative to any fair-minded man by any process of proof or argument with which mankind was familiar.

From the experience of the United States, Turner proceeded to show that it could not maintain free coinage, reviewing the several efforts in the Bland-Allison Act of 1878, the Sherman Act of 1890, to coin more or less silver, but under both of these the price of silver had steadily decreased. The United States had not alone been thus engaged in an effort to maintain silver. The report of the Director of the Mint showed that there had been coined in the world in the period beginning in 1878 about $2,700,000,000 of silver, and that the entire stock of silver money amounted to about $4,000,000,000.

In conclusion, Turner made an elaborate argument to show that the United States could not maintain silver coinage, and that an attempt to do so would cause a financial convulsion in the country.

Dalzell (Rep.) of Pennsylvania, also a member of the Ways and Means Committee, made the closing speech of the day. He asserted that the main proposition involved in this discussion had not been considered. That proposition was whether this House was ready to abandon its own legislation and accept the legislation of the Senate, which was in no way germane thereto. He warned the silver men that their cause would not gain by an attempted humiliation of the House or its subjection to the demands of the Senate. The free coinage of silver, as a separate proposition, was one thing, and as presented by the revolutionary methods of the Senate it was another thing. He denied that silver was demonetized by the Act of 1873. The history of the demonetization had to do, he said, with natural causes, the law of supply and demand. It was not of the slightest consequence, he said, if it was demonetized by that Act.

"What bearing," he said, "has that upon the expediency of the United States declaring now that 50 cents is equal to 100. The practical question is not one of morals or history, of what

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PACIFIC RAILROAD DEBTS.

The Senate Committee Resumes Hearings of the Various Bills Before It.

New Measure for the Reorganization of the Union Pacific.

C. P. Huntington, President of the Southern Pacific System, Testifies as to the Cost of Building and Maintaining the Central Pacific—With a Reasonable Extension of Time the Road Could Pay Dollar for Dollar of Its Debt and All Accrued Interest.

WASHINGTON, Feb. 14.—The Senate Committee on Pacific Railroads today resumed its hearings on the various bills before it for the settlement of the debts of the Pacific railroads to the Government.

Winslow S. Pierce, acting for the Reorganization Committee of the Union Pacific Railway Company, submitted the Reorganization Committee's draft of the bill for reorganization. This bill provides for:

1. Appointment by the President, subject to the approval of the Senate, of a committee consisting of three members to investigate, determine and report to the President the fair cash value of the claim and lien of the United States.

2. Authority to commissioners to subpena and examine witnesses and have the process of courts.

2. Report of commissioners or a majority of the same, subject to the approval of the President, is to be conclusive as to the sum which may be paid for the claim and lien of the United States. The Secretary of the Treasury, upon such payment, to execute an instrument of assignment of the lien and claim, reserving the sinking fund.

4. Authority to purchasers to organize a new company, empowered to acquire and operate the lines and property of the railway company with such corporate powers as are necessarily involved.

5. The repeal of provisions of prior Acts which would be inapplicable to the reorganized company under new conditions, and reserving the Government's preferred right for the transportation of mails, troops, munitions of war, etc.

6. Authority and direction to the Attorney-General in default of payment of the amount fixed by the commission to foreclose the lien of the Government, and upon sale to bid the amount of indebtedness to the United States.

7. Reservation of remedies to the United States and power to alter, amend or repeal.

Replying to questions, Mr. Pierce said there was no reason why the provisions of the bill could not apply to the Central Pacific as well, if the necessary changes were made in its wording. A separate bill for the other road, however, would be more practicable.

To an objection raised by Senator Morgan that it contained no provision binding the Reorganization Committee to pay the amount found due by the commission, Mr. Pierce said such a provision could be inserted, or, if the Reorganization Committee did not accept these findings, they could retire, and the Government could go ahead and exercise its rights in the property.

Mr. Coombs, representing the Credits Commutation Company, an association composed of 300 or 400 savings banks scattered all over the country, having interest in the Sioux City and Pacific Railroad, addressed the committee in reference to the affairs of that company. His proposition was, in short, that the Government should invest $5,000,000 of securities in building 250 miles of road from North Platte to Sioux City, which he guaranteed would be completing connections with other lines, giving effectual competition.

Mr. Littles, in reply to Mr. Coombs, said the proposition of the latter, stripped of all sophistry, meant that Congress should assist a lot of Boston bankers who had made an unsuccessful speculation. He declared that Mr. Coombs asked $5,000 more per mile than it would cost to build the road on which he desired assistance.

C. P. Huntington was then placed upon the stand, after having been put under oath, in accordance with the Senate resolution of yesterday. He said if the Pacific roads had been built as military necessities, he knew nothing of it. He began by reciting the difficulties under which the Central Pacific was constructed, and the difference in cost of materials then and now. Rails then cost $140 a ton, as compared with $30 for steel rails now; locomotives now costing $5,000 to $8,000 cost then $20,000 to $30,000, with excessive freight cost and high insurance in bringing them around Cape Horn. Labor was high, and everything was paid for in gold. Mr. Huntington said he had at times been compelled to pay $2 20 in currency for $1 in gold.

When the Central Pacific was completed, said Mr. Huntington, the value of all its assets was not sufficient to pay the debt by several millions of dollars. It finally paid its construction debt in full, although that construction, by reason of the nature of the country and engineering difficulties, was greatly enhanced. As an instance of this, Mr. Huntington showed that since 1872 his company had been compelled to expend $2,241,000 for snowsheds alone. The road had never had any trouble with either the white man or the Indians; its line of road had formed a barrier between the two, and prevented conflicts, and policed the country.

The Central Pacific was to-day, he said, the best equipped, and could do twice the business, of all the transcontinental lines. With a reasonable extension of time, he said the road could pay dollar for dollar of its debt and all accrued interest.

The charge that the Central Pacific had not done its duty toward the other lines, especially the Union Pacific, he said, had no basis; it was, as anyone acquainted with the facts knew, unjust. The original idea when these roads were built was that they could do excellent police duty. Little attention was then given to the question of traffic.

He produced a map to show that all the transcontinental roads had outlets independent of the Central Pacific. The statistics showed that of the total freights on the Central Pacific and Southern Pacific for the ten years ending in 1892, the Central Pacific had carried 54 per cent. against all competing lines, while it had during the same period done 58 per cent. of the passenger business. The records showed that the Southern Pacific and its ocean connections to New York had secured the greater part of their increased business by driving off the ships that had been carrying freight around the Cape, but had taken very little business that would have gone by the Union Pacific. This business was taken at a small profit, which the company was able to do because of the use of its water line. All of the overland roads were parties to the agreement to purchase the tonnage of the steamship lines. The object of this was to keep prices steady so as to keep out of bankruptcy.

He denied, in response to a question by Morgan, that this was done in order to force the Pacific Coast to use the overland railroad lines. There was, he said, no attempt to monopolize the freight of the Pacific Coast.

Morgan urged that Mr. Huntington state to the committee the differences between the rates charged by the steamship lines before and after they made the agreement with the overland roads.

Mr. Huntington could not give these figures, but stated that a copy of the contract had been deposited with the Interstate Commerce Commission.

After some discussion, Mr. Huntington was notified to appear before the committee with a copy of the contract and be examined thereon.

Mr. Huntington, continuing his statement on the roads in general, said the Union Pacific had itself initiated the competition on the Oregon short line, which was owned by the Union Pacific, and by charging excessive rates on business done for the Central Pacific, while the Central Pacific had stood by the Union Pacific on all through business, when it could do so without detriment to the public.

Senator Thurston's bill, which contemplated a consoldiation of the Union Pacific and Central Pacific, would, Mr. Huntington believed, be injurious to the interests of the owners of both lines. Such a combination would force the extension of other lines west of Ogden. No possible advantage could accrue to the Union Pacific through the proposition of Senator Thurston. The Central Pacific would continue to pay all its debts and maintain harmony among the lines centering at Ogden. The question before the committee was whether this road over the desert should be used as a bridge for all the roads entering Ogden, or only one of them. So far as the rates were concerned, they were, he emphasized, as low as on any other road in the world under the same circumstances and surrounded by the same conditions.

Proceeding to the practical question before the committee of the great debt which is coming due, Mr. Huntington said he had been in business sixty years, and had always paid 100 cents on the dollar. He wanted to do so now. He had nothing to apologize for in the construction of the Central Pacific, and he did not appear before the committee asking equities or eulogies. He only asked, in behalf of the Central Pacific, that Congress should treat the question of a settlement with the Government on business principles. He recommended that the company pay as much interest currently as the road could earn over its fixed and operating expenses, other than the Government claim, as all others than the Government claim were, he contended, perfectly good, there being little or no floating debt, and pay into the treasury of the United States every six months a fixed sum, until the whole indebtedness, both principal and accrued interest, has been paid. As these payments were made, the amount due the Government would be steadily diminished, while the property would naturally continue to increase in value. The company was willing to do all it could; no corporation could do more.

Continuing on this line, Mr. Huntington said he had hoped the Government would take one-half per cent interest in the Central Pacific debt, and require a certain fixed sum to be paid annually or semi-annually until the whole amount, comprising the original principal and all back interest, had been fully satisfied. In doing this he should consider that the company had done well by the Government, in view of the fact especially that the road had received so little from the Government business sent over it, compared with what was expected.

Mr. Huntington referred to the early completion of the Central Pacific, seven years before the time allowed. The Government gave freely to the Northern Pacific and the Atlantic and Pacific land which was of greater value than the bonds and lands granted to the pioneer roads. The Government, he continued, must have realized that in doing this it was deliberately destroying or weakening the security it had on the Central line, for the reason that it was taking away much of its earning power from which alone the Government could expect a return of the money loaned.

In conclusion, Mr. Huntington said he had faith in the committee to believe that in the proposition it would lay before Congress it would not put upon the Central Pacific a burden greater than it could bear. No man, or set of men, Mr. Huntington believed, could do as much for the Central Pacific in clearing off its obligations as could its builders. The record of the road was clean, despite the cries of the noisy few, who, like jackals, howled along its tracks; and the great mass of people of California knew and appreciated the greatness and value of the work the Central Pacific had accomplished. The company had never failed to fulfill all its contracts with the Government, with States and with individuals.

In response to a question, Mr. Huntington said it would be the worst thing the Government could do to sell out the Central Pacific. "I would rather," he said, "have it arranged for us to pay a fixed sum every year, with the agreement that if, at the end of any six months, we failed, the Government could come in without the intervention of either court or Congress and take possession of the property."

Mr. Gear called Mr. Huntington's attention to the statement that the Southern Pacific had been built out of the profits of the Central Pacific.

This was denied by Mr. Huntington, who said: "I do not mind telling how that road was built now, for it has all been paid for. We built it by issuing bonds, every one of which has been redeemed. We issued $38,000,000 of bonds on one thousand miles of road. It was an expensive piece of road. We succeeded in keeping the bonds from getting into the general market until the road was able to pay its interest and something more. Prior to that an effort was made to sell some of the bonds at very low prices, but the sale was defeated. When the road began paying more than its interest, I sold some of the bonds at 90, and later on at better figures. By keeping the bonds out of the market until the road thus made a showing, I succeeded in saving $16,000,000 to the company. None of the earnings of the Central Pacific ever went into it."

Mr. Frye asked: "Say you had $2,000,000 a year to start with, could you not after a lapse of ten or twenty years increase the annual payments of the principal?"

"Of course," replied Mr. Huntington, "we will carefully consider such a scheme, but it would be impossible to pay two million annually to begin with. It would be reasonable to increase the principal as the amount of the interest decreased."

The committee then adjourned to meet Monday morning at which time Mr. Huntington will appear with a copy of the contract referred to above, his Kentucky charter, etc., upon which Mr. Morgan desires to conduct a cross-examination.

VENEZUELAN COMMISSION.

Members Gratified That Great Britain Will Submit Its Evidence.

WASHINGTON, Feb. 14.—At the regular weekly meeting to-day the members of the Venezuelan Commission expressed themselves highly gratified with the assurance that Great Britain would submit its evidence for consideration. This announcement at the opening of Parliament, and the assurance cabled by Embassabor Bayard, of which the commission was notified, are to expedite its labor in a great degree, and make a decision when reached practically unimpeachable.

However complete the two cases may be found, however, it is still likely that experts sent abroad by the commission may be able to develop important documents which will at least throw valuable side lights on the controversy, and the idea that it will be necessary for the Secretary, and perhaps some of the members, to visit Europe has not been abandoned.

Justin Windsor of Harvard College, a cartographic expert, spent several days here last week in consultation with officers of the United States Geological Survey, who have charge of the commission's maps. The chart upon which the commission will work its true divisional line has been completed, and was laid before the meeting to-day. It is claimed to be the most perfect map of the northern part of South America in existence.

Justices Brewer and Alvey and Andrew D. White have been constantly at work upon the case, and have had frequent consultations in the commissioners' offices.

Mr. Coudert in New York and Professor Gilman in Baltimore have also been corresponding almost daily with the Secretary.

WEEKLY TRADE REVIEW.

Several Causes Hinder Business, But Confidence Increases.

The Weather One, Also the Closeness of Money and the Prolonged Inaction of Congress.

NEW YORK, Feb. 14.—R. G. Dun & Co. will say to-morrow in their weekly review of trade:

Failures for the first week of February, $4,078,680, against $2,909,890 last year. Manufacturing were $2,372,253, against $729,348 last year and $1,594,072 in 1894, and trading were $1,626,427, against $1,934,894 last year and $2,485,585 in 1894. Failures for the week have been 321 in the United States, against 270 last year, and 67 in Canada, against 51 last year.

The weather still hinders business, also continued closeness of money and prolonged inaction of Congress, but confidence increases. There is a little more demand for some manufactured products. Exports improve with yielding prices for staples, and for the week from New York exceed last year's 30 per cent., while imports have increased 15 per cent.

Pig iron at the East and at Chicago has not advanced. Southern competition continued at prices so low that several Alabama furnaces have stopped, but bessemer is a shade lower at Pittsburg. The demand for plates, sheets and wire nails continues fairly good, and there are more orders for railroad cars and bar iron at Chicago, but no further sales of rails appeared and the demand for finished products continues, but about 70 per cent. of the capacity employed. The coke output is again much reduced. Copper is a shade firmer, while tin and lead are not active and unchanged.

The demand for boots and shoes is still disappointing. Some makers get good orders for women's light shoes, but others scarcely any, and Boston shipments thus far are 21 per cent. less than last year.

Textile work shows little change, though the cut in print cloths and general concessions in brown and bleached staples, averaging for the whole list 6 per cent. since January 1st, induced more buying, which the known accumulation of goods ahead of demand has hindered. Many mills are reporting great profits last year from the rise of cotton, but the prospect of a larger crop this year does not promise repetition of such gains. Though good still average 12.7 per cent above their lowest point a year ago, cotton is now 44 per cent. higher than it was then. Sales of wool have been small for two weeks of February, but higher prices abroad, sustained by heavy shipments of goods to this country, incline holders of wool here to make concessions, so that manufacturers have more difficulty in meeting competition.

Produce markets have tended downward mainly because supplies exceeded expectations. Wheat has declined ¾ cents. Corn is a shade lower and both pork and lard a little lower.

Stocks were first a little depressed by heavy realizing since the sale of bonds, and the money market has not yet fully settled.

The business of railroads is large enough to justify better results. Earnings for the first week of February were 9.6 per cent. larger than last year, and January reports are the best since September, showing 10.8 per cent. over last year.

Clearings for the week are 1.4 per cent. larger than last year, are 27.7 per cent. less than 1893.

FITZSIMMONS AND MAHER.

The Latter's Eyes Improving, and Prospects Good for a Fight on Monday,

Though Many Believe the Battle Will Not Take Place.

Managers of the Carnival Continue to Manifest a Reticence on the Question of the Minor Contests, Insisting That the Big Fight Must be Pulled Off First—Purchasers of Tickets Ask for the Refunding of Their Money, But Without Avail.

EL PASO (Tex.), Feb. 14.—Maher's eyes are improving rapidly, and the prospects for a fight Monday are good. At 8 o'clock to-night Dr. Albers held a conversation over the telephone with Quinn, who is Maher's backer, and who is now with the pugilist at Las Cruces. On Quinn's assurance that Maher's eyes were greatly improved, and if the favorable conditions continued, he would agree to the fight next Monday, bulletins to the effect that Maher would be ready to go into the ring on Monday next were posted, and for the first time in a week Dan Stuart's face has been illuminated with a smile. The prospects now are that the Fitzsimmons-Maher fight will take place Monday.

Referee Siler said to-night that Wolcott will weigh in to-morrow, and this is believed to be a precautionary measure to save the forfeit money. Collins is expected to weigh in some time during the day.

There was a considerable thinning out of ugly tempered and disgusted sports to-day. More are going on the morning and evening trains. The promoters continue to insist that the size of the crowd is a secondary consideration, and that the point is to get the men together, but they wax indignant when it is suggested that this means more of an exhibition for the benefit of the kinetoscope than a straight-out contest for the world's championship.

On the question of the minor contests that were to round out the carnival, the managers continue to manifest a reticence that is galling to George Dixon, Marshall, Wolcott, Leeds, Everhart and the remainder of the secondary fry that have been dropping into the office at frequent intervals with the view to finding out just where they stood. A number of the visiting sports would willingly have remained over for a few days had the promoters been willing to put on some of the middle or lightweights, and it has been put bluntly to them by scores of individuals here from distant points, and who are as much out of pocket as they are out of temper, that if the proposed battle-ground is as inaccessible to the Mexican troops and without violating international comity, as they have all along claimed, it would be an easy matter to pull off the Dixon-Marshall or Leeds-Everhart contest tomorrow, so as to show that they mean business and are acting in good faith toward the small fry.

To these representations there has been to dusk but one reply: "We intend to pull off the big fight first, and then we will see what we can do with the other fellows." This evening, however, the pressure, both from townspeople and visitors, became so strong that it was given out officially that if Maher was still unable to fight on Monday or Tuesday, the Dixon-Marshall and Everhart-Leeds fights would be put on for those days, but that the battle-ground or grounds would not be the same as selected for the principal contest.

Word came this evening by telephone from Las Cruces to Buck Connelly that under the treatment prescribed by Dr. White, Maher's eyes had considerably improved during the day and that the local doctor was confident of his being in shape Monday or Tuesday. Before going to Las Cruces on the train Connelly said: "We shall ask another postponement if Maher cannot see well enough Monday, and if it is refused then the other people can take the forfeit. I believe they will be willing to wait a while longer if it is necessary. They came down here for a purse and not for a forfeit that will be barely sufficient to see them home, and if they are so sure of winning, a matter of a few days' delay is not worth consideration. If they won't consent, then we will take up the proposition from the National Sporting Club of London, but we are not willing to go back on Stuart so long as there is an earthly chance of bringing the men together under his auspices."

Fitzsimmons and Julian spent the greater part of the day in town, and took particular pains to show themselves about the streets and resorts for the purpose of giving the lie to the story that the Australian had been notified to consider himself as under arrest whenever he crossed the river to Texas soil. There were no rangers dogging his footsteps, nor were there any indications that Adjutant-General Mabry or the local authorities were concerned in either his comings or goings. Fitzsimmons is broken up over the postponement of the fight. He has worked hard to get himself in the condition he is now in, and says he does not know what effect a wait might have on his condition. Then again the strain to which he has been wrought up through all the rumors that have been set afloat may have a disastrous effect on his nerve. He says he is willing to wait until Monday, but after that date he does not know what he will do.

Parson Davies, John L. Sullivan and Paddy Ryan and the remainder of his outfit have decided to leave to-night. The ex-champion is responsible for the change of plans. He is sore and ugly over the postponement, and says that he does not believe that another championship fight can be brought off on this side of the Atlantic within the century.

A number of sports from Chicago, New York, St. Louis and other points, who had purchased tickets for the big fight before coming here, called at headquarters to-day with the view of getting a refunding before leaving for home. None of them received any satisfaction. Secretary Wheelock explained that the affair had not been cancelled, but merely postponed. That the tickets were still good, and that he had no authority to return any portion of cash that had been received. Later in the day Wheelock stated if the fight was officially declared off all money received for tickets would be paid back, but if there were repeated postponements the tickets already sold would hold good until the two men were brought together, whether it be in a week or six months hence.

Passengers from Las Cruces report that several others there are suffering from sore eyes, and Peter Burns is in a worse shape than Maher.

After repeated refusals Governor Ahumada has finally granted a concession for bull fights on Sunday afternoon. The bulls were ordered to-night from the estates of Senors Alberta and Terrazes at Gallego.

STEAMSHIP COMMODORE.

Is She a Filibustering Vessel Bound for Cuba?

WILMINGTON (Del.), The steamship Commodore, the recent career of which created much interest in Cuban and Spanish as well as American circles, steamed from this harbor to-night with clearance papers indicating that she was bound for Charleston. Her cargo, which is in part arms and ammunition, with a considerable quantity of stores, leads to the impression that she is elsewhere bound.

Though she left at an hour approaching midnight, there was a small crowd on the docks to bid her "bon voyage," and they cheered her as she left the port. The Commodore returned the compliment with the conventional marine blasts of whistle.

The Commodore carries a crew complement to a vessel of her size, and is commanded by Captain Hughes of the Laurada. One of her engineers is Jeff Smith, who was chief engineer of the Brazilian warship Nictheroy.

M'KINLEY THE FAVORITE.

He Will Probably Get the Solid Delegation From Nebraska.

OMAHA (Neb.), Feb. 14.—The Republican State Committee met at Lincoln this afternoon and fixed upon April 15th and Omaha as the time and place for the meeting of the State Convention to select sixteen delegates to the St. Louis Convention. Senator Thurston, as National Committeeman, met with the committee, and there was an informal discussion of the Presidential situation. It was expected that the committee would present the name of General Manderson for the Presidency, but the McKinley sentiment was too strong, and it is now believed that McKinley will get the entire delegation. General Manderson has not authorized any one to present his name for the place.

NEBRASKA PROHIBITIONISTS.

National Delegates Instructed to Vote for Bentley for President.

LINCOLN (Neb.), Feb. 14.—The State Prohibition Convention to-day gave the first Prohibition boom for the Presidency to the country for the campaign of 1896 by instructing the delegates to the National Convention to vote for C. E. Bentley of this city for the Presidential nomination. The meeting was short and poorly attended, but very exciting, much of the time being spent over the money plank in the platform.

A. G. Wolfenbarger offered a free silver resolution, which was at length adopted. The initiative and referendum principle was also indorsed, as well as the usual prohibition principles.

Gold for New Bonds.

NEW YORK, Feb. 14.—The new Government fours sold at 115⅞ at the Stock Exchange to-day. The Morgan syndicate, it is understood, has filled the market up, and small capitalists who have been awarded bonds are trying to realize. This has a tendency to weaken prices. Treasury officials say the loan bids fair to clean up a large part of the floating gold supply in the country. J. P. Morgan & Co. have notified Assistant Treasurer Jordan that within a week their syndicate will turn in all their gold, that is $30,000,000. The total receipts of gold on bond account to the close of business yesterday was $33,118,621.

G. A. R. Encampment Tickets.

CHICAGO, Feb. 14.—Authority was given to-day by the Chairman of the Western Passenger Agency to the Wisconsin Central to extend the return limit on Grand Army Encampment tickets to St. Paul to thirty days, in accordance with the appeal for relief made by that road. All the other roads entering the twin cities are ostensibly standing together against an extension of the limit, and the result of the special meeting of the G. A. R. Executive Committee next week is awaited by the railroad officials with interest.

Kentucky Senatorship.

FRANKFORT (Ky.), Feb. 14.—The scheme to vote continuously and tire out Senator Ogilvie (Dem.) was frustrated by the precaution of the friends of the sick man, who prepared a bed for him in the legislative chamber. The twenty-first Senatorial ballot was as follows: Hunter 63, Blackburn 62, Carlisle 3, J. B. Heim 1, Bennett 1, Cochran 1, Holt 1, Bate 1, Reed 1. Necessary to a choice 69. The joint assembly adjourned until noon to-morrow.

Cleveland Selected as Arbitrator.

ROME, Feb. 14.—Baron Blanc, Minister of Foreign Affairs, authorizes the announcement that President Cleveland, having decided to accept the position of arbitrator to settle the questions in dispute between Italy and Brazil, a protocol has been signed referring to his arbitration all claims that were not amicably settled by the two countries within two months.

More Warships Needed.

WASHINGTON, Feb. 14.—Secretary of the Navy Herbert was before the House Naval Committee for two hours to-day in relation to the proposed increase in the navy. He renewed his recommendations made in his last annual report for two new battleships and twelve torpedo boats.

William Lathrop Kingsley Dead.

NEW HAVEN (Conn.), Feb. 14.—Wiliam Lathrop Kingsley, the well-known literateur, died at his home in this city this afternoon. He was born in 1824, and graduated from Yale in 1843.

Gold Reserve Increasing.

WASHINGTON, Feb. 14.—The treasury gold reserve at the close of business to-day stood at $70,180,870. The withdrawals for the day amounted to $567,400, and the deposits on account of bond purchases to $7,684,000.

Condition of John Russell Young.

PHILADELPHIA, Feb. 14.—John Russell Young, ex-Minister to China, who is seriously ill at his home here, showed no improvement to-night.