

lect Anastasia Island, opposite St. Augustine, where Mitchell is now training, as the scene of the contest.

Pate's Failure in Mexico.

St. Louis, Jan. 5.—R. C. Pate claims his failure in the Mexico racing venture was due to circumstances that it was impossible to surmount. He will return to Mexico and settle his affairs, and he will be satisfied if he is less than \$200,000 in the hole. He will shut down the track unless local capital is enlisted. Pate said: "I made a mistake in opening without having some Mexican financially interested. The American houses outlasted the Mexican performance, which thoroughly disgusted and sprung local turfmen. Some were game and wanted to purchase the horses that could win, but outrageous prices were demanded and no sales resulted."

Oh, Hats!

Denver, Jan. 5.—The following dispatch was received tonight by the agent of the Associated Press: "Telluride, Colo., Jan. 5.—Will give \$50,000 for the Corbett-Mitchell fight provided it cannot be paid off. Jack Sullivan. Please wire this to the principals or their agents and return a reply at once."

RICHARD HANNON, M. READ, JAMES HOSKING, Committee. References, Bank of Telluride and First National bank.

Spinks Issues a Challenge.

Cincinnati, Jan. 5.—William Spinks, of California, Schaefer's fidus achates, has issued a challenge to Ed McLaughlin, of Philadelphia, to play a series of games, home and home, fourteen-inch ball line, 600 points, for \$500 a side.

At New Orleans.

New Orleans, Jan. 5.—Six furlongs—Shiloh won, Ethel second, Red John third. Time, 1:16 1/2. Mile and a sixteenth—Captain Hammer won, Oulicy second, Oceanic third. Time, 1:50 1/2. Five and one-half furlongs—Lucasta won, Martini second, Myrtillartha third. Time, 1:09 1/2. Six furlongs—Bells of Springville won, Lockport second, India third. Time, 1:15 1/2. Six and one-half furlongs—Miss Perkins won, Bore second, Bijou third. Time, 1:13 1/2.

At San Francisco.

San Francisco, Jan. 5.—Five furlongs—Queen of Scots won, Currency second, Flagstaff third. Time—1:39 1/2. Six furlongs—Morven won, Johnny Payne second, Valparaiso third. Time—1:29 1/2. One mile—Alexis won, Centella second, Ed Stanley third. Time—1:53. Seven furlongs—Duke Stevens won, Tigress second, Sir Peter third. Time—1:36. Five furlongs—Jennie Lind won, Jesse second, Kelly third. Time—1:08.

THE TRANS-MISSISSIPPI.

The Executive Commission to Meet in San Francisco.

Denver, Jan. 5.—A special to the Republican from Boise City, Ida., says: In a call issued today for the executive commission of the Trans-Mississippi congress to convene in San Francisco on Monday morning, Feb. 13, Governor McConnell, president of the congress, says: "As the time approaches for the meeting of the congress, I feel more and more the importance of this gathering. At no former period has been so much of our representative men been so necessary. With silver down, thousands of laborers thrown out of employment, and hunger and destitution for the first time abroad in our fair west, it behooves the commission to exert every possible effort to make the coming session a representative body of American citizens. Men should go there not as partisans, but imbued with a sincere belief in the possibility of adopting such memorials to congress and give such advice to the chief executive as may benefit and will result in bringing relief to thousands of saddened homes in the stricken mining towns of the west."

Lindsay Will Be Senator.

Frankfort, Ky., Jan. 5.—The Democratic legislature, in caucus tonight, unanimously nominated Judge William Lindsay for United States Senator. This is equivalent to an election.

THE JEWEL CASSET.

The heart keeps its place as an ornament. There is a return to bangles sharply cut and thin. The ever popular wreath now surmounts hairpins of gold and shell. The Mercury wings are now introduced in jewels and feathers for the coiffure. The most beautiful rings and ornaments of the season are in opals and diamonds.

Things nautical die hard. An umbrella handle wrapped in silver cordage is new. Marulose rings are now three inches long. They are evidently intended only for idle hands.

A number of new swords are seen in the hills of personalized gilt that are conspicuously trimmed. The battle axes of perforated gilt with a gem at the summit are pretty and less frequent than the sword.

Painted circular brooches set in diamonds, topaz, emerald, ruby, pearl and diamond are the latest things to be seen. Similar brooches have Italian work in gold, and are only less desirable.

The latest variety of marquis ring, instead of having the center prong of graded stones in color, has one large central sapphire, emerald or ruby, and the rest of the setting in diamonds.—Jewelry Circular.

Chinese Punishments.

Writing in the Detroit Free Press, Frederick Stearns gave a rather lurid picture of a visit to a Chinese prison. "I found myself," he writes, "with a lot of miserable creatures, who crowd around me, saying, 'money, money.' I asked the guide who he was. 'Those sentenced to be beheaded,' he said. They were in a dirty courtyard, with a shed for shelter, and looked as though beheading would be a relief. Another room was filled with prisoners wearing the cap, or three foot square wooden collar. They cannot lie down save with the head resting on the edge of a two inch plank, and yet I saw a lot of them asleep on the ground in the filth. Torture is used—bastinado, beating the ankles, beat and chain, whipping, thumb screws, impalement, crucifixion and all that sort of barbarity."

Not Well Versed in French.

The new member of Congress was enjoying the hospitality of one of the most amiable and attractive women of the capital, and was doing admirably well. She led him into trouble with the remark: "I am afraid you find Washington rather dull at present. There is very little excitement, excepting through which it is to pass. But the excitement that I was mixed for a time over this proposition was soon allayed when it was seen that no move was to be made, and the matter relapsed into its former quietness."

UTAH NORTHERN SEPARATION.

It is Said That the Receivers are Considering It. When the Denver, Texas & Gulf line was separated from the Union Pacific in Denver, the business men in Salt Lake were anxious to see the Oregon Short Line & Utah Northern separated in the same manner and the control pass into the hands of the local stockholders, so that it would be run in the interest of this city and the territory through which it is to pass. But the excitement that I was mixed for a time over this proposition was soon allayed when it was seen that no move was to be made, and the matter relapsed into its former quietness.

A railroad man just returned from Omaha, where he has been hobnobbing with a great many of the prominent

RAILWAY CIRCLES.

Business Men May Take Action Against the Combine.

WORKING ON NEW RATES. MR. BRUBACK SAYS HIS ROAD WILL FIGHT IT OUT.

Talk of Separating the Utah Northern—George W. Heintz May Catch One of the Plums—Notes on Cripple Creek Line Will Be Broad Gauge—Rio Grande Directors—Notes.

A prominent railroad official yesterday remarked to the Herald man that he doesn't understand why it is that the newspapers are letting this matter of the Union Pacific and Rio Grande Western combine drop.

"When it first came out," he said, "The Herald thoroughly exposed the nature of the deal. But the merchants should be roused to the full meaning of the movements that are being made. Some of them are beginning now to realize that they will lose in increased rates if they are not up and doing, and there is now talk of calling a big meeting of the business men and shippers of this city to consider ways to break the combination."

"But how could the combination be broken, if they have gone in to control all the business of Utah? As the two roads concerned are the only ones leading out of Utah, the business men go via one or the other."

"There is only one way, and that is to purchase the one that was first to make the offer of the deal. According to what I have heard the proposition was first made in a meeting at Denver at which Messrs. Munroe and Eccles of the Union Pacific, and Babcock and Dodge of the Rio Grande Western were present. The proposition came from the Rio Grande Western and at the meeting the Union Pacific officials declined to entertain it. Then I am told that Colonel Dodge went to Omaha and saw the receivers personally about the matter, and that the receivers, against the counsel of all the interested officials, determined to entertain it. The details were arranged in Omaha, where Mr. Babcock went to meet Mr. Munroe. The whole thing was perfected at the meeting held last Saturday in this city."

"The Western view of the matter was the aggressive party in the matter and the Union Pacific was reluctant to go into it. Therefore those who are talking of separating the roads are breaking this combination or to bring it to terms, see that the only feasible plan will be to turn their traffic over to the Union Pacific. This will immediately cut down the profits of the Western and the agreement, inasmuch as it is, will not last for very long. That is the only plan that is now talked of, and the Union Pacific is the only one that meets with favor. It is certain that the combination should be broken and the only way to break it will be to purchase all the stock of the line that is the most deserving."

"But they say that the rates are not to be raised because of the combination. Then why should it be broken?"

"The combination was formed for the purpose of killing the Sanpete Valley, Utah Central and Great Salt Lake & Hot Springs. The object is to get all the business into the hands of the two roads and then to combine on a class of rates that will vastly exceed the rates of Utah. There can hardly be any doubt but what that is the object to push the roads to the wall with the object of purchasing them at a low price. The Western has long coveted the line to Park City and would probably buy it if it was sold on the block. As to the other plan, it is to raise the rates of the Union Pacific and the other lines of the territory to the level of the Union Pacific. This will be accomplished by the hands on account of the increase in the rate of the Union Pacific. The increase of the rate will be the addition of \$17 to the Missouri river and the likely of the rate on wheat are likely to prove serious burdens. All kinds of rates will be raised and the merchants will feel it in time."

THE NEW TARIFF.

Railroad Officials Are Figuring on the Quotations.

Yesterday Freight Traffic Manager Munroe and Assistant General Freight Agent Eccles of the Union Pacific and General Freight Agent Babcock of the Western had a consultation in the office of Mr. Babcock that lasted for several hours. In Mr. Eccles' office and Chief Clerk Brinkley of the Western and Chief Clerk Reeves of the Union Pacific were busy over calculations. All this was in relation to the new tariffs that are to be issued under the agreement made between the two roads. So far no figures have been given. Mr. Eccles said last night after consulting with the Western that there is not to be a raising of rates as has been said.

THE SANPETE VALLEY.

It is Not Going to Be Crushed Without a Fight.

President Bruback of the Sanpete Valley was seen by a Herald man yesterday regarding the fight that is to be made on the two big roads who are contending to shut the smaller ones out in the cold. When asked how his road expects to get along under this hostility, he said that it meant that he has only one-third the bonded indebtedness of the Rio Grande Western in proportion to mileage and that he can stand the strain a great deal longer than the other road.

"If those who are interested in that region," he said, "are prepared to admit that the competition engendered by the presence of two roads in the road and not ship over the other line. We will give them the best service possible and see that it does not cost them any more to send their freight out than can possibly be helped. If the people will stand behind us, we will make a hard fight that must end in victory."

UTAH NORTHERN SEPARATION.

It is Said That the Receivers are Considering It.

When the Denver, Texas & Gulf line was separated from the Union Pacific in Denver, the business men in Salt Lake were anxious to see the Oregon Short Line & Utah Northern separated in the same manner and the control pass into the hands of the local stockholders, so that it would be run in the interest of this city and the territory through which it is to pass. But the excitement that I was mixed for a time over this proposition was soon allayed when it was seen that no move was to be made, and the matter relapsed into its former quietness.

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THE SALT LAKE HERALD, SATURDAY, JANUARY 6, 1894.

gent railroads who are located there, says that he has a quiet fit from one who is out of the business. The Union Pacific are seriously considering the advisability of applying for separate receivers for that part of the line. The Union Pacific are not paying so much as it should, and it looks as though the government might gobble it up and the receivers would be the Government. The Short Line & Utah Northern gobbled up with it.

Mr. James Sharp, resident director of the Union Pacific, and yesterday regarding this matter, but said that he had received no word that the subject was being considered and could say nothing in regard to it.

If it should happen that this part of the line should be separated, conservative men think that the country would be benefited thereby as the line could be run in the interest of this city and the surrounding tributary country in a way that is not possible so long as it is governed from Omaha.

GEORGE W. HEINTZ IN IT.

But He Puts in a Modest Denial of All Charges.

The Denver papers say our own George W. Heintz, chief clerk of the Rio Grande Western passenger department, and the knowledge and his rivalled poet laureate of that road, is an applicant for the chair of general passenger agent of the Fort Worth, and what is more, is likely to catch the plum, as it is said that his application is backed up by the strongest kind of endorsement. There is no question as to Mr. Heintz's ability as he has shown himself capable, while chief clerk of Colonel Dodge, and also as chairman of the Colorado Utah association, the position now held by P. J. Flynn.

Mr. Heintz, however, with his usual modesty, puts him in a different light. When addressed yesterday by what would be his official title, he denied that he had sent in an application for the position, and also denied having heard anything about the matter. He explained the attitude of the Denver press by saying that they have guessed at every available man and least have mentioned his name. He made no preparations for turning over his desk in the Rio Grande Western office yet, and does not expect to be compelled to do so.

MUST DELIVER THE GOODS.

No More Cut Rates Except on an Actual Count.

Those who have been used to having cut rates given them ostensibly for parties of fifty when there were only twenty-five in the party, will be interested in an application of one of the new rules by Chairman P. J. Flynn, of the Colorado-Utah association, who also has a say in this territory. The Denver News says: "A committee of the Colorado National guard yesterday applied at Chairman Flynn's office for a special rate to Denver for all persons attending the annual convention of the National guard, to be held at the Broadway theatre, Jan. 12, at the Broadway theatre. The committee could not guarantee fifty persons attending from outside points the association rate of one and one-fifth cents per mile. The books of the chairman show that out of similar applications that were granted last year only twelve showed the requisite attendance to be entitled to the reduced rate. The new rule of the association requires that the visitors and stamp all return tickets. The reduced rate applies only when fifty or more tickets are stamped."

NOT A NARROW GAUGE.

The Midland Terminal Will Be Standard Into Cripple.

Mr. Colburn yesterday received intelligence which places beyond all doubt the early completion of the Midland Terminal as a standard gauge line, says the Denver News. A dispatch from Boston authorized Mr. Colburn to proceed upon revised plans and to push the work with all possible celerity. The contract has been notified to meet the officials in this city next Monday and to submit estimates on the additional work required. The work of engineers have been in the field for several weeks in anticipation of the change, and the engineering department will report early next week upon a number of curves which it is proposed to shorten and other details in connection with the standard gauge road.

Mr. Colburn has been a strong advocate of the standard gauge from the start, and his views have prevailed. The change will be a serious objection to the line and insures a first-class railroad in Cripple Creek, with connections to all the principal lines without the necessity of changing cars. One will be added at the mouth of the great gold producers and unloaded at the smelters of Leadville, Pueblo or Leadville. The widening of the track will involve a heavy additional expense in the event the Midland Terminal is not reaching the camp at that date that money and brains can put it there.

At the energy of the management will be principally directed in pushing the standard gauge road from the projected line from Canyon City to Cripple Creek will not receive the impulse it otherwise might have received. Work will be mainly to surveys and arranging for grading later in the year.

RIO GRANDE DIRECTORS.

First Monthly Meeting of 1894 in New York.

President Jeffrey, of the Denver & Rio Grande, is in New York, where he has been in conference with Chairman Connel for several days past. Today the first monthly meeting of the Rio Grande directors for the year 1894 will be held, at which it is expected Mr. Jeffrey will state west, stopping en route for a week or more to visit his family at Chicago.

The success of Mr. Jeffrey and his assistants in carrying the Denver & Rio Grande to the breakers of the continent has called forth many expressions of praise from well-informed railroad men.

This week the Fourth National bank of New York is disbursing \$500,000 in the name of the Denver & Rio Grande, which is expected Mr. Jeffrey will state west, stopping en route for a week or more to visit his family at Chicago.

The railway company presents its bond holders with a New Year's gift more than half a million dollars! The amount named is the semi-annual interest of 4 per cent, consolidated mortgage bonds, half of which falls due Jan. 1 and the other half July 1.

The money was in the bank when the first of the year came, and the holders of coupon No. 16 were officially notified to present their claim and get to pay out the entire amount, as the bondholders are scattered through the United States, England and Holland.

According to the agreement, the dividend made last fall by the agreement and the chiefs the old a nucleus of salary are restored. No change is called to discuss the situation, a reduction is then decided upon, the rules require a notification of sixty days before the wages can be enforced. These regulations will be enforced to office men and employees of the road who are not connected with any of the organizations.—Denver News.

Railway Notes.

J. E. Orlsbay, of the Rock Island, is

out of town for a few days on business.

J. H. Allen, of the Milwaukee, has moved his office to another room in the Morlan block.

The railway boys say that if "our George" goes to Denver they will give him a hearty send-off towards the platform when Union Pacific southbound No. 2 reached Pocatello yesterday morning a dead Indian was found on the platform between the mail and baggage cars. The man was shot and had evidently been in the happy hunting grounds for some time. None of the train men had seen him get on the train and his reservation is therefore unknown.

PERSONAL MENTION.

E. J. Kearnes, of Gunnison, is at the White.

J. H. Rogers, the well known and prominent merchant of Park City, is at the Cullen.

W. J. Brown, of Nephi, is at the Walker.

Samuel R. Thurman was up from Provo yesterday.

Dr. Stacey and wife, of Mantu, are enjoying the hospitality of the Walker.

C. W. Earl is up from Lehi for a few days and is quartered at the Walker.

G. A. and Alfred Gadd are two of Nephi's citizens who are domiciled at the White.

T. F. Trane, the Lehi merchant, is in on one of his regular business trips. He is at the Cullen.

J. M. Hanson, of Fillmore, well known as one of the prominent citizens of that city, is at the White.

G. L. Bemis and wife came down from Bingham on last night's train and are registered at the Walker.

Henry Franklin, the well known sheep man, from Rich, Wyo., is down for a few days on business and is a guest of the White.

William Grant, the sheep man of American Fork, has been in the city for a few days on business. He is at the Cullen, and is accompanied by his wife.

W. W. Southworth and C. K. Southworth, the owners of Cattle Creek, are in town. They were seen last night in the corridors of the Cullen.

W. H. Berry, of Provo, is at the Cullen.

The Empress of Russia's New Gowns.

The twelve dresses which the town of Lyons has presented to the empress of Russia are: A dress of palest green velvet, in Henry II style, trimmed with gold feathers; a dress of pale dead green, with gold embroidery; a dress of heliotrope flowers and green leaves; a dress of heliotrope velvet; another of pale blue moire trimmed in such a way with blue and red roses that they look as if they were lightly strewn over it; a gown of cream-colored cut velvet; another of ivory silk, and a satin dress of "sunset" shades, that is enough to make any woman who looks at it stop with envy; also one of reddish pink, velvety silk stitched with gold stars, and, finally, a dress of silk that looks exactly like silver.—New York World.

Brain as a Fisherman.

As a fisherman the American black bear is an expert. He will stand in a creek or in the shallow water on the shores of ponds as still and solemn as the statue of a saint, and with his eyes unsuspiciously along near him. Like a flash, down goes one of his big fore-paws, and it must be a lively fish that escapes when it falls. As soon as the fish is caught, the look of solemnity on the bear's face changes to one of pleasure, and he either sits on the fish, or he takes it to his catch or wades ashore and devours it with many grunts of satisfaction.—New York Herald.

Statistics of some of the great wars of the past are reported to be as follows: The Crimean war cost \$2,000,000,000 and 750,000 lives; the Italian war of 1859, \$500,000,000 and 45,000 lives; the war for Cuban independence cost the United States \$100,000,000, and the south \$200,000,000, and together about \$300,000,000, and 100,000 lives.

JAPANESE IDEAS OF INFIDELITY.

Soldiers in Japan Are Taught to be Self-Denial and Self-Preservation.

From the Chicago Herald. Henry Satoh, formerly of the Imperial college of Tokyo, Japan, lectured before the students of the University of Chicago not long ago. In the course of his remarks about filial duties and the fidelity due to masters in Japan.

"Especially in the lives of soldiers it has been considered to be of prime importance to be ready to die for the cause of their masters at the expense of all other obligations and duties. He was a weak man who would not heed as to the course to take when he found himself in a dilemma as to filial duties and fidelity to his master.

"Self-denial is a virtue, sometimes a duty, which is often called for in some slight cause. To refuse it might involve him in shame. Would he lose his honor by refusing it? The sense of honor which would not be satisfied times 'no.' To be an exemplary son let him consider the grounds on which the duty is to rest. If it be of slight consequence, he should not involve either his master or his parents in shame. He is taught to forget his own honor, or rather, the selfishness of his personal honor. He is taught to think of the honor of his parents, and he is taught to be both of them. He is taught patience and meekness, too, and he is required to put stronger restraint upon his own passions than a word, he is taught the doctrine of self-denial.

"Self-preservation—To keep one's body in good health is an important part of the filial duty. Loss of health will be a disgrace to the family. The practice of help and protection to his parents, and, moreover, it may involve the parents in an unnecessary anxiety regarding their health, which can be avoided by possessing healthy and vigorous frame. An exposure to needless danger is very strictly prohibited. A mere display of courage is considered to be a disgrace. An abuse of privilege is looked down on as the act of a coward."

Hoarding a Creditor.

Saint-Foix, the French poet, had a large income, but was always in debt. Much of his time was spent dodging creditors. He sat one day in the barber chair with his face lathered and ready to be shaved when one of his largest creditors entered the shop. The man saw Saint-Foix and angrily demanded the money due him.

"Won't you wait until I get a shave?" quietly inquired the poet.

"Certainly," answered the other, pleased at the prospect of getting his money.

The poet made the barber a witness to the payment and calmly walked out, lathered from his face. He wore a beard to his dying day.—New York Herald.

SUGGESTIVE STATISTICS.

Belgium has 150,000 saloons and 5,000 schools.

Two-thirds of the gold now in use in the world was discovered during the last fifty years.

The United States has a lower percentage of illiterate people than any other country in the world.

The biggest fresh water fish, the "Arapacina" of the Amazon in South America, grows to six feet in length.

TRADE AND FINANCE.

New York, Jan. 5.

Wall Street—the bears circulated a rumor that the Missouri Pacific directors were about to take steps towards the appointment of a receiver. President George Gould promptly denied the story. He said the company was earning its interest charges and was now prepared to pay the February coupons. Under free selling the stock last 2 1/2, with a rally of 1/2 in the late dealing.

Louisville & Nashville sold off 1 cent under a report that the semi-annual dividend would be passed. Later there came a rally and then a reaction, making the losers, on the day.

The advances in railway bonds were Chicago and Northern Pacific firsts, 2 1/2; Oregon Short, line-stocks, 2 1/2; Denver & Gulf firsts, 2.

Government's firm. Petroleum weaker, February closed 2 asked.

THE LATHROP COMPANY ASSIGNS.

Boston, Jan. 5. The D. Lathrop company, book publishers, have made an assignment. Lists were about to take steps towards the appointment of a receiver. President George Gould promptly denied the story. He said the company was earning its interest charges and was now prepared to pay the February coupons. Under free selling the stock last 2 1/2, with a rally of 1/2 in the late dealing.

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A BANKING FAILURE.

Triest, Jan. 5. The banking house of Party & Bressay, at Saluzza, Northern Italy, has failed for \$200,000 lire. Signor Party committed suicide.

PRIVATE BANKERS FAIL.

Canton, Ill., Jan. 5. Turner, Phelps & Co., private bankers at Louisville, Ky., have failed for \$100,000. The assets and liabilities are unknown. Henry Phelps, a former member of the firm, became heavily involved through W. H. Campbell, the promoter of the electric iron foreign scheme in Chicago last summer. It is believed this has something to do with the failure.

THE CHEROKEE BONDS.

Chicago, Jan. 5. An afternoon paper says a Chicago brokerage firm has just bought for the first time in New York the entire issue of \$5,000,000 Cherokee National 4 per cent bonds, issued to the nation by the government in payment for the Cherokee strip.

THE CLEARING HOUSE.

New York, Jan. 5. The following table compiled by Bradstreet's shows the total bank clearings for the past week and the percentage of increase or decrease as compared with the corresponding week last year:

Table with columns for City, Debit, and Credit. Includes New York, Chicago, Philadelphia, St. Louis, San Francisco, Baltimore, Pittsburgh, Cincinnati, Kansas City,