SPORTING EXTRA.

MONDAY—THE WORLD'S HALF-RATE SITUATION DAYS—SATURDAY.

The EVENING EDITION World.

SPORTING EXTRA.

PRICE ONE CENT. NEW YORK, THURSDAY, FEBRUARY 5, 1891. PRICE ONE CENT.

EXTRA.

CAPULIN

In a Fine Finish Won the Sprinters' Handicap.

FAVORITES GET FIRST TWO.

Humdrum Spoiled His Chances by Two Breakaways.

[SPECIAL TO THE EVENING WORLD.]

GUTTENBURG RACE TRACK, Feb. 5.—The clear weather brought out a large crowd to the races to-day. The absence of northwest winds and the bright warm sun made matters very comfortable despite the fact that little ice ponds scattered here and there unpleasantly reminded one of Winter.

The cold had frozen up the the track once more and it was hard and fast. Quite a number of women were at the track and made things look rather Summery.

The first race served up a red-hot favorite in Khaftan. He opened at 6 to 5 and was heavily played until the price dropped to 4 to 5.

The second choice was Bessie K., and she was strongly played, which was queer, considering the fact she didn't like the distance or the weights.

Marie Lovell was played by a contingent from Gloucester as a good thing.

Just before the race Judge Burke sent for the owner of Khaftan and asked him whether he thought that the jockey, Blake, who was posted to ride the horse, could do him justice. The owner said he thought so, and Judge Burke then said that some one else had better ride.

Penny was then substituted and all bets were declared off. The change was a good one, for Khaftan won in the easiest possible manner from Marie Lovell; Question was third. Bessie K. was prominent for half a mile and then quit.

Dixie was an odds-on favorite for the second race and the public played him as though it was all over. The shrewd division of the talent argued that Dixie couldn't go the distance, and they picked Chapman to beat him.

Whatever was third choice at long odds.

Jean Jones rode the last named, it being his first mount since his accident at Clifton. Dixie won very easily. Chickasaw and Shotover had a pretty finish for the place with only a head between them.

Humdrum was a hot favorite for the third race, with Duke John a strong second and Hope colt third choice and given out to be a good thing.

Humdrum ran out a quarter of a mile in two breaks and many hedged on him while the bet-es were at the post.

When the flag did fall he was last, and he could never quite catch Duke John, who won handily. The Hope colt was third.

FIRST RACE.

Beaten horses; seven furlongs.

Starters.	Wgts.	Jockeys.	Betting. Straight.	Place.
1 Khaftan	116	H. Penny	1—5	out
2 Marie Lovell	106	McDermott	6—5	1—2
3 Question	112	Dunn	20—1	3—1
4 Ozone	106	Clayton	15—1	4—1
5 Vespasian	112	Cotterill	20—1	6—1
6 Bessie K.	116	Vint	6—1	2—1
7 Hot Guilty	109	Barton	20—1	5—1
8 Glen Fallon	99	W. Vanscoren	100—1	20—1
9 Geronimo	119	Francis	15—1	4—1

Khaftan was first away, followed by Marie Lovell, Bessie K., Geronimo, Question, Ozone, Hot Guilty, Topmast and Glenfallon.

Khaftan made the running down the backstretch with the others pretty much in the same order, until the fair turn was reached, when Bessie K. quit and Marie Lovell took second position and Question next.

Neither could ever catch Khaftan, who won in the easiest possible manner by two lengths, while Marie Lovell beat Question three lengths for the place. Time—1.30.

Mutuels paid: Straight, $3.25; place, $2.35. Marie Lovell paid $3.90.

SECOND RACE.

Selling; three-quarters of a mile.

Starters.	Wgts.	Jockeys.	Betting. Straight.	Place.
1 Dixie	106	H. Penny	1—4	out
2 Chickasaw	101	Clayton	3—1	2—5
3 Shotover	101	Jones	8—1	3—1
4 Chapman	107	Decker	4—1	even
5 Climbing	99	Clay	12—1	4—1
6 Village Maid	104	Barton	15—1	4—1

Shotover was first away, followed by Chapman, Chickasaw, Dixie, Village Maid and Climbing.

Penny sent Dixie through in the furlong, and made a fast pace down to the turn, with Chapman second and Climbing first. Village Maid and Chickasaw close together behind.

Chapman quit on entering the stretch, and Dixie came along to win by two lengths from Chickasaw, who came fast at the finish. Shotover was beaten a head for the place. Time—1.18.

Mutuels paid: Straight, $3; place, $2.60. Chickasaw paid $6.90.

THIRD RACE.

Maidens; six and a half furlongs.

Starters.	Wgts.	Jockeys.	Betting. Straight.	Place.
1 Duke John	122	Rice	3—1	9—5
2 Humdrum	122	Hodgers	7—5	1—2
3 Hope colt	122	H. Penny	5—1	6—5
4 Caracous	119	Garvin	30—1	10—1
5 Myecraft	119	Dunn	30—1	10—1
6 Annie L.	109	H. Jones	40—1	10—1
7 Dahlman	119	Clark	50—1	10—1
8 Connaught	109	Stout	40—1	10—1

The order at the start was Hope colt, Caracous, Duke Joan, Connaught, Annie L., Humdrum, Myecraft and Dahlman.

The Hope colt at once went out and opened up a gap of four lengths from Caracous, with the others pretty much in the same order.

On the fire the Hope colt began to tire and Caracous quit. Sims then sent Duke Joan out and led into the stretch a length before the Hope colt, with Humdrum, who was last at the quarter, third.

Duke John won easily by four lengths from Humdrum, who beat the Hope colt a length and a half. Time—1.24¾.

Mutuels paid: Straight, $6.75; place, $2.85. Humdrum paid $2.55.

FOURTH RACE.

Five furlongs; handicap.

Starters.	Wgts.	Jockeys.	Betting. Straight.	Place.
1 Capulin	115	Clayton	7—1	2—1
2 Sunray	119	Terral	6—5	2—5
3 Dalsyrian	103	Stevens	30—1	10—1
4 Question	99	M. Lynch	3—1	even
5 Servia	108	H. Penny	10—1	3—1
6 Maggie B.	104	Lambert	4—1	6—5
7 Rustic	97	Donovan	100—1	20—1

Sunday was first away, followed by Capulin, Maggie B., Servia, Dalsyrian, Rustic and Question.

Servia rushed out in the first furlong and had a clear two lengths going around the turn, with Sunday, Dalsyrian, Maggie B. and Capulin next.

Coming into the stretch Servia had still the best of it by three lengths, with Sunday and Capulin next. Servia quit at the last furlong, and Sunday took up the running and was joined by Capulin at the last sixteenth.

In a furious finish Capulin won by a head from Sunday, who was three lengths before Dalsyrian. Time, 1.01¾.

Mutuels paid: Straight, $15.90; place, $5.10. Sunday paid $3.95.

FIFTH RACE.

Mile and a sixteenth.

Starters.	Wgts.	Jockeys.	Betting. Straight.	Place.
1 Prince Fortunatus	119	Porter	1—5	1—5
2 Gloster	116	Stoval	3—1	1—2
3 Blue Jeans	119	Sims	3—1	1—4
4 Lysander	119	Davis	9—1	6—1

Prince Fortunatus was first away, followed by Blue Jeans, Gloster and Lysander.

At the quarter Gloster was in front, with the Prince, Blue Jeans and Lysander next.

This order was preserved until a mile had been travelled, when Prince Fortunatus collared Gloster and won easily by two lengths from Gloster who beat Blue Jeans eight lengths. Time—1.50¾.

Mutuels paid: Straight, $5.55; place, $3.15. Gloster paid $3.15.

SIXTH RACE.

Seven furlongs, selling.

Starters.	Wgts.	Jockeys.	Betting. Straight.	Place.
1 Brown Duke	99	Penny	3—1	6—5
2 Innocence	97	H. Anderson	10—1	2—1
3 Iceberg	99	Jones	8—5	6—5
4 Extra	99	Clayton	20—1	3—1
5 Count Luna	112	Lambley	5—1	3—1
6 Arizona	104	McDermott	8—1	3—1
7 Quiz	102	Spencer	10—1	4—1
8 J. J. O'N	115	Bushnell	4—1	6—5

Won by Brown Duke, Innocence second and Iceberg third. Time—1.29¾.

TIPS ON TO-MORROW'S RACES.

Horses Whose Form Should Bring Them First Under the Wire.

Clifton's programme for to-morrow is a very fair one, but the racing, of course, will be uninteresting without betting.

The first race is a five-furlong dash with a poor lot entered. The Helena gelding may win, with Humility second. George R. may be third.

The second race is a seven-furlong dash. Longevity is the best horse in the lot, and his race Wednesday must not be taken as a criterion, for he was ridden in a shocking manner. He should win handily. Question, who showed improvement at Guttenburg, may be the runner up. Harrison may be third.

The third race is at six and one-half furlongs with selling conditions. The Periwinkle gelding should win handily on his form and the good rest he has had. Truth may be the runner up, and Rumpus should beat the others. The race is a trifle too far for the latter to win at.

The fourth race is a handicap at three-fourths of a mile. Little Jake is in very good shape at present, and as he fancies a dry track he may win with his generous allowance in weight. Belle d'Or should be the runner up, and Vosburg should beat the others.

The fifth race is another five-furlong dash for three-year-olds. Raychester should win, with Baltimore II. very close up. Duke John may be third.

The sixth race is also at five furlongs. Sunday is named to go, and if he starts he should win handily enough from the poor lot pitted against him. Ariel may be second and Prodigal should be third.

CLIFTON ENTRIES.

[SPECIAL TO THE EVENING WORLD.]

CLIFTON RACE TRACK, Feb. 4.—The entries for to-morrow are:

First Race—Five-eighths of a mile; selling.—Cassmeet, 105; Humility, 93; Lena Oliver colt, 90; Teddy C., 90; George R., 89; Frankie M., 89; Mollie Fancher, 84; Helena gelding, 78 lb.

Second Race—Seven furlongs.—Longevity, 105; Question, Harrison, 100 each; Moorfield, Flagler, Sterling, Prince Karl, Harry Ireland, Gallina Dan, Pelham, Donegan, The Abbess, 98 lb. each.

Third Race—Selling; six and a half furlongs.—Catherine cart, 113; Rumpus, 108; Truth, 105; Octagon, 102; Periwinkle gelding, A. G. H., 100 each; Dan Brady, 96 lb.

Fourth Race—Handicap; three-quarters of a mile.—Belle d'Or, 104; Prince James, 103; Flagler, 102; Defendant, Fitzroy, 100 each; Red, 98; Vosburg, 95; Little Jake, 94; Adolph, Longevity, 90 lb. each.

Fifth Race—Five-eighths of a mile; selling.—Duke John, 116; Baltimore II., 109; Rosepile, Fatin, 104; Raychester, 98; Telephone, 95; Tom Moran, 82; Miss Dupre, 80 lb.

Sixth Race—Welter weights; five-eighths of a mile.—Gov. Roberts, Sunday, Adolph, I had Rows, Ariel, Judge Dixon (formerly Pommery Sec), Santuzza, Kentucky Sam, Greenmeadow, Stanley, Prodigal, 140 each; Sam Morse, Amsterdam, 140 each; Kosciusko, Belle City, 138 lb. each.

Fifth race was declared off and first divided, the last half making the fifth race.

FREE COINAGE AMENDMENT.

[SPECIAL TO THE EVENING WORLD.]

WASHINGTON, Feb. 5.—The proposition of Senator Stewart to tack a free coinage amendment to the Pension Appropriation bill, excites much interest here, but its success will be difficult.

Such a thing would be contrary to the rules of the Senate, which admit of no "riders" on appropriation bills, and it is a question whether even the free coinage Senators would vote to violate the rules.

It argues, however, the extremes to which some of the free silver men are willing to go in an effort to accomplish this object.

JOHNNY SIMPSON MARRIED.

Johnny Simpson, Landing Superintendent at the Barge Office, and well-known politician of the Sixth District, was married at noon to-day to Miss Clara Miller.

The ceremony was performed at the residence of the bride's mother, 35 Attorney street. Supt. of Immigration Weber gave the bride away.

After the wedding breakfast Mr. and Mrs. Simpson took the limited express for Washington on a wedding tour.

WALDO HUTCHINS VERY ILL.

Park Commissioner Waldo Hutchins is lying seriously ill at the Park Avenue Hotel. Mr. Hutchins's illness has lasted for about two weeks. It began with a severe cold, complicated with a bilious attack, and later developed into a slight attack of pneumonia.

Only his physician, nurse and immediate relatives are allowed to see him.

Should he recover he will not be able to leave his room for ten days or more, it is reported.

Winners at Gloucester.

[SPECIAL TO THE EVENING WORLD.]

GLOUCESTER, N. J., Feb. 5.—The winners here to-day were as followers:

First Race—Three-fourths of a mile.—Rhody Pringle won, Buckeye second and McGregor third. Time—1.18¾.

Second Race—Seven-eighths of a mile.—Lennox won, Repudiator second and Souvenir third. Time—1.34.

Third race—Six and one-half furlongs.—Hemet won, Theola second and Lita third. Time—1.26¾.

The National Baseball Board.

[SPECIAL TO THE EVENING WORLD.]

WASHINGTON, Feb. 5.—Nick Young, Secretary pro tem., has sent out notices that the National Board of Professional Baseball Clubs will hold its first meeting under the new National agreement at the Auditorium Hotel, Chicago, Friday, Feb. 13.

WARRANTS OUT.

Is the Dixon-McCarthy Contest to Be Stopped After All?

A Jeffersonian Club Committee Prepares to Interfere.

Both the Featherweights Were Confident of a Victory.

[SPECIAL TO THE EVENING WORLD.]

LONG ISLAND CITY, Feb. 5.—Warrants have just been sworn out for the arrest of Dixon and McCarthy, principals in to-night's contest, on a complaint made by Joseph McKenna, Samuel H. Hensel and J. H. Theirey, who acted as a committee of the Jeffersonian Club. County Judge Garretson issued the warrants.

George Dixon, the plucky, clever and hard-hitting little colored feather-weight from Boston, is confident that he could take the championship from Cal McCarthy to-night, in the contest at the Puritan Athletic Club's hall, Long Island City.

Cal has expressed himself as having no doubt of his success in defending the title.

CAL M'CARTHY.

On the face of things, Cal's confidence seems to be the better justified, for he did make his other match with Dixon a draw, after staying through the larger part of seventy rounds with one hand painfully disabled. Dixon has improved since then, it is true, but nobody can say until to-night, but that McCarthy has gone up equally in the scale.

Dixon has been a favorite in the betting, the odds quoted last night being 100 to 70.

His advance to his present position in pugilistic circles has been the work of four years, for it is only within that time that he has developed from an inoffensive, good-natured photographer's errand boy into the well-trained, but still good-natured, boxer.

When his interest was excited through a set of boxing gloves possessed by a chum at Revere Beach, where he was employed, he picked up the little science with remarkable ease, and in a year he was able to defeat some of the cleverest men in the vicinity.

GEORGE DIXON.

His first battle for a finish was with Paddy Kelly, of Cambridge, in April, 1888. It was called a draw after fifteen rounds. Since then he has beaten Thomas Doherty, Jimmy Brackett, Eugene Hornbacker, Nunc Wallace and Johnny Murphy.

The Wallace fight, at the Pelican Club, London, was the event of Dixon's life. He won the battle and an international reputation in eighteen rounds June 27, 1890. His battle with Murphy, at Providence, lasted forty rounds.

Dixon has had a drawn battle of nine rounds with Tommy Kelly, the Harlem Spider.

Cal McCarthy is twenty-two years old and made his first appearance as an amateur in 1887 at the boxing tournament of the Spartan Harriers.

He has been a sort of pugilistic phenomenon, ever since that time, though the public recognized the rising of a new star when the great 70-round draw with Dixon occurred, in Boston, a year ago.

Cal's success as an amateur led him to adopt the pugilistic profession.

He has beaten Tommy Kelly, Willie Skillman, Joe McCorm ck, Jim McGowan, Joe Casey, Eugene Hornbacker, Joe Flaherty, Harry Walton, Matt McCarthy and other good men.

The two men, Dixon and McCarthy, are undoubtedly the best "little ones" in the business, and if they are allowed to go on with their glove contest to-night, the great assemblage of sporting men that will be present will be amply satisfied with the exhibition of skill and science.

Tom Collins and Billy Dacey will be behind McCarthy; Dixon will be looked after by Tom O'Rourke and M. J. Slattery.

The Puritan A. C. hall is easily reached by means of the Thirty-fourth Street Ferry from New York.

INGALLS IN HIS OWN DEFENSE.

Paired Against the Force Bill Because it Was Cumbersome.

[SPECIAL TO THE EVENING WORLD.]

WASHINGTON, Feb. 5.—Mr. Ingalls, in the Senate this morning, replied to the criticisms that had been levelled at him from Republican sources because of his having paired against the Force bill.

He said that he opposed the so-called Lodge bill for the reason that he regarded it as cumbersome and ineffective.

He declared his willingness to support an Election bill, now or any time, which would fulfil the aims of those who desired a free ballot and a fair count.

He would oppose no wrong cause because it was popular. It was said that the streets of Jerusalem were kept clean by every man sweeping before his own door. He would commend this to the careful consideration of those self-constituted guardians of public liberty who had called his course in question.

Against Free Silver Coinage.

The Chamber of Commerce to-day passed a resolution that a committee of five, including the President of the Chamber, Carl Schurz, Abram S. Hewitt, John Sloan, Henry W. Cannon and John Harsen Rhoades, appear before the Committee on Coinage, Weights and Measures, at Washington, and protest in behalf of the business interests of the country against the passage of the Free Coinage bill.

The New York Senators were also requested to press the Torrey bill.

WALL ST.

STOCK REPORTS.

Another Boom To-Day in Edison General Electric Shares.

Grangers Gain Slightly and Chicago Gas Falls Off.

Statement from Henry Villard as to His Edison Holdings—The Quotations.

Stocks opened to-day with a hurrah. Everybody wanted to buy, especially the belated bears, who were climbing for the prominent issues. Edison General Electric scored the phenomenal gain of 9 points, to 111, in addition to the advance of 7¼ per cent. made yesterday.

One reason given for the rise was that the Vanderbilts had acquired a large interest in the concern, and would go into the directory. Another story was that the price of the stock had been unduly depressed during the November panic, and that the recovery, therefore, was only natural.

Outside of Edison, Great Northern preferred jumped 3, to 86, and the other stocks ½ to 1 per cent. The Grangers, Missouri Pacific and Union Pacific were particularly strong.

Chicago Gas was heavy, breaking from 42⅛ to 40⅞ a 41¼, on rumors of new litigation.

Near midday Edison receded 4¾ to 106¼, Great Northern preferred, 2½ to 83⅞, while the Grangers lost their early improvement. The reaction was the result of Chicago advices that the Atchison was again kicking over the traces in the matter of rates.

In the afternoon trading, the bulls moved up Missouri Pacific, Western Union, Lackawanna, Union Pacific and Manitoba. The last name advanced 3 points to 108 but the others gained only one per cent. or less. Pacific Mail was weakened by Washington rumors that the Shipping Bill would not get through the House at this session.

Henry Villard states that he is the largest individual owner of Edison General Electric stock, and that the report that he has sold all his holdings to the Vanderbilts is unfounded.

From another source it is learned that the Vanderbilts have actually bought a big block of the stock, and that Mr. Twombley will represent them in the directory. Drexel, Morgan & Co., it is understood, conducted the negotiations. On block of the stock was sold by a leading foreign exchange house.

The sales at the New York Stock Exchange were 179,000 shares of listed stocks and 89,000 ounces of silver.

The Closing Quotations.

	Open.	High.	Low.	Clos.
Amer. Sugar Ref. Co.	73¾	73¾	72¾	72
Amer. Sugar Ref. Co. pfd	89⅞	89⅞	89⅞	89⅞
Amer. Cotton Oil	18⅞	18⅞	18⅞	18⅞
Amer. Cot. Oil, pref.	41⅞	41⅞	41⅞	41
Atch. & Tex. Route	28	28	28	28
Atch., Top. & Santa Fe	50⅞	50⅞	50	50
Cameron Oil	—	—	1	1
Canada Southern	51⅞	51⅞	51⅞	51⅞
Chesapeake & Ohio	19	19⅞	19	19⅞
Chesapeake & Ohio 1st pf.	49	49	49	49
Consol. Gas	42⅞	42⅞	40⅞	41⅞
Chic., Bur. & Quincy	88⅞	88⅞	87⅞	88
Chicago & Northwest	107⅞	107⅞	107⅞	107⅞
Chicago, Mil. & St. Paul	85⅞	85⅞	85⅞	85⅞
Chic., Mil. & St. P. pfd.	111⅞	112⅞	111⅞	112
Chic. Rock Is. & Pac.	71	71⅞	71⅞	71
Chic. & Eastern Ill.	48⅞	48⅞	48⅞	48⅞
Chic. & Eastern Ill. pref.	91⅞	91⅞	91⅞	91⅞
Cleve., Cin., Chic. & St. L.	64⅞	64⅞	63⅞	64
Col. & Hock. Valley	27	27⅞	27	27⅞
Colorado Coal & Iron	37⅞	37⅞	37⅞	37⅞
Consolidated Gas	97⅞	97⅞	97⅞	97⅞
Del., Lack. & West.	138⅞	139	138⅞	138⅞
Delaware & Hudson	128⅞	128⅞	127⅞	128
Den. & Rio Grande	19⅞	19⅞	19⅞	19⅞
Den. & Rio Grande pfd.	61⅞	61⅞	61⅞	61⅞
Edison General Electric	111	111	106	106
E. T., Va. & Ga.	63	63	61	63
Evans. & Terre Haute	111⅞	113	111⅞	113
Great Northern pref.	86⅞	86	83⅞	84⅞
Illinois Central	100⅞	101	100	101
Iowa Central pfd.	24⅞	24⅞	24⅞	24⅞
Lake Shore	113⅞	113⅞	112⅞	112⅞
Lake Erie & Western	18	18	18	18
Lake Erie & West. pref.	68⅞	69⅞	68	68
Louisville & Nashville	75⅞	75⅞	75⅞	75⅞
Manhattan Consol.	105	108⅞	105	105⅞
Michigan Central	95	95	93	93⅞
Missouri Pacific	67⅞	68⅞	67⅞	67⅞
Mo. Kan. & Tex. pref.	22⅞	22⅞	22⅞	22⅞
National Lead Trust	20	20⅞	19⅞	19⅞
New Jersey Central	115⅞	116	115	115
New York & North. pfd.	16	16	16	16
N. Y. & New England	38⅞	38⅞	37⅞	38⅞
N. Y., C. & St. L.	13⅞	13⅞	13⅞	13⅞
N. Y., O. & St. L. pfd.	27⅞	28⅞	27⅞	28
N. Y., Lake Erie & West.	20⅞	20⅞	20⅞	20⅞
N. Y., L. E. & West. pref	51⅞	51⅞	51⅞	51⅞
N. Y. Susq. & West.	8⅞	8⅞	8⅞	8
Northern Pacific	28⅞	28⅞	28⅞	28⅞
Northern Pacific pref.	77	78⅞	77⅞	78⅞
Ontario & Western	16⅞	16⅞	16⅞	16⅞
Oregon R. & Nav.	77⅞	78	77	78
Oregon Improvement	25⅞	25⅞	25⅞	26
Pacific Mail	37	37	35	35
Phil. & Reading	33⅞	33⅞	33⅞	33⅞
Pec., Dec. & Evansvil e.	18⅞	18⅞	18⅞	18⅞
Pitts. & Western pfd.	32	32	32	32
Pullman Palace Car Co.	190	190	190	190
Rich. & West Point Ter.	19⅞	19⅞	19	19⅞
Rich. & W. Point Ter. pfd	74⅞	74⅞	74⅞	74⅞
Rio Grande & West.	37	37⅞	37	37⅞
Rio Grande & West. pref.	71	71	69	69
St. Paul & Omaha	95⅞	95⅞	95	95
St. Paul, M. & Manitoba	106⅞	108	106	108
Silver Certificates	102⅞	102⅞	102⅞	102⅞
Southern Pacific	29⅞	30	29⅞	30⅞
Texas Pacific	8⅞	8⅞	8⅞	8⅞
Tol., Ann Arbor & N. M.	15⅞	15⅞	15	15
Union Pacific	19	19⅞	19	19⅞
Union Pacific, Del. & Sout	45⅞	45⅞	45⅞	46⅞
Wabash	24⅞	24	23⅞	24
Wabash pfd.	19⅞	19⅞	19⅞	19⅞
West. Union Tel.	80⅞	81⅞	80⅞	81⅞
Wheeling & Lake Erie	32⅞	33⅞	32⅞	32⅞
Wheeling & L. E. pfd.	73	73⅞	73	73⅞
Wis. Central	21⅞	21⅞	21⅞	21⅞

Mining Stocks.

The following are the closing quotations of mining stocks at the Consolidated Exchange to-day:

	Bid.	Asked		Bid.	Asked
American Flag	.04	—	Homestake	8.00	—
Alice	1.50	2.00	Horn Silver	2.00	—
Argenta	.02	.05	Iron Silver	1.00	1.60
Amador	—	1.50	Julia con.	.25	.35
Astoria	.03	.06	La Grande	—	.06
Belcher	5.00	—	Leadville con.	.11	—
Bulwer	.35	—	Little Chief	.34	.37
Bodie	.50	1.00	Mono	.55	—
Bassick	.14	—	Mid'le Bar.	.03	.04
Bruns con.	.12	—	Monitor	.02	—
Belmont	.80	.81	N. Belle Isle	.50	—
Cal. & Hecla	5.00	—	North Star	—	6.00
Chrysolite	.20	—	N. Cle'ms	—	1.00
Castle Cre'k	.02	—	Ontario	29.00	—
Col. Central	1.00	—	Ophir	3.75	—
Con. Cal. & Va.	.53	.55	Orient & M.	.05	.07
Eureka con.	5.00	5.25	Plymouth	1.90	2.25
Gen'l w'th	—	1.00	Phoenix 1/8	.10	—
Com. T. Co. stock	.15	—	P. Arizona	—	.20
Dunkin	—	.70	Standard	—	2.00
Dead. Ter.	—	1.10	Sutro Tun'l		
Denver City con.	—	.10	Trust cfs.	.35	—
Del Monte	—	.50	Stormount	.05	—
Eureka con.	3.00	—	Santiago	—	.50
El Cristo	.63	.65	Silver Cord.	—	.35
F. Decimal	.40	.41	Small Hopes	.85	.87
Freedom	.16	.18	Silv'r M. Co		
Gould & C.	2.80	—	of L. Val.	.75	—
Hale & Nor.	1.50	—	Savage	.10	—
			Yel'w Jck't	2.00	—

FOUND A HEADLESS CORPSE

Floating Down the River Nude, and a Leg Also Missing.

The nude and headless body of a man was found floating in the North River, off Vestry street, at 9 o'clock this morning.

The right leg of the corpse was also missing and the body was badly decomposed. It had apparently been in the water many days. It was taken to the Morgue to await possible identification.

ARE your grocer for SNOW FLAKE HOMINY, prepared in 15 minutes. No outer cereal like it. 5c. a pound or 10c. package. MEIGHAN BROS., Wholesale Agents, 59 Park place.

THE LAW DEFIED.

A Few Surface Railroads Refuse to Run Cars After Midnight.

Stacks of Complaints Filed Against the "Huckleberry."

Corporation Attorney Steckler Prepared to Bring Thousands of Suits at Law.

Since the Board of Aldermen passed the ordinance last July, to the effect that all horse-car companies should run cars after midnight at intervals not exceeding twenty minutes, none has been more persistent in violation of the new ordinance, according to the Morrisania police, than the "Huckleberry" road in the Annexed District.

Nearly every road in the city was complained of by the police after the passage of the ordinance, but according to Corporation Attorney Louis Steckler, nearly all are now complying with its requirements.

Suits are now pending against these violators of the law, and City Attorney Steckler is only awaiting a confirmation by the Court of Common Pleas of the decisions rendered by District Court judges against two companies, when he will push all these pending cases.

According to the Morrisania police the "Huckleberry" road, which is now so anxious to use the trolley system of electric motive power on its line, has observed the new ordinance only one night since it became a law. The Company's mi-deeds have been daily noted and reported by the Thirty-third Precinct police, who have been steadily piling up complaints against the road for the last six months.

On some of the "Huckleberry's" branches, the police allege, cars are not run at all after midnight, while the Tremont branch sends out cars only at intervals of one hour.

In spite of the continuous complaints of the police, nothing has apparently been done to enforce the requirements of the ordinance.

To ascertain why the ordinance had apparently become a dead letter, in the Annexed District at least, an EVENING WORLD reporter called on City Attorney Louis Steckler this morning.

"The ordinance is not a dead letter yet by any means," said Mr. Steckler, "but it will take a little time to enforce the new law.

"I did not know that the 'Huckleberry' road was so wantonly violating the ordinance, but at the same time I am not greatly surprised to hear it. True, the police are still sending in complaints every week of the roads which are violating the law, and they are carefully placed on file in my office.

"There are hundreds of these complaints now here, and I have no doubt that the Morrisania police are doing their duty, and that their complaints are among the others on file.

"Almost immediately after the ordinance was passed I brought suit against every surface railroad in the city to recover at least one, and in some instances two or three penalties of $100 each for violations of the new law. All these suits are still pending except three, which I have won. Two of these were against the Dry Dock, East Broadway and Battery Railroad, and one against the Belt Line.

"All these suits were brought in accordance with the law, in the District Courts of the districts in which the companies' offices are located. The two companies against whom I obtained judgments have furnished bonds and appealed their cases to the General Term of the Court of Common Pleas, which does not sit until Feb. 26, when all three cases will be argued, and unless the Court of Common Pleas gives the defendants leave to carry their cases to the Court of Appeals the matter will then be definitely settled.

"Unfortunately, only $200 damages can be collected in a District Court, and to satisfy all the complaints on file would necessitate bringing an almost endless amount of $100 suits.

"I have much other business that requires immediate attention, and until the three appealed cases were decided one way or the other by the higher Court I did not deem it expedient to do anything further in the matter.

"Then, too, in case the decision of the district courts, rendered by Justice Barburger, were reversed by a higher court, the city would be mulcted for heavy damages had I succeeded in getting judgment for every violation of the ordinance.

"The Dry Dock and East Broadway and the Belt Line companies base their appeals on the ground that the ordinance is unjust and that the Board of Aldermen have not the power to create it. Whether this is so or not, the Court of Common Pleas will decide.

"Until the matter is adversely decided, I hold that the ordinance is perfectly legal, and am carefully preserving all these poi ce reports. I am satisfied, however, that every road that has violated the law will have to settle for each and every violation. I propose then, if possible, to bring suit in the supreme Court for thousands of dollars damages where I have now suits for hundreds.

"With the exception of the three suits appealed, all those now pending in the district courts have been adjourned from time to time, to await the decision of a higher court in the three cases before named.

"The ordinance is now, however, being obeyed by nearly every road in the city. The Third avenue and Sixth avenue lines are running cars on time, and so is every cross-town line, even the Madison and Chambers street lines. The Second avenue line is too, with perhaps the exception of the Worth street branch, and the Broadway line with the exception of its University place branch. I don't believe there are five roads in the city that are not now, even, fulfilling the law's requirements.

"Some of the roads claim that the traffic on some of their branches will not warrant their running cars there after midnight, but that's a matter for the Board of Aldermen and not me to decide. If the courts sustain me I shall enforce the ordinance."

"The appeals now taken will have the effect of a test case, and the Dry Dock and East Broadway people have deemed the issues of such importance that they have gone to the expense of having the proceedings in their cases printed, something rarely heard of in District Court proceedings."

Inquiry at the Morrisania police station revealed that the cases are violated with great persistency by the several street car lines traversing the annexed district.

There are two surface car companies operating lines in the Annexed District. The Harlem Bridge, Morrisania and Fordham Railroad Company, with offices at 2269 Third avenue, runs cars on four different routes—one on Third avenue, from the Harlem Bridge to One Hundred and Seventieth street; another on Third and Boston avenues, from Harlem Bridge to Jefferson street; the third on Third and Westchester avenues, from Harlem Bridge to Prospect avenue, and the fourth is on Third avenue, the Southern boulevard, Lincoln avenue and One Hundred and Thirty-eighth street, from the Harlem Bridge to Port Morris and the East River.

The other company is the Madison Avenue Railroad Company, with an office at Eighty-sixth street and Madison avenue. This Company runs but one line of cars. The line extends through One Hundred and Thirty-eighth street from Railroad avenue to the centre of the Madison avenue bridge.

During the first two weeks of December, 1890, owing to pressure brought to bear upon the Harlem Bridge and Fordham Railroad, cars ran according to law one night on each of its branches. The experiment was a failure, financially, and it has not been repeated. The Madison Avenue Company has not experimented as yet.

With this exception no attempt has been made to observe the law by the surface roads of the Annexed District.

The Third avenue line has run cars every hour after midnight with great regularity since the ordinance was passed.

It is now a regular part of a patrolman's duty in the Annexed District to make out a slip, in regular form, which says that the company whose line crosses his post failed to run cars from 12.15 A. M. to 6 A. M. at intervals of twenty minutes.

SOME VALENTINES.

NO. I.

TO TRY THE PATROL SYSTEM.

Mayor Grant's Advisory Committee Gives Beattie a Plan.

Thatcher M. Adams, Capt. F. V. Greene and D. H. King, jr., of Mayor Grant's Advisory Street-Cleaning Commission, held another meeting at Mr. Adams's office, 36 Wall street, at 11, so this forenoon, to complete their plans for an experimental trial of the proposed patrol system. Morris K. Jesup and Prof. C. F. Chandler were absent.

The Commission submitted to Mr. Beattie Tuesday a plan of experiment in Department districts 19, 20, 21 and 22, between the north sides of Twenty-eighth and Fortieth streets, from river to river, requesting that the territory between Twenty-eighth and Thirty-fourth streets be cleaned entirely by hand during the day time and that the territory between Thirty-fourth and Fortieth streets be cleaned entirely by machines during the night time, so that a comparison may be made of the feasibility of keeping the streets clean by either method and the relative cost of each.

The Commission requested that separate accounts of all expenses shall be kept for each district, that the experiment be continued thirty days at least, and that Mr. Beattie shall notify the Commission as soon as he has completed arrangements for beginning the experiment so that they and the public may carefully