RIVAL FACTIONS IN CONFERENCE OVER EQUITABLE FIGHT

James H. Hyde Meets August Belmont and E. H. Harriman, While President Alexander's Followers Discuss Situation in Company's Offices.

There was every evidence about the offices of the Equitable Life Assurance Society to-day that the rival forces are lining up for the big fight on Thursday afternoon, when the friends of President James W. Alexander will endeavor to force a resolution through the Board of Directors giving the voting power to the holders of policies of $5,000 or more.

Mr. Hyde and his friends, who will endeavor to prevent the resolution going through, assembled in his office on the second floor and held a continuous conference during the day. Men dropped in and left again, but there wasn't a minute all the afternoon when the air wasn't full of rumors about what was doing. August Belmont was one of those who called on Mr. Hyde and had a long talk with him, and another visitor was E. H. Harriman.

Other Conferences On.

At the same time conferences were going on in the office of Md. Alexander and in the offices of Alexander & Colby, attorneys for the Equitable, on the third floor. James W. Alexander was in and out of his own and the lawyers' offices all the afternoon. Caught between the offices once by an Evening World reporter, he was asked what it all meant. He replied:

"The question of the mutualization of the society is before the Board of Directors, and I am not willing to discuss it while it is under consideration by them."

After this statement Mr. Alexander went into his office, and a few minutes later was joined there by Jacob Schiff. Mr. Schiff was asked which side he was going to line up with, but he laughed and said he had nothing to say on the matter.

One story that came from a man who was in Mr. Hyde's office to-day was to the effect that Mr. Hyde was being urged to ask Mr. Alexander on behalf of the majority stockholders, which means himself, his mother and sister, to resign as President of the society. No confirmation of this story could be obtained.

That a serious crisis in the affairs of the Equitable has been reached is indicated by an interview which The Evening World secured to-day from one of the highest officers of the company.

According to this officer, who must remain anonymous for the present, the opposition to the plan of the Alexander faction to vest the policy-holders with the voting power, as is done in every other great mutual company in the country, has been solidified by a coterie who hope to get control of the Equitable and its $400,000,000 of assets by buying the 51 per cent. of the stock of the company which is held at present by James H. Hyde, his mother and sister.

"Do you know," asked this official, "what the effect of Mr. Hyde's recent fancy dress ball has been? Well, it has hurt insurance business all over the country. The manager of one of the biggest insurance companies in the country told me that it had hurt his company $1,000,000 already. If it has done that to an outside company, what has it done to the Equitable? There has been no exaggeration, I assure you, of the effect of Mr. Hyde's fancy dress ball."

Following is the statement given to The Evening World to-day by the officer of the Equitable, who is one of the leaders of the anti-Hyde forces:

"The coterie of gentlemen who are allied together to buy James H. Hyde's stock in the Equitable Society are doubtless surprised to learn that there is any question of this young man's control of it. Mr. Hyde is not the Equitable Society and the gentlemen in question are negotiating for a 'gold brick,' and the sooner they discover this the better off they will be.

Restrictions About Transfer.

"Just because Mr. Hyde's father owned and willed to his family 51 per cent. of the capital stock it does not follow that Mr. Hyde can deliver to these outside gentlemen the handling and wise investment of more than $400,000,000 of assets and the protection of the interests of policy holders whose assurance amounts to $1,500,000,000.

"He could not deliver it if he would. There is not a court in the United States that would countenance such a transaction. The Equitable belongs to its million policy holders. Mr. Hyde and the gentlemen who have made him a handsome offer for his holdings are beginning to find this out.

Insurance Ability Attacked.

"To correct any impression that may have gone abroad of Mr. Hyde's ability as an insurance man I want to say that the young man knows nothing of the business of the Equitable Society. He never even served an apprenticeship, and his following in the present controversy is limited.

"Now, what is to be the outcome of all this? Well, there will positively be an extension of the voting power to the policy holders. It has got to come. One man against forty of the best insurance experts in the Equitable Society can hardly prevent it. The forty who have grown up in the Equitable and unitedly say that the thing shall be done right and the interests of the policy holders safeguarded—these gentlemen, I say, are fighting for the very life of the society, and Mr. Hyde cannot stop them in the contemplated change of policy. He may delay action, but stop it—never. It is inevitable.

"If we cannot bring about the change on Thursday next when the directors meet, we will try again. If the present way we have of accomplishing our purpose fails, we will adopt other ways. There's more than one way to skin a goose.

"Within the past two years both the Metropolitan and Germania companies have extended the voting power to their policy-holders and the Equitable has got to get into line. The New York and Mutual have been under this popular plan for years. I cannot see how the Hyde crowd can justify the stand that he has taken save on the plea of personal interest.

How a Ball Hurt Business.

"Do you know what the effect of Mr. Hyde's recent fancy dress ball has been? Well, it has hurt insurance business all over the country. The manager of one of the biggest insurance companies in the country told me that it had hurt his company $1,000,000 already. If it has done that to an outside company, what has it done to the Equitable? There has been no exaggeration, I assure you, of the effect of Mr. Hyde's fancy dress ball."

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Restrictions About Transfer.

"Just because Mr. Hyde's father

RAINES-LAW HOTELS TO BE WIPED OUT

(Special to The Evening World.)

ALBANY, Feb. 14.—The City Club and Senator Raines have come to an agreement on the subject of Raines law hotels, and a bill will be introduced to-morrow which will wipe out 90 per cent. of them.

The measure provides that a hotel-keeper must have a certificate of the Building Department stating that the building complies with the structural provisions of the Raines law, before he can get a license to sell liquors.

A building, however, that has been used five years continuously before 1896 will not have to be changed and made fireproof to comply with the building law.

The amendment will hit the fake hotels that have sprung up since 1896 for the purpose of selling liquor on Sundays.

To prevent the Building Department from blackmailing saloon-keepers the law has been so drawn that the applicant for a liquor-tax certificate will make his application directly to the Excise Department.

Secretary Veiller, of the City Club, said to-day:

"The law is so worded that even the most corrupt official that might happen to be in the Building Department would not dare to render a false report to the Excise Department."

The bill provides that partitions forming the ten bedrooms in Raines Law Hotels, against which the Superintendent of Buildings has reported, must be removed within thirty days.

"The effect of this act, if passed," said Mr. Veiller, "will be to remove entirely in a great majority of cases the ten room attachments, which are the source of so much crime in New York and other cities."

19,444

Answers to World Wants

bearing box number addresses only received in the last six days—

2,848 Answers Gained Over Same Week Last Year.

Notice to Bronx Advertisers.

The following branch offices have been established in the Bronx. "Want" advertisements will be accepted at any of them at the same rates as at The World's main office:

L. C. BRUNNER, 735 Westchester av.
E. STRINGER, 516 Morris av.
G. R. KLUTOW, 1054 Freeman st.
G. MARLANSON, 156th st. and Union av.
M. MARLANSON, 842 E. 165th st.
A. SILVERMAN, 147th st. and Brook av.
JNO. WERNER, 243 Willis av.
BRONX STEAMSHIP CO., 143d st. and Willis av.
A. SHIPMAN, 743 Tremont av.
SCHAAF BROS., 3499 3d av.
C. WOLANECK, 3194 3d av.
L. BERRINGER, 2060 3d av.
NORTH SIDE NEWS, 149th st. and Bergen av.
W. BAYERHOFFER, 3729 3d av.
A. H. BISHOFF, 134th st. & St. Ann's av.
G. R. JORGENSON, 756 Melrose av.
LUDWIG WATERMULLER, 1001 Crotona av.
JULES BERTEMY, 1095 Boston road.
AUSTIN CARR, 2541 3d av.
S. M. ROBINSON, 12 Brown place.
G. MARKEY, 614 E. 138th st.

EVENING WORLD WINS B. R. T. FIGHT

(Continued from First Page.)

only at night. It also suggests that lighter ash cars be operated, saying that the juggernauts now in use tend to damage the tracks and cause inconvenience to patrons of the road.

FULL TEXT OF REPORT BY RAILROAD BOARD

The following recommendations of this Board are the result of investigation made by it, including three public hearings in Brooklyn and one in New York, on the Poulson bridge plan referred to hereinafter, of complaints against the Brooklyn Heights Railroad Company as to service rendered the public by that company in the operation of its street surface and elevated railroad lines. Before stating the recommendations we think it proper that we should comment on the general situation with respect to passenger traffic between Brooklyn and Manhattan.

In our opinion permanent relief can best be obtained through building several tunnels connecting the boroughs. These should be commenced at the earliest possible moment and pressed to speedy completion.

We are of the opinion that the quickest and best plan of relieving the present congested condition is to connect the Brooklyn and Williamsburg Bridges by an elevated structure with ample platforms for the prompt loading and unloading of passengers; the trains to be run continuously in both directions, thereby at least doubling the present capacity of the bridges to handle trains.

From this structure a connection can be made with the Manhattan Bridge when completed, and in this connection it is proper to say that work on the Manhattan Bridge should be accelerated.

The Board of Estimate and Apportionment has adopted a plan (suggested by Bridge Commissioner Best and Chief Engineer Nichols) for the reconstruction of the Manhattan terminal of the Brooklyn Bridge, which will in part relieve present conditions.

The Poulson Plan.

It being well understood that all the space at the Manhattan terminus of the Brooklyn Bridge is not utilized to the fullest extent, several plans to remedy this condition were suggested to the board. One, originated by Neils Poulson, has attracted much attention and has been favorably received and indorsed by representatives of various influential bodies of citizens. We, therefore, concluded to give it a thorough investigation and requested the companies operating the principal railroads running into New York City to send their terminal experts to a public hearing before the board in relation to this plan so that they might, in connection with our own experts, examine and report upon its practicability.

At such hearing W. J. Wilgus, Fifth Vice-President (in charge of engineering work) of the New York Central and Hudson River Railroad Company; J. C. Stuart, general manager of the Erie Railroad Company, and C. L. Addison, general superintendent of the Long Island Railroad Company, appeared and considered the plan, and, while not expressing a final conclusion, through lack of time to consider it, this board decided, from their comments, that it did not meet with the approval of those gentlemen.

Six Danger Points.

Mr. John Cade, with twenty-five years' experience as a switch and signal engineer, discussed the plan in detail and stated that, in his opinion, it would result in creating at least six danger points. Engineer Nichols, of the Bridge Department, called attention to the fact that practically the same thing is in operation at the Culver station at Coney Island, and permits of but forty train movements an hour, whereas the present operation on the bridge permits of more than sixty train movements an hour.

The experts of this Board do not believe that the plan is a practicable or safe one, and do believe that the putting it in operation at the Brooklyn Bridge terminal would result in a chaotic condition of affairs.

This Board believes that, notwithstanding the difficulties encountered by the Brooklyn Heights Railroad Company because of the condition of terminal facilities at the Manhattan end of the Brooklyn bridge, and in operating across the Williamsburg bridge, it is possible to materially improve present conditions.

We, therefore, hereby recommend to the Brooklyn Heights Railroad Company;

1—That on week days on what is called its Ridgewood elevated line all trains, operated between 5.30 A. M. and 9.00 A. M., which are at present five-car trains, be made six-car trains; also, that from 9.00 A. M. to 10.00 A. M., the present three-car trains be made four-car trains; also that from 2.00 P. M. to 4.00 P. M., the present three-car trains be made four-car trains; also that from 4.00 P. M. to 6.00 P. M., the present five-car trains be made six-car trains; also that from 6.00 P. M. to 7.00 P. M. the present three and four car trains be made five-car trains.

2.—That on week days on what is called its Brighton Beach elevated line all trains operated between 8.30 A. M. and 9.30 A. M., which are at present three and four car trains, be made five-car trains; also that on Saturdays only between 2.30 P. M. and 3 P. M. the present three-car trains be made four-car trains.

More Cars in Trains.

3.—That on week days on what is called its West End elevated line, between 5.30 A. M. and 6 A. M. two trains of three cars each be operated instead of, as at present, one train of two cars and one train of three cars; also that between 8.30 A. M. and 9 A. M. the two present two-car trains be made three-car trains and the present three-car train be made a four-car train; also that from 6 P. M. to 6.30 P. M. the two present three-car trains be made four-car trains and the present two-car train be made a three-car train.

4—That on week days on what is called its Broadway Elevated line, between 4 P. M. and 4.30 P. M., the present two-car train be made a three-car train; also that between 4.30 P. M. and 5 P. M. the present three-car trains be made four-car trains; also that between 5 P. M. and 5.30 P. M., the present three-car train be made a four-car train and the three present four-car trains be made five-car trains; also that between 5.30 P. M. and 6 P. M. the four present four-car trains be made five-car trains; also that between 6 P. M. and 6.30 P. M. the present three-car train be made a four-car train.

5—That on week days on what is called its Culver Elevated line, between 5.30 A. M. and 6 A. M., the present one-car train be made a two-car train.

To the Fulton Ferry.

6—That on week days on what is called its Fulton street Elevated line, between 5.42 P. M. and 6.19 P. M., all trains operated to the Fulton ferry be five-car trains instead of four-car trains as at present; also that on Saturdays only, between 4 P. M. and 4.30 P. M., one additional five-car bridge train be run.

7.—That on week days on what is called its Fifth avenue-Bay Ridge elevated line, between midnight and 1 A. M., the three present two-car trains be made three-car trains; also that between 3 P. M. and 3.30 P. M. the three present three-car trains be made four-car trains; also that between 4 P. M. and 4.30 P. M. the present three-car train be made a five-car train; also that between 10.30 P. M. and 11 P. M. the three present three-car trains be made four-car trains.

8.—That on week days on what is called its Lexington avenue elevated line all trains operated between 2.30 P. M. and 4 P. M., which are at present three-car trains, be made four-car trains; also that between 4 P. M. and 4.30 P. M. the present three-car train be made a five-car train; also that between 6.30 A. M. and 7 A. M. the present four-car train be made a five-car train; also that between 7 A. M. and 7.30 A. M. the four present three-car trains be made four-car trains; also that between 8.30 and 9 A. M. the present four-car train be made a five-car train.

The above recommendations shall take effect on or before Feb. 28, 1905.

9. That an additional track be constructed on all of the elevated lines.

This recommendation is made in view of the probability of improvement of the bridge terminals in Manhattan, thus enabling an additional service which can be handled on the third track to be taken care of at the bridge terminals. In making this recommendation the Board is not unmindful of the questions of law involved in the construction of the third track.

10. That the work of lengthening the platforms of the elevated railroad stations (previously recommended by this Board) be continued and carried to completion as speedily as practicable.

11. That the enlargement (now under way) of terminal facilities of the elevated railroad at East New York be completed as soon as practicable.

Complaint having been made as to the physical condition of the elevated structures, we caused an examination of them to be made by our experts, who report that the structures are in good physical condition.

SURFACE LINES.

1—That on what is called the Flushing line (between Ridgewood and Flushing) the week-day service be increased, so that cars will be run from Flushing from 6 A. M. to 7.30 A. M. on a 7½ minute headway instead of a 20 minute headway as at present; from 7.30 A. M. to 8 A. M. on a 10-minute headway instead of a 20; from 8 A. M. to 3.30 P. M. on a 15-minute headway instead of a 20; from 3.30 P. M. to 5 P. M. on a 10-minute headway intead of a 20; from 5 P. M. to 6 P. M. on a 6-minute headway instead of 10; from 6 P. M. to 6.30 P. M. on a 10-minute headway instead of a 20; from 6.30 P. M. to 7 P. M. on a 15-minute headway instead of a 20. The board also recommends to the company that the headway of the cars on this line operating only from Ridgewood to the junction of the Fresh Pond and the Lutheran roads be 7½ minutes between the hours of 8 A. M. and 4 P. M. on week days instead of 12 minutes as at present.

2.—That on what is called the Hamburg avenue line the week day car service be increased 29 per cent. between 6 A. M. and 8.30 A. M. and 17 per cent. between 12 M. and 3.30 P. M. The board also recommends to the company that on Saturday between 8 P. M. and 11 P. M. the car service be increased 25 per cent.

3.—That on what is called the Flatbush avenue line the week day car service be increased 20 per cent. from 8 A. M. to 4 P. M. and 25 per cent. from 6 P. M. to 10.15 P. M. This board also recommends to the company that none of the Flatbush avenue cars be run beyond Avenue N, but that a shuttle car be operated between Vanderveer Park and Bergen Beach.

On the Broadway Line.

4.—That on what is called the Broadway line the week day car service be increased 20 per cent. between 6.30 A. M. and 4.30 P. M.; that four extra cars be run on week days on this line between the hours of 7 P. M. and 8 P. M. for the accommodation of theatre traffic, and that four additional cars be run at such time as will accommodate people returning from the theatres.

5—That on the Reid avenue line the week day car service be increased 20 per cent. between 5.40 A. M. and 7.30 A. M.

6—That on the Gates avenue line the week day car service be increased 20 per cent. between the hours 9 A. M. and 1 P. M.

7—That on the Putnam and Halsey street line the week day car service be increased 17 per cent. between 9 A. M. and 4 P. M.

8—That on the Hamilton avenue line the week day car service be increased 15 per cent. between 6.30 A. M. and 8 A. M. This recommendation has heretofore been made to the company.

9—That on the Nostrand avenue line the week day car service be increased 20 per cent. between 4.40 P. M. and 5.50 P. M.

10—That on the Bushwick avenue line the week day car service be increased 33 1-3 per cent. between 6.30 A. M. and 8 A. M., and that on Saturdays it also be increased 20 per cent. between the hours of 8.30 P. M. and 11 P. M.

11—That on the Douglass street line the week day schedule of cars in operation from 7 P. M. to 7.30 P. M., viz.: every ten minutes, be extended to 10 P. M.

12.—That on the Fort Hamilton and Third avenue line the week-day headway of cars be reduced to 3 3-4 minutes between the hours of 5.30 P. M. and 7.30 P. M.

13.—That on the Fulton street line the car service be increased 10 per cent. between 9 A. M. and 12 M. on Mondays.

14.—That on the Grand street line the week-day car service be increased 20 per cent. between 5.30 A. M. and 7.30 A. M.

15.—That on the Lorimer street line the week-day car service be increased 33 1-3 per cent. between the hours of 6 A. M. and 7 A. M.

40 Per Cent. Increase.

16—That on the Lutheran Cemetery line the week day car service be increased 40 per cent., between 9 A. M. and 4 P. M., and between 5.30 P. M. and 7.30 P. M.

17—That on the Richmond Hill line week day service be increased 20 per cent. between 6 A. M. and 8 A. M., and between 7 P. M. and 11 P. M., and 15 per cent. between 5 P. M. and 7 P. M.

18—That on the Seventh avenue line the car service be increased 25 per cent. between 8.30 P. M. and 12 midnight on Saturday.

19—That on the Union avenue line the weekday service be increased as follows: Between 6 A. M. and 6.30 A. M. 12 1-2 per cent.; between 6.30 A. M. and 7 A. M., 33 1-3 per cent.; between 7 A. M. and 1.30 P. M., an average increase of 27 per cent.; between 4 P. M. and 5 P. M., an average increase of 22 1-2 per cent.

The above recommendations shall take effect on or before Feb. 28, 1905.

20—That the work of removing in its cars city ashes be performed at night. We are of the opinion that the cars now in use for this purpose are too heavy, resulting in injury to the track, with consequent discomfort to the passengers. We recommend that lighter cars be provided in the future for this work.

21—That a shelter station for passengers be provided at Sixty-fifth street and Third avenue, and a shelter station on Gates avenue, between Ralph avenue and Broadway. If permission of the local authorities cannot be obtained for the erection in the streets of proper structures for these shelter stations, this Board recommends to the company that it provide rooms in buildings for this purpose or erect rooms on private property.

Destination Signs in Cars.

22—That all of its street surface railroad cars be equipped with destination signs which shall be properly illuminated at night.

23—That it increase its shop facilities so as to be enabled to constantly keep its rolling stock, both surface and elevated, in proper condition.

24—That (upon obtaining proper authority) it construct double tracks through Saratoga avenue, between Douglass street and Broadway, for the purpose of furnishing additional service to the Brownsville district.

25—That on its Crosstown line, its Douglass street line, its Greenpoint line, its Hamburg avenue line, its Nassau avenue line, its Ocean avenue line, its Reid avenue line, its Seventh avenue line, its Sumner avenue line, its Tompkins avenue line, its Union avenue line, and on the Williamsburg Bridge the single truck cars now operated be replaced as soon as practicable by double truck cars.

The company is expected to notify this Board, within ten days from the receipt by it of these recommendations, if it will comply therewith.

It would facilitate the operation of cars on the Williamsburg bridge if loops and a shelter station should be constructed by the city on the surface at the Manhattan terminus.

This Board indorses the suggestion of the extension of Flatbush avenue, which will provide an additional artery through the business portion of Brooklyn to the Brooklyn Bridge.

The police regulation of the vehicular traic lately instituted has been of great benefit in expediting the movement of cars in Brooklyn. In our opinion the force detailed for this purpose should be increased so that a wider territory can be covered.

A complaint of residents and civic organizations of Jamaica is pending before the Board in relation to the service rendered the public by this pany on Jamaica avenue. This matter is not treated in this report because we have asked the opinion of the Attorney-General as to the obligation of the company to give transfers from its elevated structure on Crescent avenue to its surface cars running to Jamaica and vice versa. By the Board,

GEORGE W. ALDRIDGE,
Secretary.

A GUARANTEED CURE FOR PILES. Itching, Blind, Bleeding or Protruding Piles. Druggists refund money if Pazo Ointment fails to cure in 6 to 14 days. 50c.

ENTRIES FOR TO-MORROW.

AT LOS ANGELES.

(Special to The Evening World.)

ASCOT PARK TRACK, Feb. 14.—The entries for to-morrow are as follows:

FIRST RACE; purse; two-year-olds; four furlongs.
Astral 115
Prince of Colne 115
Lachaia, ch. f., Amigo—Fame 112
Charina 112
Search Me 108
Rain Cloud 100
Daisy Brouck 100
Libertine, ch. c., Libertine—Bridal Veil 115
Snow Bound 112
Pirate's Dance 105
Mabel V 100
Annis 100
Yolo Girl, br. f., Portland—Charm 103
Annis and Daisy Brouck, Pralong & Steubenhord entry.

SECOND RACE; selling; three-year-olds; six furlongs.
The Gadfly 108
*Sportsman 100
*Rabina 98
*Mercer 95
*Hersain 95
*Ding Dong II 100
Los Cola 100
*Jerusha 98
*McJetta 98
*Anona 93

THIRD RACE—One mile.
Gold Rose 110
Tim Hurst 106
Invader 95
Cigar Lighter 106
Salable 97

FOURTH RACE—Purse; Slauson course.
Tim Payn 100
Ora Viva 102
E M Brattain 98
Counterpoise 90
Glennevis 102
Americano 102
Borghesi 98

FIFTH RACE—Selling; mile and seventy yards.
*Arabo 112
Sheriff Bell 107
The Lady Rohesia 90
*Buke Horn 94
*Chub 93
McGrathiana Prince 107
Cincinnatus 103
Briarthorpe 94
My Gem 98

SIXTH RACE—One mile.
Namtor 100
Great Mogul 105
Emily Oliver 103
*Anirad 100
*Punctilio 95
Bonne Waing 107
The Bugaboo 103
*Komombo 100
*Lanark 95
*Rice Full 98
*Apprentice allowances.

AT PANAMA PARK TRACK.

NEW ORLEANS, La., Feb. 14.—Entries for to-morrow's races at the Panama Track are as follows:

FIRST RACE—Three furlongs; maiden two-year-olds; purse.
564 Lady Tarascon 107
503 Dick Brown 116
564 Reuben A 114
558 Irma Brown 113
590 Prince Glenn 108
— Sam Howard 118

SECOND RACE—Six furlongs; selling; for three-year-olds and upward.
588 Cincinnati Enquirer 98
563* Sid Silver 104
592 Springbrook 102
587* Lightship 104
591 Miss Gould 102
591* Boomerack 107
563* Ad High 104

THIRD RACE—One mile; selling.
568 *Lida Leib 99
554* *Spec 101
580* Evaskill 90
499 Lady Draper 102
507 *Similar 99
— The Buffoon 100
— *Goldspot 101

FOURTH RACE—Five furlongs; purse; for three-year-olds and upward.
488 Precious Band 91
563 Jim Ferran 104
457 Nellie Reed 91
— Lady Alsa 106
— Midnight Minstrel 96
(563) Ahumada 111
(486) Lagrecque 102
(591) Norvator 111

FIFTH RACE—Seven furlongs; purse; three-year-olds and up.
588* Mrs. Bob 99
591 Peppermint 110
582* Norwood Ohio 104
567 Princess Athelina 111
566 Equity 107
553 Mary Worth 111
— Hebrew 109

SIXTH RACE—Mile and eighth; selling; four-year-olds and up.
567 Sea Shark 96
423* Hoodwink 103
182 Ernest Parham 104
567 *Benson Caldwell 101
(567) *Yellow Hammer 99
550 Odnor 109
*Apprentice allowance.

AT HOT SPRINGS.

(Special to the Evening World.)

HOT SPRINGS, Feb. 14.—The entries for the races at Oaklawn Park to-morrow are as follows:

FIRST RACE—Three-quarters mile, selling:
Juvenal Maxim 106
Henry Lyons 100
Wild Irishman 97
Joe Gess 108
Mutual Benefit 100
I. Samuelson 111
Col. Preston 97
Little Wally 107
Speedy Lad 105
Major Daniels 108
*All Scarlet 91
*Ingolthrift 104
Mexicana 102
*Our Lillie 98 26
*Maggie Lieber 98

SECOND RACE, three-eights mile; maiden:
Calabash 113
Walter Douglas 113
Dr. Gardener 113
(Schreiber entry).
Charlanta 113
Ben Norwood 110
Geo. Schell 113
Walter Schiffle 113
O. G. Parke 113

THIRD RACE—One mile and a sixteenth; $1,200 added the Oakland handicap:
Proceeds 98
Falkland 98
Haslang 96
Mirthless 92
Bill Curtis 108
Gus Heidern 107
Toscan 117
Jack Young 104

FOURTH RACE—Five and a half furlongs; selling.
*Whirlpool 107
Narses 104
Mass Gun 103
*Ralph Delmore 99
Chicorka Maid 102
Pete Dailey 102
Mabel Simms 102
*Massa 108
Silverstone 111
Delusion 102
Little Buttercup 102
*Black Art 104
Fergus 104

FIFTH RACE—Selling; three and one-half miles.
Quinn Brady 112
*Asnolo 98
Saxo 103
*Letty 95
*Donora 97
Valmer 104
Lavenia True 103

SIXTH RACE—One mile and seventy yards; selling.
King Raine 112
Dromio 94
*Annie Chapman 89
Loone 105
Moabina 103
*Priority 91
Tete Noir 89
*Falkland 102
*Apprentice allowance.

AT OAKLAND.

RACE TRACK, OAKLAND, Feb. 14.—The entries for to-morrow are as follows:

FIRST RACE—Fiv and a half furlongs; purse.
Ethl Barrymore 108
Mizpah 108
Ruby 108
Juda South 108
Norinne 108
Prince Wheeler 108
Touch One 108
Meringue 108
Irene C 108
Onondulm 108
Maid of Fermoy 108
Nka 108
Princess Wheeler and Ruby, Jennings entry.

SECOND RACE—Full course; selling.
Toupee 105
My Order 103
Yellowstone 108
*Andelari 100
*Artillery 97
Homerus 105
Golden Eagle 108
Urbane 105
Troy 105
Lillian Ayres 95
Prince Magnet 100
Puredale 103
Lurene 103
*Sterling Tower 98
Bath Beach 113

THIRD RACE—Seven furlongs.
Educate 105
Adirondack 107
*Lady Kent 100
Boz Elder 107
Suburban Queen 105
Bab 105
Silicate 105
Al Waddie 110
Flaunt 107
Inspector Munro 110
Tam o' Shanter 107
Mountebank 107
Prestano 105
Jack Little 107

FOURTH RACE—One mile and one hundred yards; handicap.
San Nicholas 105
Horatius 108
Senator 106
W. R. Condon 101
Circus 88
Aperias 100
*Honiton 117
Brazo 107
Nigrette 97
Gateway 99
*San Nicholas and Honiton Ryan entry.

FIFTH RACE—One mile.
Hugh McGowan 107
Byronerdale 105
Ebony 107
Major Tenny 114
Meistersinger 112
Mindanao 104
Wuss Bill 100

SIXTH RACE—One mile; purse.
Gallop Off 102
Sea Air 100
True Wing 100
Arisbe 100
Yada 105
Ara 105
Inmicate 105
Fisher Boy 106
*Apprentice allowance.

VENEZUELA ROW BREWING.

Revolutionists Active and Outbreak Against Castro Expected.

WILLEMSTAD, Island of Curacoa, Feb. 14.—A Venezuelan revolutionary agent left here yesterday for New York. Signs indicate that a revolution against President Castro may break out in the near future.

WALL STREET

TUESDAY, Feb. 14.

Wall street's valentine took the form of a steel silhouette. Railroad shares were temporarily put aside and the attention of the active operators was concentrated on the stock of Steel and Iron and kindred corporations. The passive attitude of the great financial combinations which strode into the stock market ten days ago and put up the price of the strongest railroad shares is significant. It, in a measure, tells the story of the effect of the railway rate legislation in Congress. There appears to be a tacit understanding among the multi-millionaire operators that further large operations in railroad shares shall be deferred until after Washington ceases its attention to the railroads.

Absorption of steel and iron shares indicates that that there is considerable outside support of the speculative movement, although the dominant influence of inside manipulation is apparent. Ordinarily cautious operators are taking small fliers in the stock market because they believe it to be the policy of the "big fellows" to keep things active and strong until conditions shape themselves favorably to a general advance in the price of the high-priced railroad stocks. Reading shares sagged to-day on extraordinary selling offers by brokerage houses that were heavy buyers last week. The sentiment on the floor of the Exchange was that these offerings were for realization, the sellers believing that the present state of the market offered good opportunities for quick turns in the industrials.

American Locomotive joined in the upward movement of the Steel and other industrial stocks to-day and took the lead on confident talk of a prospective dividend. Orders for new locomotives for spring delivery have been quite numerous of late and foreign orders for American locomotives are constantly increasing. Officers of the American Locomotive Company say that the business of the corporation is very promising, but they seem willing to leave the responsibility for this sharp advance in the price entirely to speculative influences. A goodly proportion of American Locomotive stock is held for investment by conservative men, who deprecate any speculative tendency in these securities.

Room traders gave their chief attention to the steel and iron stocks, which maintained a fair degree of strength in the face of quite extensive sales for realization of profits. This profit-taking was especially noticeable in Tennessee Coal and Iron. Although opening nearly one point above Saturday's closing this stock was forced down by the heavy selling orders thrown on the market from the outset. Some of the big operators who were responsible for the recent advance supported the stock loyally and the depreciation was checked before it became serious. Colorado Fuel and Iron advanced 1 1-2 points on moderate but steady buying and Railway Steel Spring and American Car & Foundry showed decided strength in sympathy with the determined bullish proclivities of the steel pool. Federal Mining and Smelting preferred also came into the market as a helpful factor in upholding prices.

The influence of the Standard Oil party was discerned in a movement of Amalgamated Copper which was sufficiently strong to cause a fractional advance.

There is trustworthy inside information that the United States Leather reorganization plan will go through without serious hindrance. To-morrow is the last day for deposits of securities under the terms of the plan. There may be an extension of time. Although there was no activity in the stock to-day the preferred showed strength.

Curb brokers bowed to the potency of Jack Frost and curtailed their transactions to the minimum limit. Shares usually active on the curb were comparatively weak.

ROOSEVELT GIVES TO IRISH FUND.

Sends $25 to Dublin to Aid in Establishing of Gallery of Modern Art.

DUBLIN, Feb. 14.—President Roosevelt has sent Lady Gregory $25 towards the purchase of Irish pictures for the gallery of modern art it is proposed to establish in Dublin. Lady Gregory has been appealing to Americans to assist in buying pictures lately exhibited at the Royal Hibernian Academy, and President Roosevelt, who sent the contribution "with great pleasure" has written to her as follows:

"I cordially sympathize with you and your efforts to keep such a collection of pictures in Dublin. It would be an important step toward giving Dublin the position it by right should have."

The Prince of Wales contributed $5,000 and the Princess of Wales also subscribed.

SHERLOCK HOLMES.

Of course you're reading "The Return of Sherlock Holmes." Remember, "The Adventure of the Norwood Builder," second story of the series, will appear in next Saturday's Evening World, Feb. 18.

Everything that can be said of "El Symphonie" cigars (and that is everything that can be said in favor of a cigar at all) can be said of

- Little - Symphonettes

which are "El Symphonie's" little brothers. Same tobacco, same blend, same everything except size and price. 10 for 25c. everywhere.

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SPECIAL FOR TUESDAY.

Raspberry Walnut Creams.Lb. 10c
Chocolate Sour Orange.....Lb. 15c

SPECIAL FOR WEDNESDAY.

Glace Figs and Dates.....Lb. 10c
Chocolate Molasses Blow Candy.....Lb. 15c

Loft 2 STORES 54 BARCLAY ST. COR WEST BWAY 29 CORTLANDT ST. COR. CHURCH

10¢

FOR ALL EMERGENCIES SLOAN'S LINIMENT

DIED.

QUINN.—On Monday, Feb. 13, EDWARD QUINN.

Funeral Thursday from residence of his daughter, Mrs. D. H. Tonies, 104 E. 122d st.

LAUNDRY WANTS—FEMALE.

FEEDERS on Hagan mangle. Steam Laundry, 511 West 51st st.

IMPORTANT TO WANT ADVERTISERS.

Owing to the large increase in circulation and "Want" advertising, The World cannot receive classified or "Want" advertisements for the next morning's issue later than 10.30 P. M. at The World's main office.

Arnold, Constable & Co.

Furs

WEDNESDAY, FEBRUARY 15th,