JUGGLED BRIDGE PLANS.

HOW THE CAREFUL WORK OF THE EXPERTS WAS NULLIFIED.

Their Recommendation of the Loop System Overcome in the Board by Martin's Talk that it Would Cost $5,000,000—The Cost Practically Less than Nothing.

The circumstances under which the trustees of the Brooklyn Bridge rejected the recommendation of the eminent Board of Experts who submitted a plan for solving the transportation problem were, as was said by THE SUN yesterday, very peculiar. The several plans submitted by Mr. Martin and his associates on the bridge corps of engineers were unanimously rejected by the Board, and the type which they all represented was severely condemned. The experts then unanimously recommended a plan under the loop or circulating system, which Mr. Martin, the unsuccessful competitor, reported to the trustees would cost half as much as a new bridge. Thereupon the trustees, without investigation, adopted a substitute plan of the condemned tail-switching system, which was offered by Mr. Martin. This plan the trustees have not dared in the two years that have intervened since its adoption to put into execution. It has been so generally condemned as unsafe and murderous that the trustees in their amended bill at Albany propose to get the endorsement of a second Board of Experts before they put it into operation. But they provide at the outset for a packed Board of Experts by making the designer of the condemned plan its Chairman. If, purchance, the new Board should approve the tail-switching system, the trustees, thus relieved of responsibility, would, no doubt, do what they dare not do otherwise, put the plan into operation.

The plan for solving the bridge problem, which received the unanimous approval of the experts, was the simple single loop or circulating system. In their report the experts recommended that the diameter of the semi-circular loop be not less than 180 feet for the purpose of securing ease of traction and ample platform space beneath a central rotunda. They also set forth these advantages of the plan over all others which were submitted:

"Safety in operation. Simplicity; making the railway an unbroken circulating cable system, thereby eliminating the costly, noisy, inconvenient auxiliary locomotive switching service, with its concomitant nuisances of noise, dirt, gases, cinders, dripping from water supply, &c.

"Economy; in that it requires no expenditures for interlocking signal apparatus, switching engines, and the service and supplies of same.

"It brings the bridge trains nearer to the passengers, and requires a shorter distance to be walked to reach the cars than is possible by any other plan.

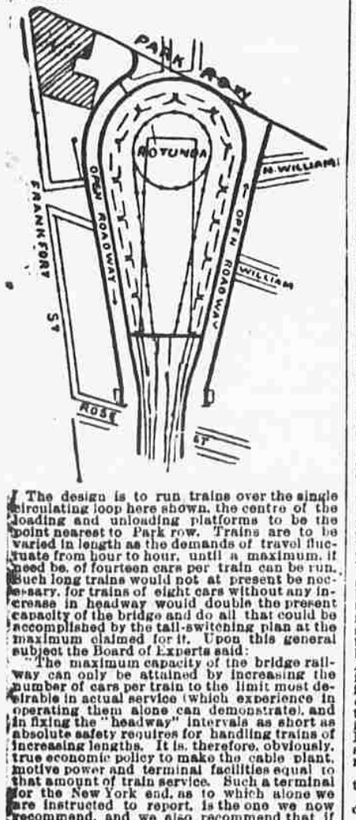
"It affords more spacious and commodious station and platform areas and a greater number and ease of entrances and exits than can be had by any other plan.

"It admits of such a disposition of the cars of a train in the station that all are of equally convenient access to passengers, thereby promoting equality of car loading to a greater degree than can possibly be obtained in east and west longitudinally planned stations.

"It is equally well adapted to the working of trains of any number of cars up to the maximum provided for, and can, without any very serious constructive difficulties, be erected around and over the existing station building, leaving it intact and in use, without much modification, until the new structure is nearly completed.

"It presents a grand plan of symmetrical shape and proportions, singularly well adapted for a superstructure of dignified beauty, and susceptible of a grandeur of architectural treatment in harmony with the majestic proportion of the great bridge structure, to which it should form a fitting climax, worthy of the two great cities it links together."

The plan thus endorsed is the well-known one of Mr. A. M. Wellington, which is here shown:



The design is to run trains over the single circulating loop here shown, the centre of the loop standing and unloading platforms to be the point nearest to Park row. Trains are to be varied in length as the demands of travel fluctuate from hour to hour, until a maximum, if need be, of fourteen cars per train can be run. Such long trains would not at present be necessary, for trains of eight cars without any increase in headway would double the present capacity of the bridge and do all that could be accomplished by the tail-switching plan at the maximum claimed for it. Upon this general subject the Board of Experts said:

"The maximum capacity of the bridge railway can only be fully attained by increasing the number of cars per train to the limit most desirable in actual service (which experience in operating them alone can demonstrate), and in fixing the "headway" intervals as short as absolute safety requires for handling trains of increasing lengths. It is, therefore, obviously, true economic policy to make the cable plant, motive power and terminal facilities equal to that amount of train service. Such a terminal for the New York end, as to which alone we are instructed to report, is the one we now recommend, and we also recommend that if the existing cable plant and motive power is not adequate to that amount of duty, steps should be taken to ultimately increase it up to that standard.

"In regard to operating long trains, we are decidedly of the opinion that in order to secure proper, certain, and safe operation, a similar system should be adopted to that now accepted and practised as the best by all first-class surface railroads, under which it is found to be perfectly practicable to move trains of equal and much greater length and weight with entire safety, at speeds six times faster than the maximum found to be expedient for your train service, by placing the sole control of the train under one man at the head of the train. To accomplish this we recommend that the leading car of every train shall have a compartment fenced off at its front end—or a separate small car may be attached to the head of each train—constituting the counterpart of the engineer's "cab" on an ordinary locomotive, in which shall be located mechanism for operating, by means of air pressure or electricity, the grips and brakes of every car in the train; such mechanism so reciprocally interlocked that the grips must be released before the brakes can be applied, and vice versa, that the grips cannot be applied before the brakes are released; and so mechanically arranged that the grips shall be released, and the brakes applied on each car consecutively from the rear to the head of the trains, and certainly not the reverse of this, from the head to the rear, as suggested by Mr. Wellington. One guard or engineer to have entire control of the whole train, with an assistant near him in the "cab" as a precaution in case of sudden sickness, accident, or other inability to perform his duties, as is now similarly provided by the second wheelman in the pilot houses of ferryboats, and by the fireman in the locomotive cab.

"We also strongly recommend that all trains be equipped throughout with the Westinghouse continuous automatic train brakes, operated from the leading 'cab,' as above described, and which can also be applied from every car in the train.

"We are also decidedly of the opinion that an immediate modification in the present cable plant and grips should be made, that will provide the ability in any car to slacken speed, release and again pick up the cable at any and all points of its passage over the railway."

Mr. Wellington's plan for loading and unloading cars upon the loop is an ingenious but simple one, as is shown here:

Passengers leave the car from doors at each end, which project slightly over the edge of the platform. At the same time passengers enter through a broad door in the middle of the opposite side of the car. Mr. Wellington also proposed devices covering all the points raised by the Board of Experts, for putting the train under the control of one man, grips or brakes to be applied simultaneously on all the cars, &c. Mr. Wellington first suggested the 14-car train plan above shown, but the Board proposed that he increase it to a scheme for 18-car trains, which he did. This, of course, involved increasing the general proportions of the whole scheme somewhat.

The plan for the Brooklyn terminus did away with the present curve in the station, and carried the track straight to a loop and rotunda to be built at about the junction of Washington and Sands streets.

On Feb. 16, 1888, when Thomas C. Clarke of the Terminals Committee of the trustees learned of the findings of the Board of Experts, he wrote to those gentlemen, saying: "I agree entirely with the conclusion arrived at by this Board, that the circulating system without frogs or switches is the proper one for adoption. As soon as business requires trains of over four cars each it will be necessary to run each train under the sole control of one man in a grip motor at the head of each train, all as described by the Board. I would recommend that the chief engineer be instructed to make careful estimates of the cost of the necessary modifications of the bridge, of the new lands to be acquired, and the new buildings necessary to carry out this circulating system at the New York end, also at the Brooklyn end of the bridge."

Chief Engineer Martin was accordingly instructed to make estimates, and his report was embodied in the report of the Terminal Committee to the full Board of Trustees made the figures aggregate $5,777,250, or more than half the amount necessary for building a new bridge. Very naturally the non-technical members of the Board on this showing rejected the Wellington plan in a twenty-minute session, and adopted the makeshift Martin-Barnes plan, which was offered in place of it. Mr. Wellington was probably the most astonished man in New York when he saw the figures put upon his plan by Mr. Martin. The estimate had been made without consultation with Mr. Wellington, or even any notice that any figuring upon the plan was desired or in progress. He promptly drew up the following table, fully explaining each item, and showing the contrast between Martin's figures and his own:

	Martin's Estimate.	Wellington's Estimate.
New York real estate	$3,797,750	$1,001,000
Brooklyn real estate	456,500	254,000
Land for storage	448,000	...
Terminal buildings	2,320,000	300,000
New tunnel and machinery	455,000	144,000
New cars	400,000	288,000
Totals	$5,777,250	$1,887,000

Mr. Wellington also wrote to President Howell, saying: "This sum of $1,887,960, represents the utmost which can be charged up as the proper comparative cost of the 18-car station recommended by the experts with any pretence of fairness. Interest on it at 3 percent, is $56,639 per year, against which there is an annual saving of operating expenses of some $128,400, so that these plans will in effect cost some $70,000 a year less than nothing, whereas your Board has promulgated statements resting on the sole authority of an unsuccessful competitor before the late Board of Experts, which represent this cost at $5,777,250.

"On the strength of such misstatements your Board has rejected carefully considered and fully endorsed plans which save more than they cost to the public, and are capable of indefinite expansion, to adopt without discussion a hastily prepared modification of a plan which your own experts emphatically condemn, which is of an admittedly temporary and non-extensive character, which costs $773,000, which gives even worse accommodation than now in many important respects, and which involves operating difficulties and dangers of the gravest character, which your Board seems to have regrettable difficulty in comprehending, but which are none the less real and readily shown to experts."

Mr. Wellington, in further commenting on the situation in his paper, the *Engineering News*, said:

"The adopted plan cannot be operated for ten minutes in safety with trains ten minutes apart. It is a physical impossibility to run trains on the proposed 40-second headway for other reasons.

"It is practically impossible to realize appreciably more capacity by the double system than by the single system for several other reasons, so that the table of alleged additional capacity is almost wholly fictitious, the only appreciable increase being in the operating dangers.

"It involves operating difficulties and dangers which no man in his sober senses who realized what he was doing would dream of incurring for six months, even if there were not the aforesaid difficulties in keeping in operation for a day or an hour.

"The Terminals Committee failed to make mention of the fact that it would require only eight-car trains on the Wellington system to equal the capacity of the system which has been adopted. There are large operating economies in the Wellington system recommended by the Board of Experts which far more than pay the interest on the cost of carrying out the loop system. In the first place there is a clear saving of $40,000 annually which the switching service now costs, and which would amount to $75,000 annually under the double-tail-switching system. There would be a saving in platform and train men under the loop system which would enable 57 men with eight-car trains to do the work of 120 men with double four-car trains. This item amounts to more than $50,000 annually. This difference of $125,000 per year in operating expenses is interest at three per cent. on $4,000,000."

The Board of Trustees took no notice of Mr. Wellington's letter, and gave him no hearing on the subject of revising the estimates submitted by Engineer Martin. The double tail-switching system has ever since stood on the adopted plan of the Board, and now the trustees seek to divide the responsibility with a packed Board of Experts before putting it into murderous operation.

Senator Birkett of Brooklyn believes that his bridge bill, providing for the daily payment of the net receipts of the bridge to the cities of New York and Brooklyn, will become a law, and he said as much to Mayor Chapin yesterday. Mr. Chapin thinks that the number of trustees should be reduced to three, and he has prepared an amendment to Senator Birkett's bill with that provision. While Mr. Birkett is in favor of the Mayor's amendment, he does not care to endanger the prospects of his own measure by having any amendment added to it.

President Howell of the Board of Trustees said yesterday that it might be necessary to send Lawyer Dykman to Albany this week to look after measures affecting the bridge now before the Legislature. The Jacobs and Birkett bills, which had been favorably reported by the Senate committee, he said, certainly conflicted.

"As matters stand now," he continued, "the trustees are authorized by one bill to make improvements and use the bridge moneys in paying for them, and the other measure debars the trustees from making any improvements by taking the control of the money out of their hands."

President Howell's criticism of the situation at Albany is fully justified. The two pending bills are utterly inconsistent, and it is not easy to understand the action of the Senate committee in reporting them. It means the passage of one and the rejection of the other, or the radical amendment of both before they can be adopted. It seems a pity that no one at Albany representing the people whose welfare is so seriously involved has the brains or the inclination to grasp situations and advocate a bill equal to the whole situation. If the Legislature adjourns without taking intelligent action in the matter, through the delinquency of the Brooklyn members of both parties, there should be a sharp settling of accounts at the next election in that town.

The Brooklyn *Times* yesterday said this about the situation at Albany:

"The Legislature is to adjourn on May 8. Before that date there is still time to pass a satisfactory bridge bill.

"There are many provisions which such a measure might have; there is only one which is absolutely essential. That essential is a provision replacing the present Board of Trustees by an expert Board of three competent railroad engineers with full power to solve the terminal question.

"President Howell's idea of an "Expert Board" is a Board whose Chairman is to be Superintendent Martin. Mr. Martin is already committed to the double tail-switching plan, and is the recognized leader of those who are for the Expert Board is needed. The Sun says truly that "it is analogous to making the unsuccessful plaintiff in a lawsuit the Chief Justice of the court which is to pass upon his own appeal." Mr. Howell, who is willing to propose such an extraordinary arrangement, and Mr. Martin, who is willing to consent to it, are indeed a bunter team.

"But if the legislative bridge bill does not turn up at Albany the Jacobs bill will be better than nothing.

Took a Saw and Axe to Bed with Him.

Justice Dykman, at White Plains yesterday, granted a separation to Mrs. Louisa Gingenback from Adolph Gingenback. The couple lived in Woodsworth avenue, Yonkers, where Mrs. Gingenback keeps a boarding house. They were married in Yonkers on Jan 28, 1870, and have four children, three sons and a daughter. The application was based on cruel treatment. Mrs. Gingenback testified that her husband threatened several times to shoot her, and had nearly frightened her into convulsions by pointing a gun at her.

He also threw a lighted candle at her, severely burning her face. She said he was in the habit of taking a saw and an axe to bed with him as a pretended safeguard against burglars. Mrs. Gingenback gets the custody of her four children, and Mr. Gingenback must pay her $5 a week for the support of herself and children.

Chicago Gobbles Up John Brown's Fort.

MONTICELLO, Ill., April 26.—The old John Brown fort at Harper's Ferry is to be moved to Chicago. There is a company composed of H. H. Beck, J. A. Coleman, and Alfred Moore, who have been incorporated by the Secretary of State as the John Brown Liberty Museum Company, with a capital of $180,000. They will remove this old structure to Chicago, and have it on exhibition at the World's Fair.

Last Week of Barnum & Bailey.

This is the last week of Barnum & Bailey's circus on the old Polo grounds. The whole show will break up next Saturday night, and crossing the bridge will exhibit in Brooklyn for one week, commencing May 5. With the exception of the Jumbo season, the receipts were never so large before. In the past two weeks they have averaged nearly if not quite $30,000 a day. In twenty years no circus of any consequence has exhibited in this city under canvas, and to most of the residents the big tents of Barnum & Bailey are a great curiosity, more especially as they are the largest ever made. Besides all the adjuncts seen only in the country have been on hand this time, including the side shows, the concert, and the peanuts and lemonade. After Brooklyn the show goes to Baltimore, Washington, Richmond, and as far south as Birmingham, Ala., and then West.

EARLY BLOSSOM'S VICTORY.

THE CRACK FILLY OF THE YEAR LEADS FROM START TO FINISH.

Four Thousand Persons at Linden Despite the Rain Yesterday—Five Straight Favorites Win for the Talent—Sparkling Adds to the McCormick Treasury—Monte Cristo Saves the Day.

Yesterday was about as disagreeable a day as racegoers have encountered in a long time, yet 4,000 persons turned out to speculate on the six races given by the Linden Park Blood Horse Association. The rain fell incessantly, and a chilly wind blowing sharply from the east made frequent trips to the long room below the grand stand necessary for the comforts of the men patrons, the women in the meanwhile snuggling around the huge fireplace in the rear of the stand, in which a great log burned merrily.

It was a good day for the talent, five straight favorites, Blue Rock, Early Blossom, Stonemason, Eric, and Sparling getting home in front. The bookmakers were all heavy losers up to the last event, when the horses carrying the bulk of the money fell by the way, and Hughey McCarren's old reliable Monte Cristo saved the day for the pencillers by winning. The odds against him were very large, and it is safe to say that the entire ring did not write one hundred dollars opposite his name. Blue Rock was at great odds on in the opening race, and there was nothing in it but the brother to Raceland. Early Blossom, very heavily backed, made a show of her opponents in the two-year-old event, as did the three-year-old Stonemason in the third, little McDonald never having to ride the colt at any time. Eric captured the fourth cleverly enough, and Sparling, backed by everybody, romped home in the fifth. Nina W., Thad Rowe, and Prince Howard were all played for the last race, but Monte Cristo outran everything at the end.

THE FIRST RACE.

Seven to one on Blue Rock was the closing quotation on Walbaum's colt for the opening event, Sam Morse, as usual, made the running to the head of the stretch, where the favorite took the lead and won pulling up. Sam Morse, although stopping fast at the end beat Salvini a length for the place.

Sweepstakes for horses that had run and not won at the meeting, at $10 each, with $300 added, of which $100 to second, $50 to third out of the stakes; five and a half furlongs.

G. Walbaum's b. c. Blue Rock, 4, by Billet—Calomel. 121 (Hamilton) 1
J. T. Carmody's b. c. Sam Morse, 3, 111 (Hueston) 2
P. P. Pollard's ch. h. Salvini, 5, 124 (Anderson) 3
Homeopathy and Voliett also ran.
Time, 1:11.

Post Betting—Seven to 1 on Blue Rock; against Homeopathy, 10 to 1; Sam Morse, 15 to 1, Salvini, 30 to 1; Voliett, 100 to 1.

THE SECOND RACE.

Early Blossom opened at 7 to 5 for the two-year-old race, but thousands of dollars went in the ring on her, and at the close even money was the best price obtainable. Gray Rock was second choice, and Hands Off appeared to be the most favored of the others. Early Blossom ran in the lead from start to finish, winning under a hard pull by a length and a half from Gray Rock. The Maggie Hunt colt was third, two lengths away.

Sweepstakes for two-year-olds, at $10 each, with $500 added, of which $200 to the second, $75 to third out of the stakes; five furlongs.

J. H. McCormick's b. f. Early Blossom, by Pizarro—Una, 107 (Flynn) 1
G. Walbaum's gr. c. Gray Rock, 108 (Stevenson) 2
E. Studer's c. s. Maggie Hunt, colt, 105 (McDonald) 3
Cerise colt, Priscilla, Hands Off, Enola, and Lizzie also ran.
Time, 1:05¾.

Post Betting—Against Early Blossom, even money; Gray Rock, 3 to 1; Hands Off, 6 to 1; Priscilla, 10 to 1; Maggie Hunt colt, Cerise colt, Enola, each 25 to 1; Lizzie, 50 to 1.

THE THIRD RACE.

The public would have nothing but Stonemason for the third event, the others being outsiders. The three-year-old went to the post an odds on favorite, and, running under a pull throughout, he won hands down by four lengths. Rudolph, under the whip, beat Lee Christy a head for the place.

Sweepstakes of $10 each, with $650 added, of which $150 to second; $50 to third out of the stakes; mile and a sixteenth.

J. E. Segram's ch. c. Stonemason, 3, by Stonehenge—Mary Buckley, 93 (McDonald) 1
C. A. Fleming's ch. c. Rudolph, aged, 112 (Flynn) 2
Beverwyck stable's b. c. Lee Christy, 4, 90 (Stevenson) 3
King Volt and Rose also ran.
Time, 1:49¾.

Post Betting—Five to 2 on Stonemason; against King Volt, 3 to 1; Lee Christy, 12 to 1; Rudolph, 15 to 1; Rose, 20 to 1.

THE FOURTH RACE.

Eric and Sorrento carried the talent's money in the fourth, the great unwashed being in favor of the half brother to Exile. Owner Walbaum plunged his dollars on Sorrento, a tough, and a few bold plungers had a shy at George Oyster for a flyer. Oyster looked well bodily, and he gave Eric and Sorrento a race for seven furlongs, all three being under a drive at the head of the stretch. Eric won easily enough at the end, but Sorrento had to be whipped out to beat George Oyster for the place. The Belmont coast-off pulled up quite lame.

Free handicap sweepstakes of $10 each, with $850 added, of which $200 to second; $100 to third out of the stakes; seven furlongs.

L. K. Morris's b. c. Eric, 4, by Duke of Magenta—Second Hand, 115 (Warwick) 1
G. Walbaum's ch. c. Sorrento, 4, 108 (Anderson) 2
Castle & Doris's b. h. George Oyster, 5, 99 (Cullen) 3
Bias also ran.
Time, 1:02¾.

Post Betting—Two to 1 on Eric; against Sorrento, 2 to 1, George Oyster, 12 to 1, Bias, 50 to 1.

THE FIFTH RACE.

Sparling was always an odds on favorite for the fifth race, Maia being the most strongly favored of the others. After Battersby had cut out the work for half a mile Sparling drew out, and, running to the end under a pull, won hands down by three lengths. Battersby was second, two lengths before Bonanza, third. Maia's race was a fine one. Although Sparling was in for $1,700, and is worth $3,500 of anybody's money, there was no bid for him.

Selling sweepstakes of $10 each, with $500 added, of which $100 to second; $50 to third out of the stakes; one mile.

J. W. McCormick's ch. c. Sparling, 4, by Rayon d'Or—Lucy Wallace, 115 (Flynn) 1
S. Collins's br. h. Battersby, 6, 105 (Day) 2
Castle & Doris's ch. c. Bonanza, 3, 99 (Cullen) 3
Supervisor, Maia, and Gendarme also ran.
Time, 1:50.

Post Betting—Two to 1 on Sparling; against Maia, 4 to 1; Supervisor, Battersby, each 10 to 1; Bonanza and Gendarme, each 20 to 1.

THE SIXTH RACE.

Nina W., Thad Rowe, and Prince Howard appeared to be the good things for the last race, and Bookmaker Ike Thompson gave the boys great odds on any of them, laying a point longer than anybody else in the ring. His judgment was good, for Monte Cristo put on a great burst of speed in the run home and won a good race. Prince Howard was second, and Nina W. third, while Thad Rowe was last.

Selling sweepstakes of $10 each, with $500 added, of which $100 to second, $50 to third out of the stakes; three-quarters of a mile.

H. McCarren's b. h. Monte Cristo, 6, by Glenelg—Belle Wallace, 112 (Marshall) 1
J. A. Mahoney's ch. c. Prince Howard, 3, 110 (Lambly) 2
J. Delong's ch. m. Nina W., 5, 105 (J. Black) 3
Hungary, Battersby, The Doctor, Harrison, Theora, Ralph Black, Bettie L., and Thad Rowe also ran.
Time, 1:20¾.

Post Betting—Against Prince Howard and Thad Rowe, each 3 to 1; Nina W., 5 to 1; Theora, 7 to 1; Ralph Black, Sourire, and Harrison, each 10 to 1; Monte Cristo, 20 to 1; Coturny, 25 to 1; Bettie L. and The Doctor, each 30 to 1.

Entries for Linden To-morrow.

The following are the entries for Linden to-morrow:

First Race—A sweepstakes of $10 each, with $500 added; five and a half furlongs. Little Moore, 116; Tipstaff, 116; Tasajuanita Pilot, 99; Isaac, 108; Salisbury, 126; Bradford, 126; Best Boy, 84.

Second Race—A sweepstakes of $10 each, with $500 added; one mile. Golden Reef, 110; Harrburg, 96; King Idle, 115; Lismony, 106; Sam Morse, 91; Little Addie, 111; Rudolph, 120.

Third Race—A sweepstakes for two-year-olds of $10 each, with $500 added; five furlongs. Shoofly, 113; Gray Rock, 113; Ely, 113; Adventurer, 113; Chatham, 113; Early Blossom, 122.

Fourth Race—A free handicap sweepstakes of $10 each, with $750 added; one mile. Duplicity, 87; Ocean, 87; Eric, 118; Gray Dawn, 118; Stileck, 96; Salvini, 96; Now or Never, 112; Tristan, 116; Jim McCormick, 93; Sorrento, 102.

Fifth Race—A free handicap sweepstakes of $10 each, with $750 added; one mile and a sixteenth. Stileck, 98; Duplicity, 85; Taragon, 115; Tristan, 116; Gray Dawn, 110.

Sixth Race—A selling sweepstakes of $10 each, with $500 added; seven furlongs. Puzzle, 95; Little Jim, 100; Count Luna, 102; Lewis, 102; Shotover, 94; Equality, 92; Julu, 92; Schnorer, 104; Battersby, 104; Cluster, 115; Minnet, 89; Pericles, 108; Clay Stockton, 99; Sir William, 102; Stileck, 104.

Racing in England.

LONDON, April 26.—This was the third and last day of the Sandown Park second spring meeting, the great Sandown hurdle race (handicap) of 500 sovereigns, about two miles, over eight flights of hurdles, was won by five lengths by Lord Calthorpe's five year old Toscano, by Petrarch, out of Boundary. Mr. E. Woodland's aged Zelotes, by Zealot, out of Outrig, was second, two lengths ahead of T. Cannon's five year old Dornoch, by Sterling, out of Goldspie, third. There were ten starters.

The principal race of the day was the Mammoth Hunters' Steeplechase of 1,500 sovereigns, three miles. It was won by a head by J. Widder's five year old chestnut mare Weather Witch, by Lord Gough, out of Weather Glass. Mr. T. O. Arthur's five year old bay or brown horse, Innisfail, by Rostrevor, out of Mavourneen, was second, four lengths in front of Capt. J. A. Orr-Ewing's six year old bay gelding Cloister.

The Grand International Steeplechase (handicap) of 300 sovereigns about three miles and a half was won by J. Rutherford's aged M. P. by six lengths. Mr. E. Woodland's aged Fan was second, and Mr. Strong's aged Gamecock a bad third. Five horses ran.

Measles at the Barge Office.

Dr. Guiteras has more cases of measles under his care at the Barge Office. The patients are Swedes who came over on the Teutonic.

Save the Children.

Himrod's Whooping Cough Cure instantly relieves the whoops and gives rest to the patient with no ill after effects. For sale by druggists.—Adv.

TRYING TO PURIFY THIS BLOCK.

And It Seems to Need Purification About as Badly as Any Block in Town.

The block between Tenth and Eleventh avenues on Sixty-first street that is infested with so rough a gang that the owners of property there called a meeting the other day to consider what they could do to purify it and make their property pay, does not look like a particularly tough neighborhood to the casual passer-by. To be sure, there is a remarkable number of broken windows in the houses, but the buildings are apparently all new, and at the first glance, neat enough in appearance. The street runs down hill sharply from Tenth avenue westward to Eleventh avenue, where it ends in the tracks of the New York Central Railroad. A huge grain elevator, which is building to replace those burned in the great fire of a year or more ago, hides any view of the river from the street. Standing at Tenth avenue and looking down, the block has the appearance of a quiet, neat, and respectable tenement street. The houses are all double tenements, five stories high, and four families to the floor. They are all of Philadelphia brick, or of brown-stone, or of combinations of the two. Many of the houses on the north side are of brick, with brown stone porches and pillars, and look neat and attractive from up the street. The hill is so steep that the roofs of the houses descend to Eleventh avenue like flights of stairs for the use of Titans. The fronts of the buildings are covered with fire escapes of ornamental metal work, painted in colors. The only uninviting feature of the block, as viewed from the hill, is the tremendous crowd of children who swarm from end to end and curb to curb, shouting, laughing, and crying. Some of the houses at the lower end of the block belong to the lot which Builder Buddensiek put up in the neighborhood, the collapse of some of which on the next street sent him to prison.

Walking down the street the person who has been attracted by the view from the hill, finds the illusion rapidly dispelled. The street paving is in a wretchedly bad state, being full of hollows, where the slops thrown from the houses collect. Ash barrels innumerable stand on the curb or lie in the gutter with their contents spilled in the street. Upsetting ash barrels is not only done by the children on West Sixty-first street, but by the loafers who prowl around the block at night. The houses themselves won't stand a close inspection. The number of broken window panes is appalling. In many cases sashes are smashed in, too. Iron railings are missing from areaways, the tops of iron gate posts have been unfastened and carried off, fences are broken and wrenched, door bells and door knobs are twisted or broken off, front doors are loosened or broken, and brown-stone pillars and fronts are chipped, broken, and otherwise wantonly defaced. Dirt is spread freely over everything, brown stone is blackened, steps and porches are of the color and appearance of the ground. In short, the lower floors of the tenements on the north side of the street have the effect of the dilapidated and battered appearance of the oldest and toughest resorts of poverty and crime in the Cherry street district. It is an odd contrast to look at the ruined state of these first floors in detail and then take a sweeping glance at the block in general, with the air of respectability and neatness it then becomes apparent that the ruin is the result, not of the neglect of years, but of wanton rough usage on the part of the inhabitants.

Since the owners of the property along the street met in Gen. Varnum's office and appointed a committee to see what could be done to rectify matters, Police Captain Killilea has detailed a special policeman to patrol the block with instructions to beat good order into the heads of the toughs, if necessary, with a club, and to yank every offender into the police station. The policeman assigned was Peter Purcell, a youthful giant who wanders up and down the street swinging a vicious-looking club. Purcell says the whole neighborhood is a particularly tough one. The people are largely railroad laborers, dock hands, peddlers, and the like. Every nationality seems to be represented. The most turbulent of all, perhaps, are the Hungarians who swarm in some of the houses. They are called "Bingies" in the neighborhood, and other folks look out for them. There is a large population of downright toughs, too, similar to those of Hell's Kitchen and Cherry Hill, who seem to have no occupation, but always have plenty of beer money, but nothing to pay rent with. At the same time there is very little actual crime, and the disorder is rarely of a sort that the police can interfere with. There will be a great smashing of glass late at night, but by the time a policeman can run half a block the glass smashers have gone and have left no trace. Most of the turbulence is within doors where the police cannot venture except for special purposes. There is a crash some night within, but when the police get there nobody is found. There is a skylight, iron frame and all, lying in a back yard. It has been wrenched off the roof and thrown bodily down five flights in pure wantonness. But the men who did it have scampered over the roofs, and two minutes later have disappeared in far-distant houses. The trouble with the neighborhood, the police say, lies not in the laxity of the police, but in the lawless recklessness of the population, and the only way to save the property is to clean out the population.

A reporter visited some of the houses on the street with the real estate agent who had them in charge. The turbulent occupants had already been put out and their places filled with negroes, who had proved orderly and reasonably prompt in payment. The agent examined the houses critically, with a view of thoroughly overhauling them. They had been built only four years, and yet were in a frightful condition inside. Doors were wrenched and loosened, window panes were broken, panels had been knocked out of doors to be used as firewood or to be thrown at cats, sinks had been allowed to fill up, and had been without cleaning until the floors of some of the halls were overflowed with the contents; railings had been torn off and pitched into the street or into back yards, and every skylight had been smashed, and, in short, it seemed as if everything in the houses that could be destroyed had been. The agents tell lurid stories of the way they have been treated when they have complained of the destruction or asked for rent.

The committee of property owners have not yet decided what means they will take to clean out the neighborhood. They will hold a meeting this week.

Yearling Thoroughbreds at Auction.

NASHVILLE, April 26.—The yearlings, the produce of the Kennesaw, Cliflawn, Richland, and Paytona studs were sold at auction here today, the prices ruling high, with spirited bidding on the part of representative horsemen from all parts of the country.

The following is a summary of the sale:

Brown colt, by imp. Mr. Pickwick, dam Hattie B., by imp. Glengarry; L. U. Appleby, New York, $1,500
Brown colt (brother to Kate Malone), by imp. Glendarry, dam Bessie Belle, by imp. Bonnie Scotland; W. R. Letcher, Richmond, Ky. 875
Bay filly, by imp. Stockwell, by imp. Glengarry, dam imp. Dublin Belle, by Knight of St. Patrick; same 1,550
Bay colt, by imp. Mr. Pickwick, dam Sierra Hecuba, by imp. Glengarry; L. U. Appleby 750
Bay colt by imp. Glengarry, dam Lucia, by Vaux Hall; W. L. Cassidy & Co., St. Louis 800
Brown colt by imp. Glengarry, dam Vierlein, by Virgil; W. Easton, New York 800
Chestnut filly, by Forester, dam Albatross, by imp. Glengarry; F. Leigh, Lexington 775
Chestnut filly by Forrester, dam by Captain Range, by Lonsdelow; E. S. Gardner, Gallatin, Tenn. 2,200
Chestnut colt (full brother to Revenge), by Enquirer, dam Sulthorne, by imp. Bonnie Scotland; Tucker & Cherry, Nashville 1,100
Bay colt (brother to Clay Pate), by Enquirer, dam Wamsee, by John Morgan; W. Easton 1,000
Bay colt, by Blazes, dam Germania, by Blacklock; W. L. Cassidy & Co., St. Louis 1,050
Brown colt, by Blazes, dam Germania, by imp. Glengarry; W. Easton 1,050
Bay colt, by Blazes, dam Belle, by Bullion; same 750
Chestnut filly, by Luke Blackburn, dam Rade wind, by imp. Great Tom; Scoggan Bros., Louisville 1,150
Bay colt, by imp. Saxon, dam Myopia, by imp. Macaroon; W. Easton 900
Black colt, by Saxon, dam imp. Skittess, by Skater; F. Seaman, New York 850
Bay filly, by imp. Saxon, dam Sorrina, by imp. The Ill Used; E. S. Gardner 1,500
Chestnut colt, by Ecuador, dam Nina Turner, by Hiawatha; E. Wiley, Nashville 900
Pretence, ch. m., 4, by Pierjpo, dam Boulette, by imp. King Ernest (with filly at side by Ecuador); Harlan Brothers, Columbia, Tenn. 750
Myrtle, b. m., 15, by Vauxhall, dam Chickabiddy, by imp. Australian (with filly foal by Ecuador); J. B. Ewing, Chattanooga, Tenn. 800
Amelia River, ch. m., 3, by Eolus, dam Mary Mansfield, by War Dance; J. S. O'Brien, Stillwater, Minn. 750
Imp. English Lassie, b. f., by Rosicrucian, dam Lady Palmer; W. Easton 2,500

Lynch and McBride to a Finish.

Jimmy Lynch was at 8 Barclay street yesterday afternoon to see a match to a finish ratified between himself and Paddy McBride of Philadelphia, who knocked him silly, in his imperfect condition, on Friday night. Henry Nusemeyer was there, too, to back Lynch. The McBride people did not show up until 8 o'clock, an hour after the time agreed upon, and when they did get there they insisted upon another engagement at a place where a deposit could be put up in the hands of sporting people who were accustomed to that sort of business. The *Police Gazette* office, at noon to-morrow, was named as the time and place to post a forfeit for a match for $500 a side, and all hands agreed. McBride's backer is in earnest, and arrangements will doubtless be completed when the next meeting is held. Lynch explains his weak conduct of Friday night in this way: "I was up against too much. I knew what it was and stopped." Readers must take their own change out of that remark.

Wife, Dog, and Parrot Stolen.

Vinchaucio Degelamio of 147 Elizabeth street is a prisoner in the Tombs, charged with stealing the wife, dog, parrot, and furniture of Jojoinani Cafelli of 73 Mulberry street. Cenilli went to Boston a few weeks ago, and when he returned on Friday last and entered his house Degelamio appeared on the stairs with an iron tea kettle and a bull dog pistol, both of which he waved threateningly. Degelamio was arrested and held for trial.

Carl L. Jensen's Pepsin Tablets

Are the only radical cure for dyspepsia and indigestion.—Adv.

SPRING TROTTING CIRCUITS.

THE SULKIES WILL START THIS WEEK AND WILL WHIRL FOR MONTHS.

An Early Start at the Washington Track—Eight Weeks of Sport Along the Atlantic Coast—Many Circuits in Other Sections.

It has not been usual to ask the trotters and pacers to begin the actual conflict of the racing season till the middle of May, especially in the East, where the training is kept back by the uncertain weather. This year, however, is an exception, for the sport begins on Tuesday at Benning, near Washington, over the course of the Washington Jockey Club, where the runners galloped a few weeks ago. The meeting which is given by the Washington Driving Club is the first of a series called the Southeastern Circuit, which goes on for seven weeks longer, ending June 21 at Fleetwood Park, Morrisania. The customary four days from Tuesday to Friday are occupied by each meeting except that given by the Driving Club of New York, which has chosen to begin Wednesday, with the hope that June will be a better month for them than May has been in former years.

After the week at Washington the circuit goes on at the Gentlemen's Driving Park, Baltimore, May 6 to 9, then to the Pimlico course near the same city, May 13 to 16, after which there are two weeks at Philadelphia, at the Philadelphia Driving Park, May 20 to 23, and the Belmont Driving Club's grounds, May 27 to 30. The first week in June is assigned to Dundee Driving Park, near Paterson, and from June 10 to 13 Island Park, between Albany and Troy, claims attention, with the wind-up at Fleetwood, as before stated. Upward of $40,000 is offered in purses during this circuit, and the classes are arranged in the same order for all except Island Park, namely: First day, 3:00 class trotting, 2:23 pace, and 2:30 class trotting; second day, 2:33 and 2:23 classes trotting; third day, 2:27 and 2:37 classes trotting and 2:30 pace; fourth day, 2:20 class trotting and 2:17 pace. During the Island Park meeting the Clay Stake of $3,000 for 2:30 trotters will be renewed and competed for on the second day. Entries for this closed April 1, but the horses will not be named till June 1.

By the time the Southeastern circuit is completed the season is well advanced, and there will be plenty of recruits for the campaign which continues at Hartford's famous Charter Oak Park from June 24 to 27, when $6,000 are offered in eleven guaranteed stakes for as many different classes. This plan has been adopted by Secretary T. O. King with much acceptance, as the payments are so divided that if a horse is not fit to start the day before the race in which he is entered, it only costs the owner five per cent. of the purse, instead of ten per cent., as is generally demanded. The stakes for the spring meeting at Hartford close May