FAR FROM THE LIGHT OF DAY

Great Caisson of the New Bridge at Rest 121 Feet Below the Missouri.

DRAW PIER IS NOW SOLIDLY ANCHORED

A Sixth of a Million of the East Omaha Bridge & Terminal Company's Money Permanently Placed Between Bedrock and the Sight of Man.

The immense steel caisson that is destined to encircle the great masonry draw pier of the East Omaha bridge has touched bedrock more than 100 feet below the bed of the Missouri, and the order of work that has been so persistently pushed for months past will now be reversed. Instead of extending the ponderous mass further downward, every effort will now be directed to filling the huge metal shell with concrete and rearing its broad head of masonry permanently above the murky waters of the Big Muddy. It is expected that this will be accomplished by the middle of next month, and that there will then stand completed in the center of the channel a column that will still remain when generations yet unborn shall have run their earthly race and passed beyond.

It may not be uninteresting to the people of Omaha to know that they will soon have here, resting on that very pier, the longest and heaviest draw span in the world, measuring 520 feet between centers of end-pins, and weighing nearly 4,000,000 pounds, while the live load for the same will vary from 8,000 to 10,000 pounds to the lineal foot.

But the draw span is not the only feature of the bridge that is out of the ordinary, for the structure in its entirety will be a revelation and an innovation.

It is impossible to devote here sufficient space to describe in detail a structure of such magnitude, but something like an adequate idea may be conveyed by a general description of this unique product of bridge building science.

Out of High Water's Way.

It will be what is known as a low bridge, differing in that respect from both the structures that now span the Missouri between this city and Council Bluffs. The act of congress authorizing its construction provides that it shall be at least ten feet above normal high water, and in order to be beyond the possible reach of the surging flood it will be even a foot higher than required. The memorable flood of 1881 is not taken into consideration in fixing normal high water, but even if that height should again be reached the water will not reach the East Omaha bridge, but would swirl and seeth four feet below its huge steel girders.

In a low bridge, the draw is, of course, the principal feature, but in this case the engineering curiosity is the pier. It sinks 121 feet below low water, and the usual plan of sinking a caisson by work under compressed air would have been impractical as the pressure at that depth would be enormous; in fact, work below seventy feet in depth is attended by great fatality among the caisson men.

New Way of Sinking Caissons.

It was to meet this condition that confronted him that Chief Engineer J. A. L. Weddell of Kansas City determined to sink the caisson by the means of water jets, discharging into the sand at regular intervals along the sharp edge of the caisson bottom. Instead of being constructed like the ordinary caisson in a series of chambers and air locks, this caisson, as put together in sections, resembles nothing so much as an immense stovepipe forty feet in diameter outside of another twenty feet in diameter. The smaller does not go within ten feet as low as the outer one, but the same sheet metal connects them at an angle of forty-five degrees, forming a great funnel shaped room at the bottom forty feet in diameter and ten feet high and with a twenty-foot circular opening at the top.

The space between the two great pipes was filled with masonry above water as the caisson was put together, the constantly increasing weight assisting in holding the immense shell steady and carrying it down as the thirty-two water jets washed away the earth at the edges of the funnel shaped bottom. These water jets were discharged from pipes that ran down through the masonry between the caisson walls at intervals of about four feet, the necessary pressure being furnished by powerful force pumps.

This construction of the caisson left the inside of the smaller tube, which formed a central shaft, entirely free and clear, but filled, of course, with water to the height of that in the open river outside. This precluded the possibility of any one working at the bottom of the caisson, but there was no necessity for anything of that kind, as a large clamshell dredge was operated through this shaft, bringing up from the funnel shaped space at the bottom nearly a cubic yard of earth at a load, or a large wagon load every ten minutes. As the dredge excavated the center, the jects cut away at the edges, and slowly but surely the caisson foot dropped farther and farther from the light of day. The progress depended naturally on the depth as well as on the character of the soil that was being penetrated, but during the last few weeks the caisson was lowered at the rate of from three to three and a half feet per day of twenty-four hours, work being pushed day and night.

Struck Bedrock

This work has now been completed, the bottom being reached yesterday morning, and today the caisson stands solidly on bedrock, a great hollow tube sorrounded by hundreds of cubic yards of solid masonry. The next work to be done is to fill this hollow center, and make it as solid and lasting as the other. This might appear to be a difficult feat to perform, but like many another seemingly difficult and dangerous undertaking it is the simplest thing in the world—when you know how. Knowing how in this case means the lowering into the shaft of a large pipe with as curved arm at the bottom, and down that pipe grouting is dropped by wholesale, the curved arm, which is under control from the top like an inverted water tower, distributing the grouting all over the bottom at the will of the operator. This grouting hardens under water, and there is soon a tightly cemented mass filling the great funnel 120 feet below. Then it is that direct work may be said to begin, for the water is pumped out of the shaft and workmen, practically "high and dry," begin laying concrete in air more than 100 feet below the bed of the river. When they begin they are surrounded by walls of masonry encased in sheet iron, with a plug of grouting several feet in thickness at their feet, keeping out the water, and the thickness of this plug they constantly increase until they reach the surface. From the height of normal low water a handsome and substantial stone pier rises to a course of cap stones to meet the superstructure of the bridge. As above stated, it is expected that by the middle of June the pier will be entirely completed, and the work of putting the ponderous draw span in position will be begun.

The sinking of the pier by the jet system was much more rapid than could have been done under the old plan, in which the opening and closing of the air locks consume a great deal of valuable time.

Breaking Records for Length.

It is not alone in its draw span that this bridge will prove a record breaker, for the span adjoining it will be without any exception the longest fixed span in the world. That, however, does not include cantilever structures, which form a class by themselves, but it will be without an equal among the fixed truss spans, having a length of 560 feet. The present longest fixed span is 549 feet long, and is over the Ohio river, at Louisville, Ky., so that the one here will exceed it in length by eleven feet. The superstructure of both the draw span and fixed span will be about 100 feet in height, or about 240 feet from the bottom of the piers to the top of the steel work, a greater distance than from the bottom of the foundation to the top of the flagstaff on the highest building in the city.

But work on the piers for the fixed span has not yet been commenced and will not be until after trains are in actual operation and running across the bridge. This may seem to be a strange statement, but it is literally true.

The fact is that the Omaha Bridge & Terminal Railway company is building two bridges at one and the same time. It must be understood that it requires a great deal of money to bridge the Missouri, and it is therefore essential that a bridge be completed as quickly as possible and put to earning something in the way of a return. It was not until confronted with the demand of the bridge company for a structure to be ready for operation at the earliest possible moment that Engineer Waddell went to work on something never before attempted, and as a result the present plans were evolved. The successful execution of the scheme could not have been consummated out for the fact that the structure is a draw bridge, and it will be seen how simple after all is the plan that gives the company a bridge across one of the most treacherous streams on top of earth, nearly a year sooner than it could have been secured in any other way.

In order to carry out these plans it was necessary to do something never before done, and what was supposed by bridge engineers engineers to be an impossibility. That was the driving of seventy-foot piles fifty feet into the bed of the Missouri. Here again it was that the effective little jet got in its work, and by its help the great piles were down with comparatively little trouble.

The plans call for a temporary structure, of which the draw span is a part. The permanent bridge will span the river at a right angle, but when set at its place in the temporary structure the draw span will lie at variance with its other position by about eleven degrees, the river end being about fifty feet further down stream and the land end the same distance farther up the bank. The span can be swung into position for either bridge at a moment's notice, it being possible to make the change in less than a minute, even under adverse circumstances.

The temporary structure is built in three spans, each 192 feet in length, for which four piers are required, one of them being the one on which the river end of the draw will also rest, with another temporary pier on the bank, for the other end of the draw.

It was suggested in the presence of Engineer Waddell that the company might be so well pleased with its temporary structure that it would forget to complete the permanent bridge in accordance with the plans.

Plans For the Permanent Bridge.

"If all we wanted was a temporary bridge, would we have invested half a million dollars in a pier and draw span like this?" he inquired. "No, the bridge will be completed in its entirety in strict accordance with the plans. It will cost about $85,000 or $90,000 extra to put in the temporary bridge, but we will get it in operation by the 1st of September, which will bring us in the earnings of several months that we would not otherwise get. Not only that, but it will enable us to build the remainder of the permanent structure at a greatly reduced cost. You must remember that the necessity of rushing work under adverse conditions swells the cost of a bridge enormously, and this temporary bridge will do away with that entirely. Ordinarily there is nothing in sight until such a structure is completed, and added to this is the necessity of duplicating a great deal of expensive machinery in order to put down all the piers at once, or of rushing work at all times that not a moment may be lost. The result is that heavy loss is entailed by the carrying away of false work two or three times by the ice, the spring rise and the June flood. By following the plan we have adopted, we avoid all of that difficulty. We speedily get a bridge in operation, which will take care of the bulk of the business that would be offered if the permanent bridge was completed, and we are also enabled to proceed with the remainder of the permanent work at our leisure and at such times as are most suitable for its advancement under favorable conditions. These temporary piers do not go to bedrock, but so far as strength and solidity are concerned they could not be more immovable. The only thing is that they will not last forever, but they are good for at least seven years. The piling will rot in time, but the permanent structure will be completed long before that time arrives. Two more piers will have to go down to bedrock for the permanent structure, and it was at first intended to put in three, but the plans were somewhat changed. A dyke has been constructed, which throws the river out as far as the pier at the Nebraska end of the fixed span, and we will put in piling from there to the beginning of the grade instead of an additional span. At the end of the temporary bridge we will have about 400 feet of heavy piling reaching to the high bank. The temporary piers are now in position. They are 16x55 feet in size and around each is built a brush mattress eighteen inches thick on the bed of the river. This prevents washing around the pier, and as the river washes at the edge of the mattress the latter settles down, forming a covered crown all around the pier and sloping in all directions away from the same. The mattress around the draw pier is 80x120 feet in size. The pier stands in about fifteen feet of water, though the depth has varied since we have been at work on it from nine to twenty-five feet. The temporary bridge lies on a grade from the north end of the draw span to the Nebraska shore, and will be about twenty-five feet above the water.

Cost of the Bridge Complete.

"The cost of the bridge when completed will be about $1,200,000, including the extra cost of the temporary structure. If will be seventy feet in width, and its weight will be about 7,000 pounds of steel to the foot over the entire length of the two great spans, which is 1,080 feet. The contracts were let September 1 and 2 of last year, and work was begun on October 1. It will probably be two years before the permanent structure is completed, as work can be done more deliberately after the temporary bridge is in operation. The permanent bridge will have two railway tracks in the center and on either side will be a motor track. Each motor track will afford a passage way for wagons and outside these will be the foot walks for pedestrians. The temporary bridge will be a narrow one, with one motor rail between the railroad rails and the other outside, and the wagon road will also be there, so that speed over that structure may at times have to be reduced to a walk, but on the permanent bridge each class of travel (excepting motor and wagon) will be by itself and no limit will be placed on speed. Trains can run over that at a rate of fifty miles an hour and no questions asked. The draw will be operated by two forty-horsepower motors, which will be fed by storage batteries of the most modern type. Electricity will be supplied by the motor wires running over the bridge. The draw can be opened by this machinery and closed in eight minutes, even in a high wind, and it can be opened in five minutes in the face of a hurricane, although it is far from probable that we would ever be called upon to open it at such a time, as under such conditions Missouri river boats are generally tied to the bank."

Mr. Potter on the Company's Intentions.

General Manager Arthur S. Potter of the bridge company, was asked yesterday to make a statement of the company's intentions, and to give the public some idea of what might be expected when the bridge was in successful operation. He replied that it had not been the policy of the company at any time to make any noise regarding what it proposed to do, preferring to wait until it has carried its plans into execution, and has something that every one could see, as the public could then view the situation through its own eyes, and, without being influenced by interested parties, could form its own conclusions as to what the enterprise means to Omaha. It was not until it was urged that the enterprise was quasi-public in its nature, and that the people were entitled to more definite knowledge as to its magnitude, that Mr. Potter yielded.

"We have no wish to be secretive in the matter," he said, "but we have not desired to boom our project, knowing full well that the time would soon come when it could speak for itself. It is a fact that it was designed at the time of its inception to benefit East Omaha, but it has far outgrown its local character, and that is now only an incident. What the Omaha Bridge & Terminal Railway company proposes to do is to operate this bridge, and to furnish terminal facilities for whatever roads may desire access to the city and suitable accommodations within its limits. The 1,800 acres belonging to the East Omaha Land company are entirely separate and apart from the enterprise, as the company has purchased 160 acres between Ninth and Thirteenth and between Nicholas and Locust streets, which will be used for yards and terminal grounds. That will give ample room for all roads that may desire to use our bridge, and the best facilities for the public in the way of freight depots and warehouses. We shall shortly purchase forty acres on the east side of the river to give us suitable yards there, although we already have connections with all the roads running into Council Bluffs, and although it will be possible for any or all of them to get to the bridge without the laying of any more track than is already in place, we want this additional ground over there for distributing yards. No contracts have been entered into with any road to use our bridge, and we are not seeking any at this time. You do not find men out looking for tenants before they build their houses, as they build first and are satisfied that they will find enough tenants afterwards if everything is as it should be. This is the way we feel in this case.

"We are perfectly satisfied to take our chances in getting our share of the business, and the company is not worrying at all over the outlook. Our money is forthcoming whenever wanted, as our bonds have been placed, and as we have $5,000,000 at our disposal. Further than this, the bonds are in the hands of wealthy stockholders, and there will be no crowding, as is sometimes the case when bonds are in the hands of people who feel the need of interest.

"We already have the land for depot grounds in our possession, the bridge is half completed, we have ample capital at our command and no obligations pressing. Ought there to be any question as to the success of the enterprise? We will be running trains into this city over our bridge early in September, and there will be no disposition to keep out any road. Our plans have gotten beyond the paper on which they were originally drafted, and we have not yet to go out and buy the first of our property. It is all in our hands, and it is simply a question of time necessary for the workmen to carry the plans into execution.

Other Improvements Contemplated.

"The complete scheme contemplates the building of a line to South Omaha and the erection in this city of a union passenger depot, but we have not yet appropriated the money for that. The entire plan, however, can be carried into execution for $4,500,000, which does not begin to exhaust the resources of the company. We desire to complete one thing at a time, and the bridge will first be completed and freight yardage and trackage provided before we take up the passenger branch of the question. As I said before, we do not care to boast about what we are going to do in the future, as we prefer to wait until we can show what we have done and are doing. It is more satisfactory and convincing than all the wind and fancy sketches on paper that could be gotten together."

A little delay in reaching bedrock with the drawpier was experienced because of the necessity of removing several loose boulders, that were found just above the solid rock, but by the aid of the great dredge they were successfully handled, and the pier settled into position on the permanent base that received it as nicely as though it had been specially prepared for it by nature's architect. The work of filling the hollow center of the pier will begin tomorrow, and within a week the substructure will be a solid mass to the surface of the water.

Chief Engineer Waddell came up to personally superintend the work at this juncture, and to see how the pier reached its final position. He will remain in the city several days.

Mr. Potter left last evening for St. Louis, where, in company with the chief engineer of the St. Louis Terminal Railway company, of which corporation Mr. Waddell is also the consulting engineer, he will view the extensive grounds and complete track system and equipments of the best arranged and most satisfactory terminal system in the country, preparatory to the similar arrangement of the grounds of the Omaha Bridge and Terminal Railway company in this city.

LIFE POLICY OF A SUICIDE.

Suit Brought by Dr. Robbins' Children for Payment of Insurance.

An interesting case was called yesterday in the United States court involving the question whether an insurance company is obliged to pay the policy held by a man who takes his own life. The title of the case is S. M. Melick, administrator, against the Travelers' Insurance company, but the history in connection with the case involves the life and remarkable death of Dr. Leonard H. Robbins of Lincoln.

The suit has been brought by the administrator in the interest of the two children of deceased, a bright boy of 15 and a girl of 13, who are witnesses in court. Dr. Robbins had been a resident of Lincoln for many years, and there had been considerable gossip and neighborhood criticism of his matrimonial career a short time prior to his painful demise. On the night of June 19, 1890, Dr. Robbins, then a thrice widowed man, with two interesting children, imagined that he heard a burglar in his cellar. Seizing a revolver from his bureau drawer, he started down into the basement story of his dwelling. On going down the steps he accidentally discharged the weapon, shooting himself through the foot. The wound soon began to give the doctor serious difficulty, and lockjaw set in. He suffered terribly and soon became very weak.

One morning he was found dead in his bed with a horrible gash in his throat. He left a letter addressed to his two children in which were many very touching things. He described the very fearful pain he was suffering and expressed deep and distracting sorrow in the contemplation of being taken away by death from his children. Among other things, Dr. Robbins said:

Oh, this fearful pain? I cannot endure it. I would call little Leonard and his sweet sister Katie but they are so tired. This pain strikes me from the foot clear to the heart. How little Leonard would like to come to me and stop this pain if he could. In his manly way, and Katie would come, too, in her sweet way, if she could, and help papa. Don't go away from each other, children. Keep together. If papa should die do not get estranged from each other. Papa hopes so much to get well and do so much for his darlings. But his foot is so fearful in its quick thrusts of pain. God will keep you, dear ones. Oh, this sharp pain—God save me from this pain—Death is near—I am conscious but cannot speak—God will keep me.

Following this legibly written letter there are several pages of scribbling, the meaning of which can only be conjectured, but the son claims to be able to decipher most of it, and it is in the same tone as that which can be so easily read. There seemed to be but little doubt as to the immediate cause of death, and the coroner's jury brought in a verdict of death by suicide, superintended by suffering from an accidental wound in the foot.

The deceased carried a $5,000 life insurance policy in the Travelers Life, and this the company refuses to pay on the ground that the holder committed suicide, and there is a clause in the policy which states that it will be void in case of the self-destruction of the holder.

The case will be stubbornly fought. Mr. Charles Offutt of this city appears for the defense, and ex-Judge Allen Field of Lincoln and Mr. Holmes of Omaha are attorneys for the plaintiff.

SQUATTERS ARE SAFE.

Denizens of the Dump Will Not Be Molested for Some Time to Come.

Last night, after the matter had been discussed in its several bearings by the councilmen and the city attorney, the eviction of the squatters in the neighborhood of the Jones street dump was postponed by the council. It will be further investigated as to its legal aspect.

From the market house committee a report was had favoring the erection on Capitol avenue between Twelfth and Thirteenth streets of a corrugated iron building, to cost not more than $4,000, to be used as a market house, and recommending that the avenue between the streets mentioned be set aside for the accommodation of hucksters, was received and adopted.

Paving petitions and ordinances took up the major portion of the time the council was in session. Just before adjournment the amended Hascall ordinance, providing for the extension of the water mains toward Gibson, was passed. Councilman Munro protested that the ordinance was loaded, but only he and Thomas voted against it.

Fire Record.

SCHALLER, Ia., May 25.—[Special to THE BEE.]—Fire destroyed Howard & Bahra's warehouse, the city hotel and several other small buildings. Loss, $9,000, fully insured.

SAN FRANCISCO, Cal., May 25.—Part of the town of Rocklin, thirty miles east of Sacramento, has been burned. Twenty-five buildings, including two-thirds of the business section of the town, were destroyed. Loss, $75,000. Alice Irish, a hotel servant was burned to death.

END OF THE STATE SHOOT

Cold Weather and High Winds Interfere but Little with the Sport.

GOOD SCORES MADE IN ALL EVENTS

Omaha Gun Club Wins the Plattsmouth Cup—Results of the Other Races—Elliott and Parmelee Will Shoot a Match This Morning.

Yesterday was the last regular day of the State Sportsmen's tournament, but most of the visiting shots will remain over today, when a number of interesting match shots and sweepstakes will take place. Among the former will be a 100-live bird race between J. A. R. Elliott, the champion wing shot of America, and Frank S. Parmelee, the local crack. This match is for $100 a side, American association rules, each man to furnish 100 birds. This provision is made in order that the best birds possible will be used by each man. The match will begin promptly at 11 o'clock, and inasmuch as Mr. Elliott is the champion wing shot of this, or probably any other country, and Mr. Parmelee is undoubtedly one of the most expert trap shots living, a large crowd of spectators should be on the grounds to witness the contest. While the hour, 11 a. m. is an inconvenient one, the extraordinary character of the attraction should counterbalance this. It should be understood that there is no admission fee charged to the grounds.

Good Shooting Despite the Weather

The hyperborean winds do not seem to have had much effect on the ardor of the sportsmen, as the attendance this morning was fully as large as that of the previous days. The first event on the morning card was a ten live-bird match, $10. The score:

Hughes	21021	10211— 8
Brucker	02221	11222— 9
Parmelee	12122	12212—10
Budd	11222	11222—10
Hershey	01112	21112— 9
Elliott	21121	21222—10
Read	01110	20222— 7
Den, W. T.	02000	12021— 5
Brown	11112	01002— 7

The second event, ten targets, $1 entrance:

Fogg, 9; Mallelieu, 8; F. Miller, 4; Brucker, 7; Hughes, 8; Budd, 10; M. T. Miller, 7; Linderman, 7; Waddington, 5; Trotter, 8; Brown, 7; Chingrin, 7; Parmelee, 9; Read, 10; Bray, 8.

The third event, twenty targets, $2.50 entrance:

Hughes, 15; Fogg, 19; Trotter, 12; Linderman, 16; Dewitt, 15; Chingrin, 19; Read, 18; Speice, 12; Rogers, 18; Brown, 19; Elliott, 18; Schroeder, 17; Bray, 18; M. T. Miller, 19; George, 13; Parmelee, 17; Brucker, 15; Peters, 14; Budd, 19; Fuller, 12; Arnold, 18.

The fourth event, fifteen targets, $2 entrance.

Hughes, 13; Fogg, 12; Budd, 15; Brucker, 14; Parmelee, 14; Chingrin, 14; Brown, 12; Speice, 10; Arnold, 13; Rogers, 12; Trotter, 14; Waddington, 10; Read, 15; Bray, 13; M. T. Miller, 12; Elliot, 15; Mallelieu, 11.

Afternoon's Shooting.

The first event was eight live birds, $6 entrance:

Linderman	22202211—7
Kennedy	11201102—6
Hughes	11211201—7
Brucker	01222020—5
Parmelee	10011111—6
Fogg	11123021—7
Trotter	00120111—5
Ackerman	20212222—7
Rogers	21222020—6
Budd	22121111—8
Speice	00010100—2
Miller, F.	11112112—8
George	11212122—7
Elliott	12211122—8
Hershey	12212222—8
Brown	12111001—6
Read	12112112—8
Peters	20022211—6
Chingrin	21111211—8
Smead	20212022—6
Waddington	01211220—6
Fuller	12111211—8
Dewitt	02011112—6

The second was ten targets, $1 entrance:

Parmelee, 9; George, 6; Peters, 10; Linderman, 8; Hughes, 9; Fuller, 6; Kennedy, 9; Fogg, 9; Mallelieu, 7; Rogers, 10; Bray, 10; Chingrin, 8; Tramp, 5; Budd, 10; Mack, 9; Barnard, 8.

The third event, fifteen targets, $1.50.

Elliott, 15; Chingrin, 14; Fogg, 13; Hughes, 15; Linderman, 14; Douglas, 9; Read, 9; Parmelee, 13; Kennedy, 9; George, 12; Barnard, 12.

The fourth event, twenty targets, $2:

Hughes, 16; Barnard, 15; Rogers, 16; Parmelee, 19; Linderman, 19; Bray, 19; Peters, 18; Kennedy, 17; Smead, 13; Budd, 17; Chingrin, 20; Fogg, 18; Read, 16.

The fifth was a five live bird race, $3 entrance:

Jones	12022—4
Leming	12112—5
Parmelee	11221—5
Fuller	10012—3
Read	22111—5
Linderman	22220—4
Elliott	11112—5
Den	10112—4
Peters	12210—4
Kennedy	11221—5
Hershey	21212—5
Cross	12222—5
Dewitt	12022—4
Waddington	20210—3

For the Plattsmouth Cup.

Following came the Plattsmouth cup, open to Nebraska shooters only, ten targets, $50 added. Omaha holding the cup, a team shoot, four men to a team:

OMAHA GUN CLUB TEAM.

Parmelee	11111	11111—10
Fogg	11111	10010— 7
Kennedy	01111	11110— 8
Leming	11001	01111— 7
Total		32

BEMIS PARK GUN CLUB TEAM.

Peters	11111	10011— 8
Cross	10111	11011— 8
Leming	11111	11000— 7
Smead	11111	11011— 9
Total		32

RAYMOND GUN CLUB TEAM.

Parmelee	11111	11111—10
Fogg	01111	11101— 8
Blanchard	11110	01100— 6
Leming	10111	11010— 7
Total		31

Omaha and Bemis tied, and on the shoot-off Omaha club won by two birds.

A miss out, live birds, $2 entrance, resulted:

Den	2	2	2	1	0
Chingrin	1	2	2	0	
Hughes	2	2	2	2	1
Hershey	0				
Arnold	1	1	0		
Read	0				
Dupont	2	1	1	1	2

Hughes and Dupont dividing.

A miss and out, $3 entrance:

Hershey	2	1	2
Jones	1	0	
Read	2	1	0
Hughes	1	1	0
Chingrin	2	1	1
Barnard	0		
Den	0		

Hershey and Chingrin divided.

GRAND CIRCUIT PROGRAM.

Stewards Meet and Make Some New and Important Rules.

ROCHESTER, N. Y., May 25.—The stewards of the Grand Trotting circuit met yesterday and arranged the program for the summer meeting. The following resolution, which is of great interest to horsemen, was adopted:

Resolved, That the meetings of the circuit be trotted under the rules of the National Trotting association, as they stand today, unless specified to the contrary by any member.

Resolved, That the grand circuit oppose the proposed change in the present distance rule as inimical to trotting sport, and an unjust hardship to the patrons of the turf who pay entrance money, detrimental to business of associations, productive of tame racing, thereby depriving the public who pay at the gate of spirited and exciting contests among good fields of horses; in short, bad at all points and a most unwise movement.

Resolved, That the managers of any association desiring shorter distances may have it by advertising a special clause in the program, but that we regard it as unjust and arbitrary to change the rule, making it necessary for associations opposing the change to insert a special condition in their program.

Resolved, That we deprecate the recognition of tin cup records and favor making it necessary for horses making records to be entered in classes or stake races and claim them in legitimate racing contests.

Governor Bulkley of Connecticut, George Rohrer of Rochester and C. H. Hamlin of Buffalo are members of the committee to carry out the resolution.

The total purses of the different meetings are: Pittsburg, $36,000; Detroit, $50,000; Cleveland, $32,000; Buffalo, $35,000; Rochester, $32,000; Springfield, $25,000; Hartford, $40,000; New York, $40,000; Philadelphia, $25,000.

Sioux City's Running Meeting.

SIOUX CITY, Ia., May 25.—[Special Telegram to THE BEE.]—The running meeting opened today, with a good attendance of horses and men. Results:

First race, three-quarters mile dash, purse $125: Maple Leaf won, Nettie S second, Bettie Brook third.

Second race, one-half mile heats, purse $125:

Mountain Belle	1	1
High License	2	2
Little El	3	6
Tell Tale	4	5
Petty Coat	5	5
Markham	6	4
Sleepy Tom	7	dr
Roseleaf	8	ro

Time: 53, 51¾.

Third race, mile and an eighth dash, purse $125: Gipsy Lagrippe won, Nettie S second, Red Leo third. Shumore fourth. Time: 2:02.

Fourth race, one-half mile dash, ponies; purse $100; catch weights:

Honest Pete	1	5	2
Kittie H	2	1	1
Matt Fisher	3	6	dr
Billie Kid	4	2	dr
Gentle Mary	5	3	dr
White Stockings	6	4	dr

Time: 54½, 60, 59.

Hawthorne's Program.

HAWTHORNE, Ill., May 25.—Results:

First race, five and a half furlongs: Blizzard won, Marcellina second, Lizzie G third. Time: 1:15.

Second race, five furlongs: Senator won, Peytonia second, John Arthur third. Time: 1:08¾.

Third race, one mile: Monrovia won, Haydee second, Cora Taylor third. Time: 1:20¾.

Fourth race, six furlongs: Ansonia won, Bonnie True second, Sir George third. Time: 1:20¼.

Fifth race, seven furlongs: Craft won, Rexsetto second, Franco third. Time: 1:34.

Nice Sport at St. Louis.

ST. LOUIS, Mo., May 25.—The feature of today's racing at the fair grounds was the Bankers and Brokers stakes for 2-year-olds. Libertine won the prize. The last race was declared off on account of scratches.

First race, six furlongs: Balgowan (8 to 5) won, Esperanza (5 to 1) second, Aloha (6 to 5) third. Time: 1:16¼.

Second race, six furlongs: Bopeep (3 to 1) won, Irish Pat (10 to 1) second, Eugenie (4 to 1) third. Time: 1:15¾.

Third race, Bankers and Brokers stakes, $1,000 added for 2-year-olds, four a half furlongs: Libertine (6 to 5) won, Clara Bauer (2 to 1) second, King David (20 to 1) third. Time: 57¾.

Fourth race, six furlongs: Tee Mike (6 to 5) won, Royal Flush (4 to 1) second, Vashti (15 to 1) third. Time: 1:16.

Fifth race, five and a half furlongs: Geraldine (2 to 1) won, Tim Murphy (6 to 5) second, Tom Harding (2 to 1) third. Time: 1:07¾.

Sixth race, seven and a half furlongs: Sweet Bread (2 to 1) won, Lucille Manette (7 to 1) second, Newcastle (10 to 1) third. Time 1:38¼.

Latonia Results.

CINCINNATI, O., May 25.—The track at Latonia today was dusty. Summary:

First race, six furlongs: Hyman (3 to 2) won, Granny White (6 to 1) second, Ragnarod (15 to 1) third. Time: 1:17.

Second race, mile and fifty yards: Dolly McCone (5 to 1) won, Mabelle (3 to 5) second, Rook Laidley (4 to 1) third. Time: 1:46¾.

Third race, one mile: Ferrier (3 to 5) won, Mirage (8 to 1) second, the Governess (12 to 1) third. Time: 1:44¾.

Fourth race, Country club handicap, mile and a sixteenth: Sweet Blossom (10 to 1) won, Gallinde (2 to 1) second, Helen D (4 to 1) third. Time: 1:48¼.

Fifth race, five furlongs: Will Fonso (6 to 1) won, Docksteader (8 to 1) second, Saddlebags (20 to 1) third. Time: 1:03½.

Sixth race, six furlongs: La Rosa (2 to 1) won, Captain Rees (10 to 1) second, Fay S (10 to 1) third. Time: 1:15½.

Going at Gravesend.

GRAVESEND RACE TRACK, L. I., May 25.—The wind blew a gale today, making good time impossible. Results:

First race, five-eighths mile: Soprano (13 to 1) won, Ellen (20 to 1) second, Glance (8 to 4) third. Time: 1:03½.

Second race, mile and a sixteenth: Pickpocket (2 to 1) won, Blitzen (8 to 1) second, Longstreet (7 to 1) third. Time: 1:49¾.

Third race, mile and a fourth: Rainbow (2 to 1) won, Don Alonzo (7 to 5) second, Comanche (25 to 1) third. Time: 2:09¼.

Fourth race, mile and a fourth: Lamplighter (2 to 1) won, Illume (15 to 1) second, Charade (12 to 1) third. Time: 1:58¾.

Fifth race three-fourths mile: Hoey (5 to 1) won, Alcade (20 to 1) second, Hammie (9 to 5) third. Time: 1:14¾.

Sixth race, three-fourths mile: Prince George (7 to 5) won, Sirocco (6 to 5) second, Harlem (7 to 2) third. Time: 1:15.

Going at Gloucester.

GLOUCESTER, N. J., May 25.—Results:

First race, six furlongs: Mon Lucy (6 to 5) won, Mayor B (5 to 1) second, Andrew D (15 to 1) third. Time: 1:25.

Second race, six and a half furlongs: Artillery (3 to 5) won, Ell (9 to 5) second, Little Alice (10 to 1) third. Time: 57¾.

Third race, four and a half furlongs: Nattie Howard (6 to 1) won, Red Elm (5 to 1) second, Hands Off (10 to 1) third. Time: 57¼.

Fourth race, six furlongs: Minnesota (2 to 1) won, Captain Hammer (4 to 1) second, Rustic (6 to 1) third. Time: 1:20½.

Fifth race, four furlongs: Miss Richland (1 to 2) won, Dare Devil (11 to 5) second, Hazel (2 to 1) third. Time: 51¾.

Sixth race, six furlongs: Hippona (1 to 8) won, Extra (6 to 1) second, Somerset (6 to 1) third. Time: 1:27½.

NATIONAL LEAGUE GAMES.

Baltimore Applies a Counter-Irritant to Mayor Stein's Ambition.

BALTIMORE, Md., May 25.—It may be "Mayor Stein" in Brooklyn, but in Baltimore a very plain "mister." And it was all because of Pitcher McNabb and eight fielders that Stein's colors were dragged in the dust for the first time this season. Attendance, 2,720. Score:

Baltimore	3	0	0	0	0	0	0	1	1—	5
Brooklyn	0	0	1	0	0	0	0	3	0—	4

Hits: Baltimore, 12; Brooklyn, 10. Errors: Baltimore, 4; Brooklyn, 3. Earned runs: Baltimore, 1; Brooklyn, 1. Batteries: McNabb and Clark; Stein and Kinslow.

"Only" Wins "de Game."

NEW YORK, May 25.—The New Yorks won an easy victory from the Phillies today at the Polo grounds. It was Mike Kelly's first appearance with the New York team. He was a trifle rusty, but his catching was up to the standard and he made the hit in the sixth that started the slaughter. Score:

New York	1	0	0	2	0	5	3	2	*—	13
Philadelphia	1	0	1	0	1	0	1	2	0—	6

Hits: New York, 14; Philadelphia, 9. Errors: New York, 2; Philadelphia, 8. Earned runs: New York, 4; Philadelphia, 4. Batteries: Baldwin and Kelly; Keefe and Boyle.

Atlanta Can Have Him Now.

PITTSBURG, Pa., May 25.—The Pittsburgs knocked Bumpus Jones out of the box in the second inning, scoring enough runs to win the game. Only one Pittsburg player got as far as third base while Chamberlain was in the box. Attendance, 2,700. Score:

Pittsburg	3	5	0	0	0	0	0	0	*—	8
Cincinnati	0	0	0	0	1	0	0	0	0—	1

Hits: Pittsburg, 10; Cincinnati, 6. Errors: Pittsburg, 2; Cincinnati, 2. Earned runs: Pittsburg, 4; Cincinnati, 0. Batteries: Killen and Mack; Jones, Chamberlain and Vaughn.

Gleason Warmly Received.

CLEVELAND, O., May 25.—The Clevelands won today's game by good and timely hitting. Gleason was an easy mark. Score:

Cleveland	2	2	0	0	2	0	0	0	1—	7
St. Louis	0	2	0	1	0	1	0	0	0—	4

Hits: Cleveland, 14; St. Louis, 9. Errors: Cleveland, 2; St. Louis, 1. Earned runs: Cleveland, 6; St. Louis, 2. Batteries: Young and Zimmer; Gleason and Gunson.

Stivetts Couldn't Hold Out.

BOSTON, Mass., May 25.—Runs came easy in the early part of the game with the Senators, but when O'Rourke's men, by good batting, tied the score the Champions found Meekin too much for them. Score:

Washington	1	0	2	0	2	0	1	1	1—	8
Boston	3	0	0	2	0	0	0	0	0—	5

Hits: Washington, 11; Boston, 7. Errors: Washington, 5; Boston, 4. Earned runs: Washington, 4; Boston, 0. Batteries: Meekin and Farrell, Stivetts and Merritt.

Uncle Forfeits One.

LOUISVILLE, Ky., May 25.—The Chicago team failed to arrive today and Umpire McQuaid awarded the game to Louisville by a score of 9 to 0.

Standing of the Teams.

| | W. | L. | P. C. | | W. | L