THE OMAHA DAILY BEE.

SEVENTEENTH YEAR. OMAHA. SATURDAY MORNING, SEPTEMBER 3, 1887. NUMBER 77.

NO LONGER AN ISHMAELITE,

The Baltimore & Ohio Passes Into the Control of a Powerful Syndicate.

TO BE RUN ON A NEW PLAN,

Outside Enterprises Will Be Disposed Of and the Old Antagonism Between the Baltimore & Ohio and Its Rivals Removed.

Consummated at Last.

NEW YORK, Sept. 2.—The mysterious movement of the stock market during the past week and continued rumors from all sources that some important developments were hanging over the railroad and telegraph world were explained by the facts which were made public late this afternoon. After breaking off his negotiations with Ives & Co. Mr. Garrett went to London, where the negotiations were continued with J. S. Morgan, and to-day a deal was announced comparable in importance with the West Shore's settlement with the New York Central, and the forming of the Reading syndicate to reorganize that company. Both of these deals were carried through by Drexel, Morgan & Co., but in the latter case Edward Lauterbach was the most prominent figure as mediator between the Gowen and Drexel interests and in the agreement now made he also takes a prominent place. The consummation of the contract made to-day was held in abeyance until his opinion was obtained on the question of whether the sterling loan made by the Baltimore & Ohio railroad covered the telegraph system of the company. After studying the question in all its aspects he decided that the telegraph lines were free from all liens, and on receiving this opinion an agreement in the nature of a preliminary contract was executed to-day. The parties to the contract are the Baltimore & Ohio railroad company and a syndicate composed of J. S. Morgan & Co., Baring Bros. & Co., Brown, Shipley & Co. and Brown Brothers, of this city, and Drexel & Co., of Philadelphia. The most important point in the contract provides that the management of the company shall be placed in competent hands satisfactory to the syndicate. Who the men are who will be satisfactory to the syndicate cannot be ascertained, but A. J. Cassat, the vice president of the Pennsylvania railway, is generally believed to be booked as Mr. Garrett's successor. Satisfactory contracts are also to be made with the Pennsylvania and Reading railways on all business north of Philadelphia and with all other trunk lines entering New York by which the antagonism will be removed and insure the permanent working of the Baltimore & Ohio in harmony with other trunk lines. In addition to these contracts the lines in process of construction from Philadelphia to New York will be suspended in their construction just as they now stand and the work on Staten Island stopped. In consideration of these contracts being signed and with the control in their hands the syndicate agree to relieve the railroad from its present embarrassment by providing $10,000,000 with which to take up the floating debt. This will be represented by $5,000,000 in Baltimore & Ohio consolidated 5's and $5,000,000 preferred stock. The floating debt as it stands amounts to $7,000,000, mostly in the shape of certificates of indebtedness, script and notes. Of this amount $4,000,000 is said to have matured on the 1st inst. One of the parties to the syndicate has authorized the following statement as the outcome of the contract: "The position of the Baltimore & Ohio railroad as an Ishmaelite in railroad, sleeping car, express and telegraph business is given up. All outside enterprises will be sold to parties to whom they will be valuable. The Western Union will control, if it does not buy the telegraph lines, and the Pullman Palace Car company will take the sleeping car business. The express business has already gone to the United States express company. The affairs of the railroad company will be entirely reorganized and placed upon a sound financial basis." Drexel, Morgan & Co. were in direct correspondence with their house in London and Philadelphia, and late in the evening confirmed the statements that the contracts and negotiations given above had just been signed.

Outside of the facts given above they declined to speak. The cause of the contract suspending all work on the extension from Philadelphia to New York is believed to be the key note of the syndicate's interests in the negotiations, and is construed to mean that the Baltimore & Ohio railway, when divested of all extraneous enterprises, will be operated practically by the Pennsylvania railroad.

The following has been issued by the firm of Drexel, Morgan & Co.: A preliminary contract has been executed to-day between the Baltimore & Ohio railroad company, Baring Bros. & Co., and Brown, Shipley & Co., of London, and their allied houses on this side. This contract provides for the negotiation of $5,000,000 Baltimore & Ohio consolidated 5's and $5,000,000 Baltimore & Ohio preferred stock for the purpose of paying off the entire floating debt of the company and placing it on a sound financial basis. The conditions are as follows:

1. The verification of statements, etc., as made.
2. That the management of the company shall be placed in competent hands, satisfactory to the syndicate.
3. That satisfactory contracts shall be made between the Baltimore & Ohio and other roads for New York business which shall remove all antagonism between them on the subject and insure the working of the Baltimore & Ohio in entire harmony with other trunk lines, also to avoid the construction of expensive parallel lines north and east of Philadelphia. The houses interested on this side are Drexel, Morgan & Co., Drexel & Co., Brown Brothers, and Kidder, Peabody & Co.

THE CONFERENCE ENDED.

General Crook and Governor Adams Settle the Ute Trouble.

MEEKER, Colo., Sept. 1 (Via Glenwood Springs, Sept. 2.)—[Special Telegram to the BEE.]—The conference between Governor Adams, General Crook and Congressman Syms regarding the Indian war, concluded at noon to-day, after nearly two days' session and the Indian war of 1887 may be considered at an end. The result of the pow-wow is about as follows: General Crook has agreed to place the companies of government soldiers near the line between the Uintah agency and Colorado, for the protection of of settlers, and further agrees to hereafter keep the Utes out of the state and the Utes are to have their ponies and sheep back and the goverment will pay them for all stock lost. The warrants for the arrest of Colorow and the two Utes, wanted for horse stealing, will be placed in the hands of the government for service. Governor Adams leaves for Denver to-night and General Crook for Omaha via the Uintah agency and Rawlins. In giving his evidence before the peace commission, Indian Agent Byrnes said that the exact boundary line of the reservation has never been accurately established, though the Indian department has paid for the service of erecting monuments on the eastern boundary. The Indian department is to blame for this trouble. He says the officials have been notified often that Colorow and the other Indians make no pretentions to live upon their reservation. A special agent named Parsons was sent in about one year ago to look up the matter. He investigated the agency and then came to Meeker. He was drawing a salary of $10 per day and was supposed to make a report and yet the Indians have been allowed to remain off the reservation, and in my opinion they have had such a scare this time that they will not again bother the settlers.

Another Paper Failure.

PROVIDENCE, R. I., Sept. 2.—Paper of the Richmond Paper company has gone to protest. Liabilities, $500,000.

ILLINOIS FREIGHT RATES.

Shippers of That State Bringing the Railroads to Time.

SPRINGFIELD, Ill., Sept. 2.—After discussing the matter of reducing the state freight rates to near the inter-state rate now in force with the board of railroad and warehouse commissioners, the railroad representatives and shippers and manufacturers present held a secret meeting together last night and again this morning till at about 11:30 o'clock, when they made the following report to the board: After a full discussion of matters, at the request of all the representatives of railroads, the representatives of the shippers concurring therein, it was resolved that the commissioners be asked to postpone further consideration of the complaint for thirty days; that if at the end of that time the railroads shall put in force rates which shall have removed the cause of complaint, the complaint shall, with the consent of the commissioners, be dismissed, otherwise it shall be submitted for further hearing and such action as shall to the commission seem lawful and just. General McNulta further states that a committee of railroad men had been appointed to meet and confer with a committee of shippers and canvass the matter and to allow such satisfactory rates as may be determined upon and at the end of thirty days this committee, if successful, will so report to the board, and if not, a report will be made and the commission can take such action as they deem the case demands. The committees are: For the railroads, E. P. Ripley, Chicago, Burlington & Quincy; W. M. Duncan, of the Ohio & Mississippi; H. C. Diehl, of the Toledo, Peoria & Western; J. G. Grammar, of the Peoria, Decatur & Evansville; H. C. Parker, of the Lake Erie & Western. For the shippers: W. A. Brubacker, of Peoria; J. G. Floyd, of Decatur; C. Henkle, of Springfield; Fred Wild, of Rock Island; J. B. Bosworth, of Quincy. The railroads appear to recognize the probability that should the matter be left to the commission to decide a reduction would certainly be made. By taking this course they have everything to gain and nothing to lose, since they can, and no doubt will, make some reduction in state rates, while by this course a higher rate will be saved to them than might be fixed by the commission in case of a change in their tariff.

The board met again at 2:30 in the afternoon to discuss the rates on coal adopted by them July 20. The rate heretofore charged by the roads has been 50 cents per ton for a long and short haul. The commission made a rate at a meeting on the 20th of July fixing the maximum prices at 40 cents for a distance of ten miles and over six, and 50 cents for a distance of twenty miles and under fifteen. The roads contend that if the rate for a ten mile haul is fixed at 40 cents they will have to charge the same along the whole of their line, which they cannot do, as it will bankrupt them. If a mine is located within ten miles of a market and there are others on the same line within forty or fifty miles of the same market the latter could not afford to pay a higher rate than the one nearest to the consumer. The consequence would be that the mines most distant would have to cease operations or simply sell to their local trade. The case was ably argued by Messrs. Jeffrey, of the Illinois Central, Mr. Smith, of the Louisville & Nashville, Mr. Charles Ridgely, of Springfield, and others. Statistics were given to show why the roads could not afford to have the rates reduced. The matter was taken under advisement by the commission.

NIAGARA'S POWER CAPTURED.

A Buffalo Man Gets a Fortune for His Invention.

BUFFALO, N. Y., Sept. 2.—[Special Telegram to the BEE.]—The inventor of the harness for the power of Niagara river has almost got his grasp on a fortune of $62,500. If he hasn't that much money in his inside pocket he certainly has a contract which, if carried out, will put it there. J. F. Kerns, of this city, has sold the right to his invention in Erie and Niagara counties, which includes the whole of the Niagara river frontage, to the Niagara River Motor company, with a capital stock of $250,000. The model is a platform a foot and a half wide and nearly as long again, with three upright bearings set so that by stretching an endless chain about them an irregular triangle is formed. The chain is furnished with flat paddles that stand out from it to catch the current, which is, by means of a dam or walls, thrown against its longest side. Hinges permit the paddles to feather back against the chain on the return side. One of the wheels around which the chain runs is furnished with a pulley which gives off power to a belt that goes ashore. It is the intention to make the machine 100 feet long, with steel blades ten feet high and having eight feet swing. The machine will be eight feet below the surface of the water.

Terrible Double Tragedy.

CINCINNATI, Sept. 2.—John Heffmann this morning found in the woods not far from the stockyards in the northwestern part of the city a man lying across the chest of a dead woman, and not three feet away was a revolver with which the deed was committed. The patrol wagon was summoned, but the man died before it arrived, and the bodies were taken to the morgue, where it was ascertained that the man was Frank Hammond, a butcher, living on Canal street, and the woman was Mrs. Lizzie Tate, a widow, living in this city. Hammond is a married man. Some time ago he took some money belonging to himself and wife and eloped with the Widow Tate to Chicago. It was not known whether it was agreed upon or whether Hammond killed the woman in anger and then killed himself.

A Western Road Sold.

DENVER, Sept. 2.—Private advices from New York state that the Denver, Utah & Pacific railroad was sold in New York yesterday to the Burlington road. With the sale the purchasers acquire valuable rights and it is understood that under the charter the purchasers propose to construct an extension of the system north into Wyoming, connecting with the Denver & Laramie Short line, for which right of way has already been purchased and money subscribed for construction to the Colorado state line. It is rumored that H. R. Wolcott, of this city, has been chosen president of the road.

Illinois Labor Commissioners.

SPRINGFIELD, Ill., Sept. 2.—The governor to-day appointed as the board of commissioners of labor the following gentlemen: Charles H. Deere, of Rock Island county; David H. Ross, LaSalle county; Herbert Stewart, Macon county; P. H. Day, Sangamon county, all to succeed themselves, and William S. Christy, of LaSalle county, to succeed A. W. Kingsland, resigned.

McGarigle's Canadian Troubles.

MONTREAL, Sept. 27.—McGarigle is determined to make a hard fight. He has retained J. J. Curran here and Dalton McCarthy and R. R. Osler in Toronto. He is being constantly shadowed, as is the office of his Toronto lawyers, where he was seen Tuesday. A bill in his case will be presented to the grand jury next Tuesday.

Victory for Ives.

NEW YORK, Sept. 2.—Judge Lacomb today dissolved the restraining order in the injunction sought by George M. Bland against Ives & Co. and the stockholders of the Cincinnati, Hamilton & Dayton railroad to set aside the issue of $10,000,000 preferred stock of that road.

A Loophole Found.

CHICAGO, Sept. 2.—The attorneys for the convicted boodlers claim to have discovered a vital error in the recent trial totally invalidating the finding. One of the lawyers said to-day that the Illinois conspiracy statute was illegal. This is the law under which the anarchists and boodlers were convicted.

Prof. Avery Dead.

BRIDGETON, Me., Sept. 1.—Prof. John Avery, late professor of Greek at Bowdoin college, died suddenly this morning at North Bridgeton.

ILLINOIS DEMOCRAST AT WAR

The State Central Committee Investigating the Printing "Combine."

AFTER CLENDENIN'S SCALP,

A Resolution Requesting the Federal Authorities to Investigate the Case Passes by a Small Majority—The Postmaster Protests.

Want an Investigation.

CHICAGO, Sept. 2.—After a lively meeting behind closed doors the democratic state central committee to-day by a vote of 13 to 10 adopted a resolution requesting the federal authorities to investigate the alleged connection of the well known democratic editor and postmaster, H. W. Clendenin, of Springfield, with the corrupt legislative printing "combine," and if, since the state senate report on the subject, he has upheld the "combine," that he be immediately dismissed from the office as unfit for any position of honor, trust or profit under the present administration. The resolution likewise severely denounces the alleged connection with the "combine" of Governor Oglesby and other republican state officers who are supposed to be seeking a renomination. A substitute resolution declaring that appointments and removals of federal officers should not be usurped or interfered with by a political committee was lost—14 to 9. Before either resolution was put to a vote a letter of protest against the action taken was read from ex-Governor John M. Palmer, also a letter from Postmaster Clendennin as follows:

SPRINGFIELD, Ill., August 31, 1887.—To Hon. W. J. Mize, Secretary Democratic State Central Committee, Decatur, Ill.—Dear Sir: Your letter of August 25 has been received. I quote it in full as follows: From Decatur, Ill., August 25, 1887, to Hon. H. W. Clendenin, Springfield—Dear Sir: I have this day received from Henry Seiter, John T. Higgins, W. S. Forman and L. B. Stephenson notice that they will appear before the state democratic central committee of Illinois at Chicago on September 2, 1887, for the purpose of demanding the removal of H. W. Clendenin from the position of postmaster at Springfield, Ill. Very respectfully, [Signed.] W. J. MIZE, Secretary State Committee.

I take this to be an official notification to me that charges will be preferred against me by these gentlemen and that the state democratic committee will be asked to take action thereon. For fear that my silence might be misunderstood or be misconstrued into either disrespect to the committee or a tacit acknowledgement of the jurisdiction of the committee to entertain the proposed investigation I hereby acknowledge the receipt of your communication and give a few reasons that occur to me why I should and do protest against action being taken by your honorable committee and deny its jurisdiction in any matter affecting my official position. You do not indicate in your letter on what ground the four gentlemen demand my removal. I have seen it stated in the public press that they charge I was in some way connected with a contract for doing the state printing, which was investigated by the state senate at its recent session, but this cannot be, as two of the gentlemen named were members of the senate committee which investigated the question, and after a most thorough and searching investigation failed to find that I was in any way connected with the contract and thereby completely exonerated me from any responsibility directly or indirectly for the same. The report was voted for by themselves and the two other gentlemen named. Hence, I can but feel assured that this cannot be the charge, that the gentlemen will not say to your committee, that while acting under the sanctity of an official oath, four democrats were either ignorant of their duty or failed to perform it. In other words Messsrs. Seiter, Higgins, Forman and Stephenson will not come before the state central committee, saying in effect: "While acting under the sanctity of an oath, we failed to find that Postmaster Clendenin had any connection with the printing contract, but now that we are not acting under an oath, we charge that he had, and we ask this committee to indorse our charge." What other charges may have been thought of I do not know. The one I have mentioned—that of my alleged connection with the printing contract—has been so fully answered by the official report submitted to and adopted by the state senate and voted for by all four of these gentlemen, that any word in my defense against that charge would seem superfluous. If the gentlemen named should present any charge affecting my official conduct, you will please advise the committee that I do not recognize its authority to investigate my official conduct, nor do I feel called upon to appear before the committee to make defense to any charge that may there be brought against me. At the same time I court the fullest investigation by the proper tribunal, and my conduct as a citizen and an officer are subject to the inspection of government officials. I hold my appointment from a democratic administration upon recommendation of a democratic member of congress from this, the Thirteenth district, acting in harmony with the democratic citizens of Springfield. There is no instance in the history of political parties of this country where a state political committee has assumed to control or dictate federal appointments or removals. The administration of President Cleveland is pledged to the principles of civil service reform, and the president has in no case recognized political committees as having the right to control his appointments. To do so would be such a departure from the most pronounced principles of his administration as would shock the country. It seems to me that this is a case in which the democratic doctrine of home rule can be properly invoked. The complainants are not residents of this city, county or congressional district in which my official duties are performed and I must decline to believe that they are better informed of the wishes and interests of the citizens of Springfield or more disinterested in their motives than the democrats of this locality. However, so far as I am concerned, if any member of the democratic central committee, or if any citizen of the state of Illinois has any charges to prefer against me or any statements to submit tending to show the necessity for my removal, the departments, being always open for presentation of their grievances, I invite them as individuals to present them to the postoffice department at Washington, where, if their complaints are worthy of attention, they will receive due consideration at the hands of an honest democratic administration and every allegation, I assure you, will be met and refuted. I therefore respectfully deny the jurisdiction of the committee in the matter to which my attention has been called by your letter and protest against any action being taken in the direction indicated. With assurances of my highest respect and kindest feelings for each individual member of the state democratic central committee of Illinois, I am, very respectfully, yours, W. H. CLENDENIN.

The reason for desiring Clendenin's dismissal is stated by promoters of the resolution to be that only in case he is deposed by President Cleveland can the democratic party in Illinois effectively use the state printing steal against republican officeholders.

In the Commons.

LONDON, Sept. 2.—In the house of commons this afternoon Mr. Gauve asked if it was intended to refer article 30 of the treaty of Washington to the fisheries articles; whether the composition and powers of the commission would be in accordance with the memorandum of the American government of June, 1885; whether the terms of the draft of the protocal submitted by United States Minister Adams to the Earl of Clarenden in 1866 would form a part of the matters referred to the commission, and whether the Alaskan fisheries would be referred to the commission.

Sir James Fergusson replied that it was not intended to refer article 30 to the commission. Regarding the Adams protocal he referred the inquirer to Lord Salisbury's dispatch of March 24, stating the views of the British government in proposing the commission. The full terms to be referred to the commission were as yet undecided. The inclusion of the matter of the Alaskan seal fisheries would receive consideration. Sir Lioner Sackville West, British minister at Washington, would be the second member of the commission and the third would be a Canadian.

After a long discussion the vote for expenses of criminal prosecution in Ireland was passed.

The Parnellites this evening discussed the administration of law in Ireland until Mr. Smith, government leader, appealed to the chairman to stop the debate. The chairman claimed he had no power and could only appeal to the members themselves.

The Coalition Broken.

MADRID, Sept. 2.—Senor Margall republican member of the Cortes, has issued a manifesto to the federal republic. He declares the coalition between the federal and other branches of the republican party broken. He reviews the state of the country, and attributes the evils which are oppressing Spain to overcentralizing. He advocates the theory of federalism and points out that the difference of language and literature in the various provinces fully warrants the desire of the people for self-government. He predicts that the provinces will yet attain their wish by great popular revolutions.

Salisbury to the Conservatives.

LONDON, Sept. 2.—Lord Salisbury has written a letter to the conservatives in the Bridgeton division of Glasgow in explanation of their defeats in the recent election in which he says: "By dexterous ambiguity of language many liberal unionists have been persuaded that Mr. Gladstone has abandoned his separatist designs. In course of time the Gladstone policy must be explained definitely and then the exertions of unionists will receive their triumphant reward.

Liberals in the Majority.

THE HAGUE, Sept. 2.—In the elections for members of the second chamber of state general returns from twenty-five districts show the election of twenty-seven liberals, ten orthodox Protestants and thirteen Catholics.

AMSTERDAM, Sept. 2.—In this city all the liberal candidates were elected.

The elections have resulted in the return of the necessary two-thirds majority in favor of a revision of the constitution, the question upon which the last parliament was dissolved.

England's Position Undecided.

LONDON, Sept. 2.—In the commons the parliamentary secretary to the foreign office stated that the terms to be offered by the British fisheries commission in the coming conference at Washington had not yet been decided upon. The points raised in connection with the Alaska fisheries would be included in the matters to be discussed. The British minister at Washington, West, will be the second member of the commission, and the third would be a Canadian.

A Great French Loan.

PARIS, Sept. 2.—The Siecle has announced the issue of a great loan to transform the floating debt and old 4½ per cent rentes into perpetual 3 per cents in order to provide resources for the extraordinary budget of 1888 and for the conversion of debt which the state may be called upon to pay at short notice.

Unable to Cope With Insurgents.

BOMBAY, Sept. 2.—The Russians have left Kerki and proceeded, in the direction of Herat. Kerki has been regarrisoned by troops from Oorgheni. The natives report that Gholam Sikander has temporarily withdrawn his forces, which are unable to cope with the large force of insurgents in the field.

A Disabled Cunarder.

LONDON, Sept. 2.—The Cunard steamer, Samaria, which left Liverpool August 31, for Boston, with 1,000 passengers, has been sighted returning to Queenstown. The steamer's machinery is disabled. The Samaria proceeded on her voyage at midnight.

King Otto's Insanity.

VIENNA, Sept. 2.—A dispatch to the Tagblatt from Munich says King Otto's periods of insanity are becoming less frequent, but that their likeness to the late King Ludwig's attacks is becoming stronger daily.

Steamers in Collision.

ANTWERP, Sept. 2.—There has been a collision at this port between the British steamer Salisbury, from Philadelphia, and the British steamer John Adamson, both vessels being badly damaged.

Will Prosecute the Paper.

PARIS, Sept. 2.—The government has decided to prosecute the Figaro for publishing the details of the mobilization scheme, which it had obtained from dishonest employes of the war department.

A Sensible Resolution.

CLEVELAND, Sept. 2.—The members of O. T. Crane post, G. A. R., have adopted a resolution which declares that this post looks with disapprobation and condemnation upon every and any demonstration of disrespect towards the legally constituted executive of the national government, the same being subversive of the fundamental principles of the G. A. R., and we hope that the department in its convention at St. Louis will take such action as will demonstrate that the G. A. R. is not an organization for political purposes through which to manifest hatred or ill will.

Another Attempted Train Wrecking.

CINCINNATI, Sept. 2.—A most infamous attempt to wreck a train for the purpose of robbery is reported from Lebanon, O. About 2 o'clock yesterday morning a train of eleven cars with 500 passengers was returning from Cincinnati, and about a mile from Lebanon ran into an obstruction on the track consisting of railroad track ties and fence rails. The passengers were shaken up but none hurt.

Indicted the Railroad Manager.

MONTREAL, Sept. 2.—The crown prosecutors to-day decided to bring an indictment before the grand jury in the court of the queen's bench against Joseph Hickson, general manager of the Grand Trunk railroad, on the charge of manslaughter. The coroner's jury had previously brought a verdict holding the railroad company criminally responsible for the death of Labrance and Tremblay, killed by the train July 12.

The Boston's Trial Trip.

NEW YORK, Sept. 2.—The Tribune says that the cruiser Boston made a satisfactory trial trip yesterday. In a run of six hours she made fourteen and a half knots, and her engines showed an indicated horse power of 4,264, whereas she was only supposed to show 3,500.

To Buck the Oil Monopoly.

LIMA, O. Sept. 2.—The Ohio Oil company has been formed here by producers, who intend to market their own product and cut loose from the Standard Oil company in that regard. The capital stock is $500,000.

Racing By Natural Gas.

FOSTORIA, O., Sept. 2.—A trotting race took place last night in the fair grounds, illuminated by natural gas. Many people came to see the novel sight.

An Off Business Day.

NEW YORK, Sept. 2.—At a meeting of the grain trade held during the first call of the produce exchange this morning it was unanimously decided to adjourn to-morrow.

New York's Tax Levy.

NEW YORK, Sept. 2.—The board of Aldermen mustered a quorum and pased the tax levy to-day.

His Royal Nibs Arrives.

NEWPORT, R. I., Sept. 2.—His highness, the Thakere Sahib of Limbdi, arrived this morning and is at the Ocean House.

IN THE FIELD OF SPORTS.

Lincoln Defeats the Denver Team By a Score of 14 to 6.

A GAME VERY EASILY WON.

National League and American Association Games—Lucky B., the Famous Trotter, Stricken With Spasms—Sports.

Lincoln 14, Denver 6.

LINCOLN, Neb., Sept. 2.—[Special Telegram to the BEE.]—The first game of the the Lincoln-Denver series was won to-day by the home club by a score of 14 to 6. Voss was in the box for the visitors and during the early part of the game the Lincolns got onto his balls and pounded him for nine runs in two innings. The visitors could not hit Swartzel and for a time it looked like a shutout. However, on a wild throw by Shafer they got in one run, and again in the seventh they seemed to find the ball and pounded out five runs. The game was poorly played on both sides. Following is the score:

LINCOLNS.	POS.	AB.	R.	1B.	TB	PO.	A.	E.
Beckley	1b	6	2	2	3	9	0	1
Lang	3b	6	1	2	2	1	2	2
Schaffer	rf	6	1	4	7	0	1	1
Dolan	2b	6	0	0	0	5	3	0
Hoover	c	6	1	2	2	8	2	0
Herr	ss	5	1	2	2	1	5	1
Hall	cf	5	3	3	3	1	0	0
Swartzel	p	5	2	2	2	0	9	0
Reeder	lf	5	2	3	7	2	0	0
Totals		50	14	20	28	27	22	5

DENVER.	POS.	AB.	R.	1B.	TB.	PO.	A.	E.
Stich	rf	5	0	1	1	2	0	0
Tebeau	3b	5	0	1	1	1	1	3
Smith	1b	5	0	1	1	14	1	1
Gorman	lf	5	0	0	0	3	0	1
Keinzle	cf	4	2	2	2	1	1	1
McSorley	2b	4	1	2	2	3	5	0
Ebret	ss	4	1	1	1	1	2	2
Voss	p	4	1	2	3	0	8	0
Meyers	c	4	1	2	2	2	0	1
Totals		40	6	12	13	27	18	9

SCORE BY INNINGS.

Lincoln	0	4	5	0	0	0	0	5	0	0—14
Denver	0	0	0	1	0	0	5	0	0— 6

Runs Earned—Lincoln 11, Denver 3.
Wild pitches—Voss 1.
Bases on balls—Off Swartzel 4, Voss 2.
Three-base hits—Shaffer, Reeder (2.)
Two-base hits—Voss, Beckley, Shaffer.
Struck out—By Swartzel 5, Voss 1.
Passed balls—Meyers 1, Hoover 1.
Left on bases—Lincoln 9, Denver 5.
Double plays—Dolan, unassisted.
Time of game—2 hours.
Umpire—Young.

Exeter 8, Geneva 7.

EXETER, Neb., Sept. 2.—[Special Telegram to the BEE.]—One of the most closely contested games of base ball of the season took place here to-day between the Exeter and Geneva clubs. Both clubs had professional batteries. The Exeter battery was Howard and Schultz, of Omaha. Score, 8 to 7, in favor of Exeter.

Silver Creek 11, Wahoo 11.

WAHOO, Neb., Sept 2.—[Special to the BEE.]—The Silver Creek and Wahoo nines played a very poor and uninteresting game of ball here this afternoon. Only eight innings were played, with the following score:

Wahoo	0	2	0	2	3	0	3	1	—11
Silver Creek	1	2	2	4	0	1	0	4	—14

National League Games.

NEW YORK, Sept. 2.—The game between the New York and Detroit team to-day resulted as follows:

New York	1	1	0	0	0	0	0	0	—2
Detroit	1	0	0	0	0	0	0	0	—1

Game called at the end of the seventh inning on account of darkness.

Pitchers—Titcomb and Conway. Base hits—New York 5, Detroit 5. Errors—New York 3, Detroit 4. Umpire—Brady.

WASHINGTON, Sept. 2.—The game to-day between the Washington and Pittsburg teams resulted as follows:

Washington	2	0	0	0	0	0	0	1	0—3
Pittsburg	0	2	0	0	0	0	0	2	—4

Pitchers—Whitney and Morris. Base hits—Washington 12, Pittsburg 4. Errors—Washington 6, Pittsburg 2. Umpire—Daniels.

BOSTON, Sept. 2.—The game between the Boston and Indianapolis teams to-resulted as follows:

Boston	0	2	0	1	0	3	0	2	0—8
Indianapolis	0	0	0	4	0	0	0	0	1—5

Pitchers—Madden and Healey. Base hits—Boston 15, Indianapolis 11. Errors—Boston 5, Indianapolis 7. Umpire—Powers.

PHILADELPHIA, Sept. 2.—The exhibition game between the Philadelphia and Chicago teams to-day resulted as follows:

Philadelphia	0	2	2	0	0	1	0	0	1—6
Chicago	1	3	1	0	0	4	1	1	*—10

Pitchers—Trevlin and Van Haltren. Base hits—Philadelphia 11, Chicago 15. Errors—Philadelphia 7, Chicago 3. Umpire—Gunning.

American Association.

BALTIMORE, Sept. 2.—The game between the Baltimore and Cleveland teams to-day resulted as follows:

Baltimore	2	2	0	1	2	0	4	2	2—15
Cleveland	0	0	0	0	0	0	0	0	0—0

PHILADELPHIA, Sept. 2.—The game between the Athletic and Cincinnati teams to-day resulted as follows:

Athletics	0	2	0	1	0	0	0	0	0—3
Cincinnati	0	2	1	1	2	0	0	1	*—7

NEW YORK, Sept. 2.—The game between the St. Louis and Metropolitan teams to day resulted as follows:

St. Louis	1	4	0	0	5	0	0	2	—12
Metropolitans	0	0	0	1	0	0	2	1	—4

The Northwestern League.

DES MOINES, Ia, Sept. 2.—The Northwestern league games to-day were as follows: Milwaukee 5, Des Moines 9, at Des Moines; Oshkosh 11, La Crosse 6, at Oshkosh.

Skirmish Firing at Bellevue.

BELLEVUE, Neb., Sept. 2.—[Special Telegram to the BEE.]—To-day was devoted to preliminary skirmish firing. The light was variable and there was very little wind. Some fair scores were made as the following indicate:

Private Feeney, Dakkota	100
Corporal Olshlager, Texas	90
Corporal Keefe, Missouri	88
Corporal Kelly, Platte	86
Lieutenant Macomb, Missouri	84
Sergeant Palmer, Dakota	80
Lieutenant Muir, Platte	79
Corporal Noon, Dakota	77
Private Garvin, Texas	76
Private Dalhquist, Texas	76
Private Annis, Platte	72
Lieutenant Avery, Dakota	72
Lieutenant Garrard, Platte	71
Private Miller, Texas	71

At the end of the two days' preliminary firing the first fourteen competitors are as follows:

Private Feeney, Dakota	262
Lieutenant Macomb, Missouri	250
Corporal Olshager, Texas	240
Corporal Keefe, Missouri	244
Corporal Kelly, Platte	243
Lieutenant Muir, Platte	243
Corporal Noon, Dakota	239
Private Miller, Texas	239
Sergeant Palmer, Dakota	238
Private Garvin, Texas	238
Lieutenant Avery, Dakota	237
Private Morgan, Texas	236
Private Dahlquist, Texas	231
Lieutenant Garrard, Platte	228

The St. Leger Stakes.

LONDON, Sept. 2.—At the Derby September meeting to-day the St. Leger stakes, about one mile, for three-year-olds, was won by R. Vyner's colt Gloriation, by a neck, Lord Calthorpe's colt Florentine second, J. H. Houldworth's colt Cactus third. There were eleven starters.

The Harrington stakes, five furlongs and 140 yards straight, was won by the Duke of St. Albany's colt Galore by six lengths, J. H. Houldsworth's colt Arrandale second, and Lord Calthorpe's filly Seabreeze third. There were ten starters.

The Charter Oak Meeting.

HARTFORD, Conn., Sept. 2.—The fourth day of the grand circuit meeting at Charter Oak park was marred by rain, which made the track slow.

2:19 class: Kenilworth first, Hogan second, Judge Davis third, Electric fourth. Best time—2:20¾.

Free-for-all pacing: Argyle first, Gossip, jr., second, Little Mack third, Jennie Lind fourth. Time—2:16½.

Only one heat was trotted of the 2:28 race, which was taken by Governor Hill in 2:21¼.

Lucky B. Stricken With Spasms.

NEW YORK, Sept. 2.—Lucky B., the famous horse owned by E. J. Baldwin, of California, was stricken with severes spasm resembling those caused by cerebro spinal meningetis at Sheepshead Bay this morning. A veterinary surgeon succeeded in bringing him around, but it is not yet certain that he will recover.

Floods at Columbus.

COLUMBUS, Neb., Sept. 2.—[Special Telegram to the BEE.]—Last night this section of the state witnessed the greatest rainfall in the memory of the oldest inhabitants. Loup valley, from Schuyler to Genoa, is flooded and the loss to hay stacked on this bottom will aggregate $50,000. Eight miles of the Union Pacific track between this place and Genoa is washed out, 400 feet of the Loup wagon bridge carried away and other smaller bridges over Beaver and Shell creeks are gone. Most of the cellars throughout the city are damaged by water. The estimated rainfall is ten inches.

Prohibitionists Nominate.

AUBURN, Neb., Sept. 1.—[Special Telegram to the BEE.]—The prohibitionists met here at 2:30 p. m. to-day and nominated the following ticket: N. H. Meaden, county treasurer; J. W. Swan, clerk; J. H. Battles, sheriff; J. E. Harris, superintendent of schools; W. H. Hawley, commissioner; S. W. Kennedy, judge; D. J. Wood, clerk of the district court; Wesley Dundas, surveyor; Dr. J. Neal, coroner. The ticket is probably as good a one as could be selected in the county and will receive a large vote.

Destructive Flood at Fullerton.

FULLERTON, Neb., Sept. 2.—[Special Telegram to the BEE.]—A terrific rain fall occurred here last night. The Cedar has overflowed its banks, washing out the bridge and one mile of the railroad track. Fears are entertained for the safety of the roller mills.

Headed For Omaha.

CHICAGO, Sept. 2.—[Special Telegram to the BEE.]—The Illinois Central is pushing the work on its Iowa extensions, especially the Cherokee & Dakota. The grading of the Onawa branch is almost completed, rails having been laid for five miles, and in two weeks trains will be running to Onawa. From this point the Onawa branch is to be constructed to Omaha. The present intention is to reach Omaha as soon as practicable. Under the name of the Decatur & Western Nebraska, the Illinois Central has incorporated its Nebraska line, which will cross the Missouri river at Decatur. The section foremen along the branch of the Illinois Central north from Waterloo have been directed to send forward all the men and teams they can hire to work on the Cherokee & Dakota road.

The Report Reiterated.

FLAGSTAFF, Ariz., Sept. 2.—Reports received to-day reiterate the report that Sheriff Mulvernon, of Yavapa county, was shot in an encounter with the Tewksbury-Graham outlaws in Tono basin about one hundred miles south of here. He died soon after the fight. Five of the deputy sheriffs with him were wounded in the same fight. Eleven of the outlaws