were paralyzed with fright and could only lie on the bank and moan, rendering no assistance to the work of the rescuers. One family of Russians, consisting of a man, wife and child, was so completely panic-stricken that, like horses in a fire, they could not be induced to leave the car and had to be carried, thereby causing a great loss of time.

An avalanche of telegrams from friends of parties supposed to be on the train has been coming in all day, but the greatest difficulty is experienced in getting names, there being nothing to identify. The wrecking crew so far has discovered only a few blackened bones and fragments of burned flesh. All the wires at the scene are broken down and the Rock Island has established a telegraph station on the ground.

WORK OF TRAIN WRECKERS.

There is no question but that the disaster was the work of train wreckers. J. W. Glover, a section man, today said he saw three well dressed men jump a freight and go west. He said that the men each carried a long, brand new satchel. This gives rise to the suspicion that it may have been some of the Round Pond, Okl., enemies of the Rock Island.

The evidences of train wreckers were plainly there and unmistakable. Marks made by a wrench on a loosened rail were plainly visible and the marks of a crowbar on the cross ties were there.

The wood of the ties was deeply dented where the crowbar had been inserted and the rails lifted clear of the ties, and the spikes which had been pulled out were lying around loose on the bridge.

Detective Malone of the city police made a searching investigation and says that all the spikes were pulled out of one rail with a regular railway spike puller, which was found in the weeds near by. The fish plates were also found about 100 yards away, and Harry Foot has one of the bolts with which it was fastened, on which the thread is perfect and shows the recent removal of the burr.

Detective Malone says that he has his suspicions and is confident of having some one very soon.

O. S. Bell, the Lincoln traveling man, was not killed as at first reported, but injured internally. He was taken to his home at 811 North Sixteenth street.

Among the thirteen passengers in the chair car were Mrs. Fritz and sister-in-law, who were badly shaken up and bruised.

J. E. Puetz, a Lincoln traveling man, had three ribs broken and is a mass of cuts and bruises, but it is thought he will recover.

J. R. Brinker, a Denver traveling man, was supposed to have been killed, but he turned up this morning, having missed the train at Beatrice.

Coroner Crim went out to the scene this morning for the purpose of holding an inquest.

ONLY ONE BURNED TO DEATH.

From the confused tangle of conflicting stories told by excited eye witnesses it has been definitely ascertained that only one man met his death in the flames. The low moaning which had been heard in the ruins of the smoker had ceased before the flames reached it, and the presumption is that all its unfortunate occupants were dead.

One poor fellow whose name could not be ascertained lay under the tender, the upper edge of which lay across his thighs, crushing them into the hard gravel. As Colonel Bills approached he begged piteously to be released and saved from the flames. Colonel Bills is a man of nerve and decision, but he was confronted by a terrible alternative. To move the tender was an utter impossibility, and the long tongues of hungry flames were reaching out greedily for their victim. For an instant he thought that only one of the man's legs was pinned down, and he thought about amputating it. Then he saw that both were fast, and while he hesitated helplessly for a moment a gust of wind drove the flames and smoke upon him, blistering his face and scorching his clothes. Before he could recover himself the long fiery tongues had wrapped themselves about the body and head of their terrified victim and stilled his screams.

A theory has been advanced here that the wrecking of the train may have been the work of strikers who supposed that the state militia were being conveyed by the train from Fairbury to Council Bluffs, but it has not gained much credence.

The Rock Island has offered a reward of $1,000 for the apprehension of the wreckers. The county and state will be asked to add to this a reward which will lead to their capture.

REWARD FOR WRECKERS.

The Rock Island Offers a Thousand Dollars for Their Capture.

CHICAGO, Aug. 10.—The Rock Island officials offer $1,000 reward for the capture of the train wreckers. The following information is given to the Associated press by General Manager St. John of the Rock Island road: "No. 8 last night found the first rail on an overhead crossing bridge five miles south of Lincoln taken out and ran on ties to where the Union Pacific tracks go under, then fell off on the left hand side of the bridge, crossways of the Union Pacific track. Engineer Depew and Fireman Craig went down with the engine and were buried beneath the mass of iron, and completely burned up. The coach fell on the top of the combination car, smashing the passenger compartment and killing every one in that part of the car. We have so far been unable to recover any of the bodies, which are under the fire, on account of the intense heat from the burning wreckage. Conductor Stannard was in the smoking compartment, and several passengers, the number I am unable to say, but none have been recovered, and I doubt if anything more than small portions of those in the smoker will ever be found. There are only thirteen panels of the bridge that remain standing—twenty-four having been burned. The clawbar and wrench which the parties used in doing the job, also spikes, bolts and nuts, were found. The rail on the right side was slid to one side, and all the spikes were removed from the rail on the left side."

The above message was received from Assistant Superintendent Burchell.

BOOK OF THE BUILDERS.

Publication of this work has been suspended and no more books will be issued. The following letter from the publishers will explain the difficulty:

SPRINGFIELD, O., Aug. 3, 1894.

PUBLISHERS OF THE BEE, Omaha, Neb.:

Dear Sirs—Owing to the failure of our contractors for the "Book of the Builders" and the impossibility of arranging for the continuation of the work on a new financial basis, we regret to announce that we will be unable to continue the publication of the book. We had hopes, up to yesterday, to make some new arrangements, but find it is not possible to do so. Yours very truly,

COLUMBIAN MEMORIAL PUBLICATION SOCIETY.

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WHEELMEN HURRYING WEST

Spinning Through the Night Over the Hills and Dales of Nebraska.

RELAY RACERS ARE NEARING DENVER

More Than Twenty-Seven Hours Ahead of Time and Cutting Down Schedule Time on Every Mile—How it Passed Omaha.

At 8:12 o'clock last evening Williamson of the Ganymedes while going at top speed tossed a black bag to Len Livesey of the Omaha Wheel club, and the message from the president's private secretary to the governor of Colorado was whirled away up Douglas street nearly twenty-seven hours ahead of schedule time. Of this time thirty-five minutes was gained by the Council Bluffs riders on their division from Atlantic to Omaha. On the Omaha division to Fremont the riders gained twenty-four minutes.

Thousands of people congregated on Douglas street from Perrigo's place east to the bridge to watch the arrival and departure of the riders. At 8:11 a swiftly moving object was seen coming across the bridge. "Here he comes," sang out a strong-lunged fellow, and almost before the echos had died away Captain George Williamson of the Ganymede club of Council Bluffs dashed up to Captain Len Livesey of the Omaha Wheel club and had transferred the small black bag to the latter, who set off at racing speed for Benson, where he in turn was relieved by a fresh rider.

The distance from Council Bluffs to Omaha was made in a fraction less than fourteen minutes. Slow time was made by the riders from Weston to Council Bluffs, but it was faster than the schedule, and more than a half hour's time was gained between Atlantic and Omaha, a distance of about sixty-five miles.

At the present rate the managers of the race expect to reduce the schedule time fully a day and a half.

Len Livesey had the contract to deliver it at Benson, five miles from the starting point, in twenty-six minutes. Potter and Angel scorched the five miles west of Benson and delivered the message to VanCourt and Chapman, who carried it seven miles and turned it over to Flescher and Taggar, who took it for the next seven miles. The seventeen from that relay to Fremont were covered by Heynes and Yates.

There was some difficulty in arranging for messengers from Ogallala to Julesburg, and Mr. Perrigo called for Omaha volunteers to make the trip. Mulhall and Cox offered to do the turn, and left Omaha last evening on the Union Pacific to take the message at Ogallala for a thirty-five mile run into Julesburg.

The message was started from Washington at noon on Monday, and the schedule called for an average speed of ten miles an hour. The wheelmen took an enthusiastic interest in the race, and have been beating the schedule on nearly every relay, with the result that the trip will be made in from thirty to forty-eight hours ahead of the schedule time. Every relay has cut the schedule a few minutes. This means steady plugging along over the good roads and bad day and night. The message is due in Denver at noon Tuesday, but the riders hope to deliver it to Governor Waite Sunday evening.

FLEW THROUGH THE BLUFFS.

COUNCIL BLUFFS, Aug. 10.—(Special to The Bee.)—The relay race struck here this evening. From Atlantic to Omaha the itenerary was in charge of the Ganymede Wheel club, and, notwithstanding the fact that the dust was three or four inches deep along a good portion of the distance, a strong suffocating, hot wind blew in the faces of the riders during the entire course, and the thermometer registered 102 degrees in the shade, the riders covered the sixty-nine miles of hill and valley in thirty-five minutes less than the schedule time. Bixby and Grimm were the first ones to shoulder President Cleveland's little refrigerator car and give it an onward push toward Governor Waite. They rode from Atlantic to Marne, starting at 2:55 p. m., in thirty-two minutes, eight minutes less than schedule. Lewis, who was booked for the Marne-Walnut run, was ill, and Ransdell rode the distance alone, covering it in thirty-nine minutes, five minutes less than schedule. Robinson and Nicholas gained four minutes from Walnut to Avoca. Duquette and Gaines gained eight minutes in the next nine miles, and Dahl and Etnyre made a gain of ten minutes on the next eight and one-quarter miles. Peregoy and Beno lost seven minutes from Neola to Underwood, and Belt and Rigdon gained two minutes from Underwood to Weston. Carrothers and Pullman rode from Weston to Council Bluffs in fifty minutes, the time laid down in the schedule, and Barrett and Williamson rode to Omaha in thirteen minutes, a gain of five on the schedule time. The arrival of the wheelmen at the small towns all along the route was the occasion of a tremendous lot of interest. In Avoca, Walnut and Marne they even went so far as to shut up the stores that they might have a better chance to look at the riders, who were loafing about waiting for their turn to come. About 300 people gathered in front of the Ganymede wheel club rooms last evening to see the package come. At 7:55 a shout bent up as Carrothers and Pullman shot into view around the corner of Main street and First avenue. Williamson and Barrett rode along with them, all four going at full speed, and the transfer of the message, wrapped up in its leather pouch, was made without even slacking up.

ADDED TO THE ICE.

On the way some one inserted into the pouch a letter which had been written by H. E. Grimm, the president of the Ganymedes, intended as a sort of companion piece to Private Secretary Thurber's letter. It read as follows:

COUNCIL BLUFFS, Ia., Aug. 10.—To His Excellency, Governor Waite, Denver, Colo: Dear Sir—As president of the Ganymede Wheel club of this city, an organization numbering nearly 100 members, I wish to convey to you an expression of the sentiment of the members of this club and of wheelmen generally in this vicinity regarding the refusal of President Grover Cleveland to personally or officially recognize the existence either of the governor of the state of Colorado or of the League of American Wheelmen in its attempt to carry a message by bicycle relays from Washington to Denver.

The officers of the league were doubtless aware of the unfriendly feeling between President Cleveland and yourself, but neither they nor any one else supposed he would allow such feeling on his part to influence him in this matter. The league officers and all other wheelmen had a right to expect President Cleveland to rise above petty personal enmity, and that he would not only write a message, but that, coming from the highest official of the nation to the chief executive of a state, it would be couched in courteous terms at least.

Mr. Cleveland undertook to ignore the League of American Wheelmen, and the message written at his command by Private Secretary Thurber was so evidently intended to be discourteous that no wheelman would censure you should you refuse to receive it.

The object of this enterprise is to demonstrate the utility of the bicycle to give impetus to the movement for good roads, to show the great interest in bicycling among the young men of America, and to prove what American bicycle riders can do. The personal feelings of President Cleveland toward you are no concern of the League of American Wheelmen, and that he should take advantage of this opportunity to display his enmity we regard as an insult to the great organization which originated this enterprise.

With the arrival of the last relay rider at the capitol in Denver the objects of the League of American Wheelmen in this undertaking will have been accomplished. We feel, however, that it is not inappropriate that the same riders who carry the frigid and insulting message written by Mr. Thurber should bring to you at the same time an expression from some of the wheelmen of the country of their resentment at President Cleveland's action.

To the governor of Colorado and the thousands of wheelmen and wheelwomen from all parts of the country assembled in your fair city, the Ganymede Wheel club sends greeting.

Here's to the success of the great relay race and the Denver meet.

We have the honor to be, sir, yours very truly, GANYMEDE WHEEL CLUB,

By H. E. GRIMM, President.

ALONG THE JOURNEY.

BURLINGTON, Ia., Aug. 10.—The Washington-Denver relay bicycle race reached Roseville, Ill., at 4:40 yesterday afternoon and passed Gladstone, Ill., at 6:30. The rider was delayed by the Illinois sandy bottoms and only reached the east end of the Burlington bridge at 7:45 p. m. This was about twenty-two hours ahead of schedule time.

The riders reached Fairfield, Ia., at 11:46 p. m.

OSKALOOSA, Ia., Aug. 10.—The Washington-Denver relay riders passed Oskaloosa at 4:35 o'clock this morning, twenty-three hours and three minutes ahead of time. Emil Kostomlatsky of the Oskaloosa division made a relay of nine miles in twenty-seven minutes. The Oskaloosa division ended at Prairie City at 7:14 a. m., twenty-four hours, 20 minutes ahead of time, making forty-four miles in two hours and thirty-nine minutes, a gain of one hour, three minutes. Ottumwa riders of the last relay into Oskaloosa lost the road and were delayed over half an hour.

FREMONT, Aug. 10.—(Special Telegram to The Bee.)—The relay riders arrived amid the cheers of a number of cyclists who had gathered in front of Nicodemus' store to greet them at 10:50 o'clock this evening. Chales B. Nicodemus and Joe Ellick left with the message for Ames at 10:51 o'clock. The relay left here twenty-seven hours and fifteen minutes ahead of time.

SCHUYLER, Neb., Aug. 11.—(Special Telegram to The Bee.)—The Washington-Denver relay riders passed through here at 1:56 this morning, being twenty-seven hours and thirty-six minutes ahead of schedule time. The night is cloudy and dark, yet the message was received on the fly by Halley M. West, who in company with Doc Barnard, hastened the message westward. Much interest was manifested here, many local riders and citizens being out to witness the changing. Fremont relay riders lost forty-six minutes because of missing road at Rogers.

ROURKE FAMILY HAS RETURNED.

Proud of Their Trip—The Omahas Will Pulverize Peoria Today.

The Rourke family has returned to its native heath, and every member is feeling as chipper as if the season was about to open. They play the Peorias at the Charles Street park this afternoon, and will win the game. Their late trip was fairly successful, in fact, as much so as could be reasonably expected. They played fifteen games and won seven and lost eight. They are right on the heels of the leaders and will be at the top of the list before another week elapses. Captain Mac says they are due for a winning streak and will open up the ball this afternoon. Claussen—Frederick the Great—and Willie Figgemeyer will be the opposing pitchers. It will be a rattling game and you don't want to miss it. The positions:

Omaha.		Peoria.
McVey	First	Purvis
Hutchison	Second	Delehanty
Ulrick	Third	Carroll
Langsford	Short	Nulton
Seery	Left	Shaffer
Pedroes	Middle	Flynn
Rourke	Right	Somers
Fear	Catch	Terrien
Claussen	Pitch	Figgemeyer

Y. M. C. A. Base Ball Game.

This afternoon the Young Men's Christian association second base ball team will play the Pacific Express team. The game is free to members of the Young Men's Christian association, with the usual charge of 10 cents for seats in the grand stand. Ladies will be admitted free. Others 25 cents.

Tuesday evening the Orchard-Wilhelm base ball team will cross bats with the Young Men's Christian association second team. The game will be called at 6:30 sharp. Admission will be free to members, with charge of 10 cents to the public.

On account of the heat and misunderstanding of announcements the tennis tournament has been postponed till August 16-17-18. Entries will close Tuesday noon, August 14, and may be left at the Young Men's Christian association office or with E. E. Thomas, esq., 202 Omaha National bank building.

Wheel Races at Nebraska City.

NEBRASKA CITY, Aug. 10.—(Special Telegram to The Bee.)—The bicycle tournament in this city today was an unqualified success.

First race, quarter mile: Patterson of Plattsmouth won in 0:38.

Second race: Wilson of Shenandoah won in 2:45.

The principal interest centered in the five-mile race between Johnson of Nebraska City and Reynolds of Nehawka. Reynolds won in 10:12.

Mile race, Wilson and Patterson; Wilson won in 2:28½.

Dog against bicycle: Hin Dick, property of J. McMariager, won in 2:34½.

One-half mile, open: Walker of Farragut won.

Grimes of Union won the handicap race.

Seward Surprised 'Em.

SEWARD, Neb., Aug. 10.—(Special Telegram to The Bee.)—The David City and Seward ball nines met this afternoon on the Seward diamond and one of the prettiest games of the season was witnessed by about 500 people. The David City nine was confident of shutting out the home team. The score: Seward, 8; David City, 6. Base hits: Seward, 12; David City, 3. Three-base hits: Maupin, Langworthy. Home run: Kemmerer. Errors: Seward, 10; David City, 3. Earned runs: Seward, 6. Struck out: By Kemmerer, 10; by Reinhart, 7. Hit by pitcher: By Kemmerer, 1. Bases on balls: Kemmerer, 3. Passed balls: Friel, 3; Maupin, 2. Batteries: Kemmerer and Friel; Reinhart and Maupin. Umpire: Virgin. Time of game: Two hours and thirty minutes.

Ord Out for Business.

ORD, Neb., Aug. 10.—(Special to The Bee.)—The Ord Base Ball association has sent a challenge to the Grand Island team, inviting it to come and take Ord's scalp, if it can, and are ready, if it will be an inducement, to put up a purse of $100 on the result. Ord played the Loup City team on Tuesday, with the following result:

Ord	4	7	4	0	2	2	3	0	1	*—41
Loup City	2	0	4	1	0	2	0	0	4	—13

Batteries: Loup City, Mellor, Rossiter and Buehner; Ord, Hoffmeister and Ward.

The return game will be played in Ord next Monday.

Tandem Mile Record Made.

MINNEAPOLIS, Aug. 10.—On the second day's racing of the second international bicycle meet being held here under the auspices of the Minneapolis Cycle Track association, E. J. Titus of New York and L. A. Cabanno of St. Louis this afternoon broke the world's mile bicycle record for the tandem by riding the fastest mile ever covered by riders paced by a wheel. Their time for the mile was 1:52 4-5, with the quarters in 0:28¾, 0:57½ and 1:25 flat, respectively. They were paced by Gilsen and Lumsden of Chicago on another tandem.

Lyons Has a Kid Nine.

LYONS, Neb., Aug. 10.—Sporting Base Ball Editor of The Bee: Lyons has a base ball team called the Creamery City Kids, average age 18, who would like to arrange a game or series of games with any 18-year-old club in the state. Address Ernest Thompson, manager, Lyons, Neb.

Once More.

The Little Gems would like a game of ball with the Blue Caps on their grounds, Seventeenth and Cuming street, Saturday morning at 9:30. Address all challenges to Frank Fitzpatrick, 721 North Eighteenth street.

Pawnee Won Again

PAWNEE CITY, Neb., Aug. 10.—(Special Telegram to The Bee.)—The Blues again defeated the St. Joe Simpsons today by a score of 11 to 1. Batteries: Conner and Hall; Finch and Mitchell. Struck out: By Conner, 5; by Finch, 5.

At Herman Yesterday.

Base ball at Herman yesterday. The score: Herman, 26; Blair, 5. Batteries: Herman, Jones, Jellen and Bittinger; Blair, Smith and Yost.

MILLIONS IN GOLD.

From the Great Colorado Gold Camp.

The great Cripple Creek gold district is attracting the attention of the world. It has two railroads just completed and more rich gold strikes have been made in the past year than in any other district in the United States. If you take any interest in gold mining we can make you a proposition that will only cost you $7.50 per month for a few months and is nearly certain to make you a profit of $2,000 in less than one year. Our enterprise is thoroughly legitimate and the only method by which a man can make much money out of gold mines without his personal attention. Address for particulars the Colorado Gold Mining and Prospecting company, box 464, Cripple Creek, Colo.

California Canneries Company Conquers.

SAN FRANCISCO, Aug. 10.—The California supreme court enjoined the Tenny company of San Francisco, their agents or attorneys, from making any claims to the Lusk brands belonging to the California Canneries company, being A. Lusk & Co.'s brand and J. Lusk canning.

REGATTA ON SARATOGA LAKE

Two Days' Feast for Lovers of Sculling and Rowing Races.

CRACK AMATEURS OF THE COUNTRY THERE

Four Events Finished and One Postponed as the Result of the First Day's Work—Britannia Has an Easy Time for One Day.

SARATOGA, Aug. 10.—A perfect day dawned for the twenty-second annual regatta of the National Association of Amateur Oarsmen, whose going today will be continued tomorrow on Saratoga lake. Early in the day the eight-oared crews went over the course for the purpose of making themselves acquainted with the bearings. A few of the single scullers were out also, and it was expected that the races would be better than at any previous regatta.

The committee, in order to avoid conflicting with the horse racing in the afternoon, changed the time for the commencement of the races to 11 a. m. As early as 10 o'clock carriages began to roll up to the grand stand, and soon the boxes and seats were filled by a gay crowd. Upon the wide piazza of the Lake house were many well known people. In the background along the river were many carriages with liveried coachmen, smart traps with footmen, and wagons, all of the vehicles bringing pleasure seekers to view the contest.

Far up the course, some three-quarters of a mile away, near a sharply defined hill, which furnished a picturesque background to the scene, there could be distinguished several bright colored little flags gaily dancing on their respective buoys. These marked the course for all but the eight-oared crews. The eight-oared crews start a mile and a half up the lake, making a straight race to the grand stand. The races for today were the pair oar shells, the first trial in the senior singles, second trial heat in senior singles, the junior four-oared shells, and the intermediate eights. Among the rowers who attracted particular attention were the pair-oared of Detroit, Vespers of Philadelphia and Atalantas of New York; Koening of the Westerns, Donohoe of the Nautilus and Caffery of the Riverside, who contested in the first heat of the senior singles, and Bulger of the Albany club, with Fred Hawkins of the Troy Laurcates, who raced in the senior singles, second trial.

Out in the committee's yacht were the newly appointed officers, umpire, Commodore Conrad Berens of the Schuylkill navy of Philadelphia; time keepers, J. H. Abel, jr., of the Nassau Boat club; W. C. Jupp of the Detroit Boat club, and H. R. Sweeny of Albany; starter, Theodore Van Raden, captain of the Atalantas; clerk of course, R. H. Felton; judges at finish, Fred Vettman, New York Athletic club, James Fox, Crescent Boat club and Captain Lawrence; judges at turn, Harry Jansen, Staten Island Athletic club, R. J. Allen, Ravenswood Boat club, and Harry Rankin.

The first race for senior pair-oared shells was won by the Vesper Boat club of Philadelphia; Atalantas of New York, second. Time: 10:24.

Second race, first trial senior singles, was won by Ferdinand Koenig, Western Rowing club; E. Thompson, Argonaut Rowing club, Toronto, Can., was second, and William Caffrey, Riverside Boat club, Cambridge, Mass., third. Time: 10:11½.

Third race, second heat, senior singles, Fred Hawkins, Laureate Boat club, Troy, N. Y. first; Russel, second; Charles E. Bulger, Albany Rowing club, third. Time: 10:32½.

Intermediate eights: The Riverside Boat club, Cambridgeport, Mass., outrowed the Laureate Boat club of Troy, N. Y., in the first half mile. The latter then gave up the race and the Riverside crew went over the rest o fthe course in slow time. No time was taken.

The fourth race for junior four-oared shells was postponed until tomorrow, owing to the late arrival of the stroke of the Nautilus crew of Brooklyn.

NAVAHOE WINS A GOELET CUP.

Royal P. Carrol Fares Better off Newport than He Did off Cowes.

NEWPORT, R. I., Aug. 10.—Royal P. Carrol, the owenre of the sloop Navahoe, is wealthier tonight in the possession of a cup valued at $500. Mr. J. R. Maxwell, who owns the schooner Emerald has a much larger cup under the same conditions valued at $1,000. These are theGoelet cups. At 12:20 p. m. a strat was made in the yacht race for the Goelet cup, $1,000 cup for schooners, and the $500 cup for sloops, as follows: Sloops—Navahoe, Wasp, Ilderim, Queen Mab and Gloriana. Schooners—Loyal, Constellaron, Ariel, Shamrock, May Flower, Merlin, Marguerite and Emerald. The course was thirty-eight miles.

The sloop Glorianna was the first to cross the line at 1:20:24, closely followed by Queen Mab, Wasp, Navahoe and Ilderim, in the order named, and with very little difference in time. Navahoe began to show her windward qualities at once, rapidly passing her rivals. Queen Mab was a close second, holding up to windward well. Navahoe made three long logs, and rounded the first stake boats two minutes ahead of Queen Mab, which was six minutes ahead of Emerald. The other yachts were far behind. On the second leg Navahoe, followed by the other yachts, set her spinnaker and started for stake No. 2. She showed her speed here also, and quickly opened the space between her and the second boat. On this leg the schooner Emerald passed Wasp and secured a lead which practically gave her the prize in her class. Navahoe also won her race at this point. Queen Mab made a plucky race, however, and allowed no other boat to pass her. At 5:07 Navahoe rounded the mark at West Island and started at race horse speed for the finish line, giving several of the smaller steam yach's a good race. She finished at 5:30.40 amid a deafening tooting of whistles and ringing of bells.

BRITANNIA ALONE AT THE FINISH.

Iverna and Viking Entered for the Meteor Shield but Soon Quit the Race.

COWES, Aug. 10.—The Britannia, Iverna and Viking started at 6 o'clock in the race for the Meteor challege shield presented by the German emperor, the event being open only to yachts of any rig built in Europe and belonging to any recognized European yacht club exceeding 100-rating.

The course was from Cowes around the Shambles lightship off Portland to pass out by the eastern channel of the Isle of Wight and to return through the western channel by the Needles; total distance, about 120 miles. The winner of the shield is subject to challenge the year after winning it and the trophy becomes the property of the person winning it twice; three yachts to start or no race.

Britannia won the emperor's challenge shield last year, beating the Satanita. The Iverna and Viking were evidently only entered and started in today's race in order that the event might be sailed, for they soon retired and the Britannia continued sailing over the course alone. The prince of Wales will thus become the owner of the shield.

The regatta of the Royal Yacht squadron will close tomorrow with the race for the Australian cup valued at £50 for all yachts between twenty and forty rating belonging to any recognized yacht club, queen's course. The racing limit excludes the Britannia and Vigilant.

In the Sowes town regatta today a crew form the United States cruiser Chicago was invited to contest in the race for cutters, barges and pinnaces of royal war yachts or training ships. The entries besides the Chicagoes were crews from the British vessels Mercury and St. Vincent. The Chicago crew won.

The proposed match race between the Vigilant and Brittannia on Monday has collapsed, owing to a disagreement between Mr. Gould and the prince of Wales in regard to direction.

PALL MALL GAZETTE'S SARCASM.

Some Nasty Remarks of Anglicized Astor on George Gould's Defeat.

LONDON, Aug. 10.—The newspapers are all jubilant over the victory of the Britannia over the Vigilant yesterday.

The Pall Mall Gazette says scarcastically: "We must await the arrival of the American mail for the straight truth about her defeat, whether it was truckling to a royal prince or because the Vigilant was not built for English waters."

The Pall Mall Gazette also publishes a column reviewing the "The Vigilant's Irregularities" and reprints the story that she is cheating the yacht racing association rules in avoiding tons of weight by not being fitted up below decks, adding that there is a great deal of discontent at the manner in which the Vigilant is being sailed.

NATIONAL LEAGUE GAMES

Chicago and Cleveland Play the Champion Close Game of the Season.

CHICAGO, Aug. 10.—Today's contest between the Colts and Spiders proved to be one of the best played and most interesting witnessed here this year. The very sharpest quality of fine fielding on both sides kept the score down very low. Score:

Chicago	0	0	0	0	0	0	1	0	0	0—1
Cleveland	0	0	1	0	0	0	0	0	0	1—2

Hits: Chicago, 7; Cleveland, 10. Errors: Chicago, 1; Cleveland, 2. Earned runs: Chicago, 1; Cleveland, 2. Two-base hit: Young. Three-base hits: Zimmer, Parrott. Double plays: Perrott, Decker and Anson; Irwin, Parrott and Anson; Hutchison, Anson and Irwin; Schriver and Decker. Struck out: By Young, 4; by Hutchison, 4. Time: One hour and fifty-five minutes. Umpire: McQuaid. Batteries: Hutchison and Schriver; Zimmer and Young.

Champions Won Easily.

BROOKLYN, Aug. 10.—Kennedy was an easy mark for Boston. Daub was put in the box and Boston only added a safe hit to the column, while their twelfth run was a gift on the part of Corcoran. Score:

Brooklyn	0	2	0	0	0	0	0	0	4	—6
Boston	4	0	4	1	2	1	0	0	0	—12

Hits: Brooklyn, 7; Boston, 18. Errors: Brooklyn, 4; Boston, 5. Earned runs: Brooklyn, 1; Boston, 7. Struck out: By Kennedy, 1; by Daub, 3; by Nichols, 1. Three-base hit: Tucker. Two-base hits: Nash, 2; Griffin, Dailey. Double plays: Daly to Corcoran to LaChance. Umpire: Gaffney. Time: One hour and fifty-nine minutes. Batteries: Kennedy, Daub and LaChance; Nichols and Ganzel.

Orioles Settling Second Place.

BALTIMORE, Aug. 10.—Baltimore played all around New York both in the field and at the bat today. Score:

Baltimore	5	1	2	1	1	2	0	0	*	—12
New York	0	2	0	1	0	1	0	1	4	—9

Hits: Baltimore, 13; New York, 13. Errors: Baltimore, 3; New York, 6. Earned runs: Baltimore, 7; New York, 3. Two-base hits: Brouthers, Davis. Three-base hit: Davis. Double plays: Reitz, Jennings and Brouthers. Struck out: By Rusie, 1. Time: Two hours. Umpires: Lynch and Keefe. Batteries: Gleason and Robinson; Rusie and Farrel.

Waddy's Wildness Loss.

PITTSBURG, Aug. 10.—Good hitting, coupled with Wadsworth's wildness, won today's game for Pittsburg. Score:

Pittsburg	2	0	2	1	0	1	3	0	*	—9
Louisville	0	1	0	2	3	0	0	0	0	—6

Hits: Pittsburg, 12; Louisville, 10. Errors: Pittsburg, 1; Louisville, 2. Earned runs: Pittsburg, 2; Louisville, 6. Three-base hits: Bierbauer, Hatman, Flaherty. Double plays: Wadsworth to Lutenburg; Weaver to Flaherty to Richardson to Lutenberger. Struck out: By Ebret, 5; by Wadsworth, 1. Time: Two hours and ten minutes. Umpire: Hourigan. Batteries: Colclough, Ehret and Merritt; Wadsworth and Weaver.

Mercer's Gilt Edged Game.

WASHINGTON, Aug. 10.—Mercer's work in the box today was of the superior order and to him is due the credit for the victory of the home team over the Phillies. Score:

Washington	1	0	0	0	0	0	3	0	0	—4
Philadelphia	0	1	0	0	0	0	0	0	0	—1

Hits: Washington, 6; Philadelphia, 6. Errors: Washington, 5; Philadelphia, 2. Earned runs: Washington, 2. Two-base hit: Cartwright. Home run: Mercer. Double plays: Schiebeck to Ward to Cartwright. Struck out: By Mercer, 2; by Carsey, 1. Time: One hour and forty-five minutes. Umpire: Emslie. Batteries: Mercer and McGuire; Grady and Carsey.

Standing of the Teams.

	Played.	Won.	Lost.	Pr. Ct.
Boston	90	59	31	65.6
Baltimore	88	56	32	63.6
New York	90	55	35	61.1
Cleveland	87	50	37	57.5
Pittsburg	91	49	42	53.8
Philadelphia	88	45	41	53.3
Brooklyn	92	46	46	50.0
Cincinnati	89	42	47	47.2
Chicago	91	41	50	45.1
St. Louis	91	38	53	41.8
Louisville	90	32	58	35.6
Washington	91	27	64	29.7

WESTERN ASSOCIATION GAMES.

Mr. Ebright Reaches Home Unostentatiously and Modestly Defeats the Leaders.

LINCOLN, Aug. 10.—(Special Telegram to The Bee.)—Mr. B. Ebright and his unfortunate fellow citizens crept into town at an early hour this morning, with the proud record of fourteen lost out of eighteen played on the trip. This evening, however, they are proudly walking the streets again. The reason lies in the fact that they fell good and hard on Al Mauck, while Youngy Johnson pitched a masterly game at critical points. His support was raw. Score:

Lincoln	1	0	3	0	1	4	0	0	2	—11
Rock Island	0	0	2	0	2	1	0	0	1	—6

Base hits: Lincoln, 12; Rock Island, 8. Errors: Lincoln, 8; Rock Island, 7. Earned runs: Lincoln, 5. Two-base hits: McKibben, Hughes, Katz. Three-base hits: Hughes. Home runs: McKibben. Passes on balls: Off Johnson, 4; off Mauck, 3. Struck out: By Johnson, 5; by Mauck, 2. Passed balls: Speer, 3; Sage, 1. Batteries: Johnson and Speer; Mauck and Sage. Time: Two hours. Umpire: Haskell.

Saints' Mascot Resumes Business.

ST. JOSEPH, Mo., Aug. 10.—(Special Telegram to The Bee.)—With fewer hits than Quincy, those of the home team were well bunched, and no costly errors were made. Brilliant fielding by Donnelly and Mohler were the features of the game. Howe for the home team used good judgment, and while keeping the hits scattered, gave only one base on balls. It was a pretty game. Score:

St. Joe	0	1	1	3	1	0	2	0	0	—8
Quincy	0	0	0	1	0	0	2	0	0	—3

Batteries: Howe and Armstrong; McDougal and Boland. Base hits: St. Joe, 9; Quincy, 8. Errors: St. Joe, 4; Quincy, 7. Earned runs: St. Joe, 2; Quincy, 2. Two-base hits: Marcum, Boland, Boyd. Home runs: L. Johnson, J. Johnson. Bases on balls: Off Howe, 1; off McDougal, 2. Hit by pitched ball: Preston. Struck out: By Howe, 1; by McDougal, 2. Left on bases: St. Joe, 4; Quincy, 5. Double plays: Mohler (unassisted); Hollingsworth to Marcum; Howe to Mohler to Marcum. Time: Two hours and twenty-five minutes. Umpire: Cline.

Jax Outluck the Traffleys.

DES MOINES, Aug. 10.—(Special Telegram to The Bee.)—Des Moines lost the game today by an unfortunate bunching of hits in the last inning and a doubtful decision by the umpire. The game was close and abounded with many brilliant plays: Score:

Des Moines	1	1	0	1	0	0	0	0	0	—3
Jacksonville	0	0	0	0	0	0	2	0	2	—4

Base hits: Des Moines, 7; Jacksonville, 7. Errors: Des Moines, 1; Jacksonville, 4. Earned runs: Des Moines, 1; Jacksonville, 4. Two-base hits: McVicker, McFadden, Carisch, Strouthers. Three-base hits: Seisler. Home runs: Strouthers. Bases on balls: Off Holmes, 1; off Carisch, 2. Struck out: By Holmes, 4; by Carisch, 4. Wild pitches: Holmes, 2. Base on balk: Carisch, 1. Double plays: Des Moines, 1; Jacksonville, 1. Stolen bases: McFadden, Seisler, Porter. Sacrifice hit: Hoffman. Batteries: Holmes and Traffley; Carisch and Snyder. Time: One hour and fifty minutes. Umpire: Ward. Attendance, 600.

**Standing of the