New-York Tribune.

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LOUD CALL FOR ELEVATED LOOP

SUCH CONNECTION BETWEEN MANHATTAN TERMINALS OF BRIDGES WOULD EASE CRUSH.

Brooklyn Rapid Transit Company Offers to Take Lease—Men Who Favor Plan for Relief.

So obvious are the advantages offered by the proposed elevated loop connection between the Manhattan terminals of the Brooklyn and Williamsburg bridges for relieving the congestion of passenger travel between Brooklyn and Manhattan, which has long been a source of the greatest inconvenience and hardship, that public sentiment is likely to compel its construction without more needless delay. Recommended by all the engineers and committees of citizens who have made a study of conditions as the only feasible solution of the problem, it is believed that objections to it will soon cease to be felt, except on the part of those who are jealous of the growth of Brooklyn and wish to retard its progress. It is a matter of congratulation to all who have occasion to travel between the two boroughs that the committee of twenty-five, appointed by Borough President Littleton, has so strongly recommended the execution of the plan, that the Brooklyn Rapid Transit Company has announced that it is willing to undertake the leasing and operation of such a loop without any captious objections as to its cost, and that certain members of the Rapid Transit Commission, on which the carrying out of the project so largely depends, have taken such a favorable attitude toward it.

Briefly stated, the plan is to construct an elevated structure between the Brooklyn and Williamsburg bridges, in order that the elevated trains of the Brooklyn Rapid Transit system may have a continuous run, over one bridge and back by way of the other, thus doing away with the terminal in Manhattan, which every one knows and admits is the great cause of the congestion. Although the committee has not committed itself to any particular route for the proposed connection, leaving it to the wisdom of the Rapid Transit Commission, the latter now has two routes before it for consideration. The first runs from the Brooklyn Bridge along Centre-st., Grand-st., Essex-st. and Delancey-st. to the Williamsburg Bridge. An alternative route contemplates carrying the structure over private property and through Baxter-st. This has been proposed to meet the æsthetic objections of those who say that an elevated structure in Centre-st. would injure the appearance of the Hall of Records, the Tombs and the Criminal Courts Building. For practical purposes, however, this route is not considered as good as the former, as it is important to have the loop as near the great artery of travel in Broadway as possible.

It should be patent to everybody that by running trains continuously in one direction, instead of stopping and switching them back at any given point, they can be run faster and more can be operated over a given track. It is impossible to think of any one so dense as not to see that by distributing the crowds that now leave trains in the morning and take them again at night within the narrow confines of the Brooklyn Bridge terminal over the length of the proposed loop connection the congestion will be relieved in the direction of the diminishing point.

TO MAKE BRIDGE WAY STATIONS.

Trains coming over the Williamsburg Bridge will be run over the loop to the Brooklyn Bridge and back to Brooklyn by that structure, and, conversely, trains from the Brooklyn Bridge will be run over the loop and back to Brooklyn by way of the Williamsburg Bridge. Thus, no matter what elevated line a passenger may want to carry him to any particular part of Brooklyn, he will be able to get it at any one of the several large stations which it is proposed to establish along the route of the loop. The end of the Brooklyn Bridge will then be no longer a terminal, so far as the elevated trains are concerned, but only a way station—one of the several in Manhattan. It will be used only by those coming to or going from the territory south of the City Hall and adjacent to it. Persons on their way to Brooklyn on the subway may get their elevated trains at the Worth-st. station of the loop. Those coming down on the 3d-ave. and 2d-ave. elevated lines may take the Brooklyn elevated trains at the loop stations at Grand-st. and Allen-st., respectively. Of course, the same distribution will be obtained for traffic in the reverse direction. It is obvious that this will also relieve the congestion at the Brooklyn Bridge stations of the 3d-ave. elevated railroad and the subway. That consideration ought to appeal to strictly Manhattan travellers, and make them warm advocates of the loop for Brooklynites.

Now the trains on the various elevated lines are not run through to Manhattan during the rush hours, on account of the inadequacy of the terminal there, and much of the inconvenience is experienced in changing cars in the Brooklyn terminal. With the loop connection the Brooklyn Rapid Transit Company will not only be able to run trains through, but will be able to organize an express service, which will carry passengers to the outer parts of Brooklyn without stop after the loop is left. The plan for the loop includes four tracks over a part of the route and the company contemplates putting in express tracks on some of the lines in Brooklyn if the loop is constructed.

When the Manhattan Bridge is completed the loop will be connected with it by way of Canal-st., making two loops within the greater loop and offering splendid opportunity for a diversified service which will meet the demands of all classes of travel.

THE LOOP IDEA IS NOT NEW.

So far back as 1901 the loop connection was advocated by the board of experts appointed under a special law to devise means for relieving the congestion on the Brooklyn Bridge. The report of the board, which was composed of Messrs. Boller, Prout and Whinery, said: "Any general plans for relieving the present conditions should contemplate not only improving and increasing the capacity of the present Manhattan terminal, but should make it possible and practicable to diminish the pressure at the terminal by extending the bridge car and elevated tracks so that a part of the mass of people can be handled at stations other than the bridge terminal. In connecting the three bridges and providing other stations for handling a part of the people who now use and will continue to use the present bridge [the Williamsburg Bridge was not done then], regard should be had to making suitable connections or transfer points with the north and south transportation lines of Manhattan, to supplying some crosstown facilities in the downtown district and to a connection with the more important North River ferries."

This report also advocated, in addition to the loop, a crosstown elevated connection from the Brooklyn Bridge down Park Row to Vesey-st., to West-st. and to the Cortlandt-st. ferry, and that the present gallery floor of the Manhattan terminal building be used exclusively as a terminal for the trolley cars.

VIEWS OF AN ELECTRICAL ENGINEER.

George Gibbs, first vice-president of Westinghouse, Church, Kerr & Co., engineers, and a consulting electrical engineer for the Long Island Railroad and the Interborough Rapid Transit Company, after a careful study of the problem, says in a letter just received by President Winter of the Brooklyn Rapid Transit Company: "Their conclusions (the Boller, Prout, Whinery board) embody in my opinion more common sense and better engineering principles for traffic control than since offered in any public discussion. Their report has not received the careful consideration from the public which its character merits, and, while some modifica-

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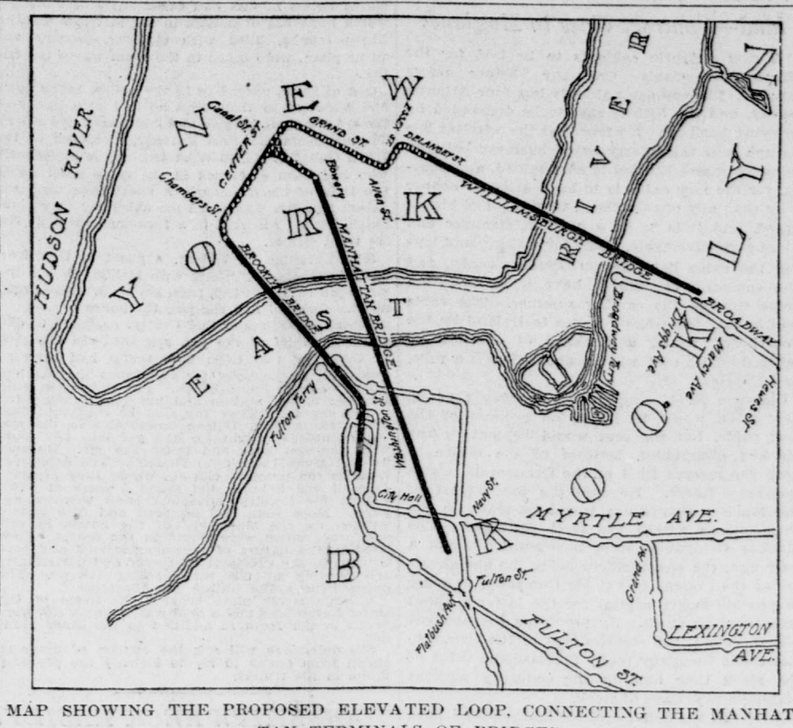

MAP SHOWING THE PROPOSED ELEVATED LOOP, CONNECTING THE MANHATTAN TERMINALS OF BRIDGES.

PRAISED BY SIR PURDON.

SEES APHRODITE STATUE.

Owner Values the Marble at $500,000—Its History.

Many visitors were attracted to the National Arts Club, in West 34th-st., yesterday to see the statue of Aphrodite, carved in Parian marble, and believed to be executed by Praxiteles. A photograph of the statue was reproduced in yesterday's Tribune.

Sir Caspar Purdon Clarke, the new director of the Metropolitan Museum of Art, was an interested visitor. He examined the statue with great care and declared it was a beautiful work of art. Frederick Linton, the owner of the statue, explained to Sir Purdon that the director of the Naples Museum, Dr. Pais, believed the statue to be an ancient Greek marble of the time of Praxiteles and a model of Phryne as Venus, the goddess of love.

Sir Purdon remarked that it was beyond suspicion that the statue was a beautiful work of art and worthy of the great Praxiteles.

"What more can you have?" asked Sir Purdon. "You cannot obtain documents from Praxiteles."

Daniel C. French, the sculptor, also declared the statue was beautiful, but added that it would require great consideration on his part before he could say that he believed it to be the work of Praxiteles.

Regarding the statue and how it came into his possession, Mr. Linton said last evening to a Tribune reporter:

"I value the statue, commercially, at $500,000 at least. Signor Fourcadi, an eminent Roman sculptor, in 1892 advised me that the statue should be exhibited in the Greek department of the World's Fair and afterward in the principal cities of the United States. He offered to deliver lectures on the statue and assert it to be the Venus of Praxiteles, after the model of Phryne. He expressed the opinion that the statue was such a beautiful work of art that no commercial value could be placed on it, but if it was his property, he declared, he would not sell it for less than $1,000,000.

"The statue has been in my possession since 1889. It was taken away from the country where it was discovered and shipped from France to America in the early part of 1892. It has since been stored in a warehouse till it was exhibited for the first time on Wednesday last at the National Arts Club.

"I have been an art collector in England for thirty years and have for years, of course, been aware of the great value of the statue. But as an extensive land owner my interests have engrossed too much of my time to give attention to the exhibition of the statue till the present time. In the West and South I have large coal and timber land interests. In Harrison County, W. Va., I own about twenty-nine thousand acres of land.

"The trustees of the Corcoran Art Gallery in 1896 promised me the use of a room in their new gallery. I was in Washington then treating with the trustees of the gallery to obtain the use of a room for the exhibition of the statue. Several men offered to get a bill through Congress for the government to purchase the statue for the Capitol.

"Dr. Beattey, the curator of the Art Institute in Pittsburg, has taken great interest in the statue, and has been hopeful that Mr. Carnegie would buy it and present it to the institute. The doctor will be in this city in a few days to examine the statue again."

As announced in The Tribune yesterday, the statue is said to have been discovered bricked up in a niche, according to some in Asia Minor and to others in Greece or Sicily.

A card bearing these words is attached to the base of the figure: "Aphrodite, girdle in hand. Greek work in Paros marble, attributed to Praxiteles. This Venus explains the Venus de Medici, and may be the original of that famous copy."

It was said last evening that the statue will be on exhibition at least a week longer.

SKATING CAUSES DEATH.

Youth Had Heart Disease—Exertion Brought on Attack.

Alexander J. De Haan, twenty years old, of No. 237 East 11th-st., returned home yesterday from a skating trip and complained of feeling pains about the heart. His condition became alarming, and Dr. Watson, of No. 199 2d-ave., was sent for. He died soon after the doctor reached the house. Heart disease was given as the cause of death, superinduced by exertion while skating.

MOUNTAIN OF CINNABAR SOLD.

Price Was $1,500,000—Alaskan One Said to Yield 55 Per Cent of Mercury.

[BY TELEGRAPH TO THE TRIBUNE.]

Milwaukee, Feb. 19.—John T. Keegan, of Leadville, Col., has purchased from H. J. Dieter, of this city, a mountain said to be of pure cinnabar, in Alaska, for $1,500,000. The mountain has been mined to a depth of 400 feet, and the cinnabar so far found is said to yield 55 per cent of mercury, while some paying mines produce as low as 3 per cent.

WASHINGTON'S BIRTHDAY SPECIAL.

From Atlantic City via Pennsylvania R. R. February 22nd, leave Atlantic City 5.30 P. M. with parlor cars, dining-car and coaches for New York, stopping at Trenton, New Brunswick, Elizabeth and Newark. Fast schedule. Through trains to Atlantic City leave New York week-days 9.55 A. M., 2.55 P. M.; Sundays 7.55 A. M.—Advt.

SECOND BRONX HOLD-UP

CORNISH ROBBER AGAIN.

He Knocks Down and Robs Aged Man—Reward for Brooch.

It would appear that the highwayman who early on Saturday, as told in yesterday's Tribune, tore a diamond brooch worth $6,000 from the dress of Mrs. John W. Cornish, who was walking to her home, No. 722 East 138th-st., with her husband at 10 o'clock, on the same night assaulted and robbed of $100, a watch and negotiable paper Edwin Baldwick, seventy-two years old, of No. 158 Summit-ave., The Bronx, in a vacant lot in Sedgwick-ave. Mr. Baldwick was choked and knocked down and is now under a physician's care as the result of the brutal treatment he received at the highwayman's hands.

Mr. Cornish yesterday offered $1,000 reward for the return of the brooch. It would seem that The Bronx has a robber somewhat akin to Christopher Smith, who last week was sentenced to prison for twenty-five years for the series of attempted robberies in the homes of Mr. Woerz, Dr. Talbot and other wealthy West Side men, the difference being that Smith sought notoriety and entered houses in dime novel hold-up style, while the Bronx highwayman is after money and valuables, and knocks down and robs without any preliminary flourishing of revolvers.

Mr. Baldwick is the proprietor of a book store at No. 2,052 8th-ave. As a rule he goes home about 9 o'clock in the evening. His route is usually up 8th-ave. on a surface car to 165th-st., where he walks across the Central-Hudson Railroad bridge of the Putnam Division. There is a flight of wooden steps from the north end of the bridge, leading up to a vacant lot, which opens on one side in Sedgwick-ave.

On Saturday night the old man was part way up the stairs, when he heard footsteps behind him. The sounds died away and he thought the person behind had gone back. When he started across the vacant lot he again heard some one behind him. This time the sounds were those of some one running up the stairs. Realizing that some danger was imminent, the old man faced the man who was running across the lot. Without a pause the man ran full at Baldwick, and, grappling with him, threw him to the ground.

Mr. Baldwick started to raise an outcry. The highwayman choked him till he was almost insensible. Then the robber ripped open Mr. Baldwick's overcoat, undercoat and waistcoat, and extracted from an inside waistcoat pocket a wallet containing money and valuable papers. A gold watch was also taken. Michael Saggese, a watchman for a company erecting new buildings in Summit-ave., who occupies a shanty in the vacant lot about two hundred yards from the place where Mr. Baldwick was attacked, heard the first outcry of the aged man, and ran to the scene, a revolver in his hand.

The highwayman had done his work swiftly. When Saggese reached the scene the robber was disappearing down the flight of stairs. Saggese opened fire, but none of the five bullets he fired took effect. Patrolman Wagner, of the Highbridge station, heard the shots and ran to the scene. He chased the robber. An unusually dark night aided the highwayman in making his escape. Mr. Baldwick was picked up in a semi-conscious condition. His clothing had been torn in places; even buttons had been torn off. The old man was assisted to his home.

Baldwick's adventure almost prostrated his wife and their married daughter. For the best part of a decade he had been going home the same way and had not before been interfered with. Captain Wendell, of the Highbridge station, on being informed of the assault and robbery, detailed all his detectives on the case. Later Benjamin Finnegan, who lives at 106th-st. and 2d-ave., was taken by the police before the victim of the robbery. Mr. Baldwick said he could not identify the man. Finnegan had been seen about the lot earlier in the evening, but he proved that he had gone home early.

From the description Mr. Baldwick gives of his assailant, the man the police are seeking is a man about five feet eight inches tall and possibly twenty-five years old. He wore dark clothes and a cap, but no overcoat. A posse spent several hours Saturday night and yesterday scouring Sedgwick-ave.

Mr. Baldwick had in his wallet, besides the $100, a negotiable check on the Hamilton Bank for $25, signed by Mrs. E. M. Hall, and a draft on sight for $10, signed by General E. P. Snyder.

Although Mr. Baldwick is known as a good pistol shot, he said that he never carried a revolver going to and from his store. Hereafter, however, he will.

The description Mr. Baldwick gives of his assailant tallies with that of the robber who escaped with the Cornish brooch.

Mr. Cornish announced at his home yesterday that he would pay a reward of $1,000 for the return of the brooch.

"What I want," said Mr. Cornish, "is the brooch. I don't care so very much about finding the fellow that took it, although I would like to

Continued on second page.

OPENING OF ATLANTIC CITY'S SPRING SEASON, WASHINGTON'S BIRTHDAY.

Through fast trains to Atlantic City via Pennsylvania R. R. leave New York 9.55 A. M. and 2.55 P. M. week-days, 7.55 A. M. Sundays. Special train returning leaves Atlantic City February 22nd at 5.30 P. M. with parlor cars, dining-car and coaches.—Advt.

FIRE IN INDIANAPOLIS.

Loss Is Estimated at $1,000,000—Hotels and Station Burning.

Indianapolis, Feb. 19.—Fire, which started in the large wholesale millinery house of Fahnley & McCrea, to-night spread to adjoining buildings, and within forty-five minutes had completely destroyed eight buildings, and is now menacing that portion of the wholesale district bounded by Meridian-st. and Georgia-st., Jackson Place and the Union Station.

Several explosions have occurred in the A. Kiefer Drug Company's warerooms, and on account of the inflammable material stored in the adjoining buildings, the fire is yet beyond control. A storm of firebrands is falling over the business portion of the city, and many fires are expected to result. The damage already done is estimated at over $1,000,000.

Among the heaviest losers are Fahnley & McCrea, wholesale milliners; the A. Kiefer Drug Company, Griffiths Brothers, wholesale milliners; Delmetsch & Co., toys and druggists' sundries; the United States Express Company's warerooms, the Savoy Hotel, the Sherman House, the St. Charles Hotel.

Every fire engine in the city and outlying suburbs responded to the three general alarms. The roof of the sheds at the Union Station is on fire.

RUN DOWN BY AN "AUTO."

Victim's Injuries May Prove Fatal—Dodged One Vehicle.

An unidentified man was struck by an automobile at Broadway and 47th-st. yesterday, receiving injuries which may result fatally. At Roosevelt Hospital it was said that he had received a fracture at the base of the skull. Charles A. Ward, the driver, of No. 102 West 109th-st., was locked up in the West 47th-st. station, charged with assault.

The man was crossing 7th-ave. and Broadway at 47th-st. Two automobiles were approaching from the same direction. The man dodged one, and in so doing stepped directly in front of the second, which, according to Patrolman Kerrigan, who saw it, was going at high speed. The man fell after being struck. The occupants of the automobile immediately got out and went to where he lay. They were James Pilkington, of Fort Washington; T. H. Shannon, a Deputy Commissioner of Highways, who gave his address as the Syndicate Building, in Park Row, and Ward. The automobile was owned by Theodore Schultz, of No. 2,848 Broadway, and, according to Captain Flood, Pilkington was about to buy it.

"MIDDIE" DIES IN RANKS.

S. W. Battle Drops from Heart Disease at Dinner Formation.

Annapolis, Md., Feb. 19.—Midshipman Samuel Westray Battle, of the second class at the Naval Academy, a son of Surgeon Samuel W. Battle, U. S. N. (retired), of Asheville, N. C., dropped dead as the midshipmen were called to dinner formation to-day. Battle had just taken his place as third petty officer of the 2d Battalion's Ninth Company when he was stricken with heart disease. He was dead when picked up by his mates.

Midshipman Battle entered the academy in August, 1902, from Asheville, and was twenty-one years old. He was popular with his class and schoolmates, and stood well in his studies. He was an oarsman, and pulled stroke in last year's 'varsity eight at the academy, but did not become a candidate for the crew this season. He was also a member of the academy hop committee, and was prominent socially. No arrangements have been made yet for the funeral.

J. P. MORGAN GIVES $1,000.

C. H. Mackay Makes Like Contribution to School Athletic League.

J. Pierpont Morgan and Clarence H. Mackay have made liberal gifts to the Public School Athletic League recently. Both have sent checks for $1,000 to S. R. Guggenheim, treasurer of the league, but requested that their gifts be kept a secret. It is said that the funds of the schoolboy organization, with its more than one hundred thousand members, have been greatly increased recently by generous contributions from the public spirited men of this city.

The movement of the influential men directing the affairs of the league toward acquiring adequate athletic grounds is reported as taking definite shape, so that a successful outcome is expected before long.

TO INVADE GUATEMALA.

Report That 2,000 Revolutionists Are Ready in Mexico.

San Francisco, Feb. 19.—The steamer Denderah, from Hamburg via Central American ports, brings a report that a revolution in Guatemala is likely in the near future. At Tapachula, Mex., close to the Guatemalan border, part of the revolutionary army is said to be awaiting developments. On a big coffee plantation at Tapachula there are 2,000 men, ostensibly laborers, but in reality soldiers, well armed and drilled, and ready at a moment's notice to march into Guatemala and take the field against Cabrera.

JACOB SCHAEFER BADLY HURT.

Injuries to Hand Through a Fall May Stop His Billiard Playing.

[BY TELEGRAPH TO THE TRIBUNE.]

Pittsburg, Feb. 19.—As Jacob Schaefer, "The Wizard," was rushing for a train to-night he was perhaps put out of billiards forever through a fall on the ice. Mr. Schaefer broke the little finger of his right hand and cut a long gash across the heart of his hand which required six stitches. The physician who treated the hand gave it as his opinion that it would be many months before Schaefer would be able to use a cue again.

Schaefer suffered great pain as he took the train for Chicago with Mrs. Schaefer to-night.

M. JUSSERAND AT WHITE HOUSE.

Washington, Feb. 19.—M. Jusserand, the French Ambassador, made a long call at the White House to-night. He said his visit to the President was simply a social one.

DR. HARPER TAKEN TO HOSPITAL.

Chicago, Feb. 19.—President Harper of the University of Chicago was taken to the Presbyterian Hospital to-day, where he will be prepared for the operation next Wednesday. According to the statement of the patient's physicians to-night, Dr. Harper's condition remains unchanged.

WHY NOT SEE WASHINGTON

while the weather is pleasant there? Pennsylvania Railroad Tour February 21. $12.00 or $14.50 covers all expenses for three days. Details from C. Studds, E. P. A., No. 263 5th-ave., New-York.—Advt.

AUTOCRATS IN TERROR.

THE POLICE HELPLESS.

Strike Forces Russia to Order War Munitions Abroad.

St. Petersburg, Feb. 20.—It has been decided that the body of Grand Duke Sergius will not be brought to St. Petersburg at present, but will be placed temporarily in a receiving vault of the cloister of the Chudoff Monastery. The funeral has been set for Thursday, February 23. The body will be buried later in the Romanoff mausoleum in the Cathedral of St. Peter and St. Paul. On account of lack of space, it was decided last year to bury only rulers of the dynasty in the old mausoleum, and a new sepulchre in the new wing of the cathedral is being built for other members of the imperial family.

This, however, is not the only reason for the decision not to bring the grand duke's body to the capital. Even Governor General Trepoff has recognized the fact that no precautions can furnish absolute guarantee of safety, and at a great state funeral, where ancient custom requires that the Emperor and all of the Romanoff family assemble and follow the coffin on foot, a single bomb might wipe out the dynasty.

Regard for the safety of the sovereign also has led to the decision that the Emperor must not go to Moscow to attend the funeral of his uncle. It is possible that no members of the imperial family will be present on that occasion except those who are now within the walls of the Kremlin. Grand Dukes Constantine and Paul probably will represent the Emperor at the service. Constantine is personally popular, never having been prominent in the politics of the Court, and preferring to devote himself to science and the arts and to his work as the head of the military academy. He went to Moscow immediately on receipt of the news of the assassination of Grand Duke Sergius.

So grave is the danger of a repetition of the Moscow tragedy that several of the grand dukes have not stirred from their palaces since the murder, and instead of going to Tsarskoe-Selo to be present at the requiem there they have attended special services held in the chapels of their own palaces. A service also was held in the Winter Palace on account of Governor General Trepoff, who is known to be under the sentence of the fighting organization of the Social Revolutionists, and who, as far as can be ascertained, has not left his quarters in the palace since the assassination of the grand duke.

The public is greatly concerned over the developments of the next few days. Other terrorist crimes are generally anticipated. According to reports, many cities and towns are in a condition of political ferment, and several officials have been assassinated in Southern Russia. According to a telephone message from Moscow, the students there are afraid to appear on the streets in their uniforms.

In addition, the strike situation has again grown menacing, especially in the matter of the railroads. Three of the lines entering Moscow are almost completely tied up. In St. Petersburg the strike has assumed the form of a lockout, the Putiloff Iron Works, the Franco-Russian Works, the Russian-American Rubber Company and a few smaller concerns having discharged all their employes, with the notice that the works will be shut down indefinitely. There are many alarming reports regarding the action of the men. With thirty thousand or forty thousand men out of work for an indefinite period, even if no more join the ranks of the idle, rioting and bloodshed are feared. From the attitude of the men many of the masters are convinced that they have received financial assistance from some source.

The closing of the Franco-Russian and the Putiloff Works is a serious embarrassment to the government, as the former mills are occupied exclusively in navy work and the latter in manufacturing guns and munitions for the army. Over 25,000,000 projectiles and shrapnel are being prepared at the Putiloff Works, and the government has been compelled within the last ten days to place orders in France and Germany for $125,000,000 worth of munitions. At the government owned Nevsky works the Minister of Finance, M. Kokovseff, has been able to hold the men only by conceding everything they have demanded, including the eight hour day.

The employers, in a letter to the Finance Minister, squarely refuse all responsibility in settling the labor ferment, declaring that the strike is not of economic origin, and that the nature of the men's grievances can be adjusted only by political reforms. They say that the condition of industry in Russia renders yielding to the demands of the men utterly impossible.

Revolutionary literature is being distributed broadcast through the capital, and is to be picked up in offices and factories, wherever it can be scattered unobserved. These pamphlets assert that dissatisfaction is fast spreading in the army.

A telegram from Svenun reports a serious riot, workmen wrecking the house of a suspected political informer. In the fight between the rioters and the police one of the workmen was killed, and several, including a policeman, were wounded.

The suspension for three months of the newspapers "Our Life" and "Our Days," following a second warning, is probably equivalent to the abolition of the offending journals. The decree of suspension assigns a "dangerous tendency" to the publications, and specifies several articles on popular representation, but the owners of the papers believe that the true reason is that no expression of sorrow for the murder of Grand Duke Sergius was printed in their Moscow dispatches, and that there was no word of editorial comment. Both papers, which have a large circulation among the workmen, have

QUICKEST LINE TO CLEVELAND.

Leave New York 5:22 p. m., arrive Cleveland 7:15 next morning. Cincinnati 1:30 p. m., Indianapolis, 3:00 p. m., St. Louis 9:45 p. m., by New York Central. Fine Service. No excess fare.—Advt.

TRY TO BURN HIM ALIVE.

Remarkable Charge of Cruelty Made Against Five Men.

Max Spitz, of No. 563 East 135th-st., told to the police of the Morrisania station a story of great cruelty yesterday. Spitz, who is a car cleaner, employed by the Central-Hudson Railroad Company, in the yards at 154th-st., says that on Thursday, after he had a quarrel with a fellow-employee, five men tied his hands, poured five gallons of kerosene oil over his clothing and shoved him over a forge fire until his clothing ignited.

Suffering the most excruciating pain, Spitz says he ran from the place and rolled himself in the snow until the flames were out.

Detectives Bissert and Tomkins, of the Morrisania Station, yesterday arrested Henry Reisenheiser, of No. 606 Robbins-ave., a watchman in the roundhouse.

Dr. Barnert, of Lebanon Hospital, responded to a call for an ambulance, and found Spitz suffering from terrible burns on the face, arms, legs and abdomen. He was taken to the hospital.

Spitz says he called on the men to desist when they put him over the fire, but they held him close to the flames, until at last the fire communicated to his clothing. In a second, he says, he was a pillar of flame. He remembers running out of the roundhouse and falling in the snow, in which he recalls rolling about.

When, later, he recovered his senses, he was suffering great agony. Going to a saloon at 148th-st. and Morris-ave., he started drinking, with a view to forgetting his awful condition. Yesterday morning he felt a return of his sufferings, and he proceeded to the Morrisania station.

Reisenheiser was lodged in a cell on Spitz's charge of assault. The prisoner denied every detail of the case as told by Spitz, and said the man was not in the roundhouse on the day in question. He denies that any one poured oil or any other liquid on any employe at any time, so far as he, Reisenheiser, is aware.

TEXAS IN THE OIL FIGHT.

A State Refinery Plan Proposed if Pipe Line Bill Fails.

[BY TELEGRAPH TO THE TRIBUNE.]

Dallas, Tex., Feb. 19.—The Texas Legislature may pass an oil refinery bill similar to that just passed in Kansas. The Decker Pipe Line bill, now under consideration in the State legislature at Austin, seeks to protect independent producers from injustice, which they declare is being practised by the Standard Oil Company, which controls pipe lines and refineries in Texas.

At a conference in Austin last night friends of the Decker bill decided if the measure shall be defeated they will then seek to pass a State refinery and pipe line bill similar to the Kansas law. Another conference along similar lines was held in Dallas to-day, at which Senator McKamy, Chairman Murry of the House Finance Committee and Representative Nelms, of Trinity County, were present. Much sympathy was expressed for the State refinery idea.

MURDER ON SOUND BOAT.

H. H. Rogers's Former Engineer Killed—No Clew to Culprit.

Providence, R. I., Feb. 19.—John A. Hart, an engineer employed last summer on H. H. Rogers's steam yacht, the Vixen, was murdered on the Joy Line steamer Larchmont while a passenger from New-York to this city last night. The murder was not discovered until this afternoon, when, after all the other passengers had left the steamer, the stewards, in making their rounds, found Hart's stateroom still occupied and the door locked.

The door was forced and the body was found in the upper berth with a bullet wound in the neck under the left cheek bone. A blanket had been thrown over the head. The body was clothed in undergarments, but the outside clothing of the man was missing from the room. No weapon was found in the stateroom, while a watch and chain, a ring and a considerable sum of money which the dead man was known to have possessed had been taken.

The case was reported to the police here, and Medical Examiner Jay Perkins later held an autopsy, finding that the man was murdered, and the motive probably robbery. He said the wound could not have been self-inflicted. He believed death had been instantaneous.

The police believe that the murderer escaped immediately on the landing of the boat here at noon, and had a good start before the body was discovered. They are trying to-night to find a man who is said to have acted strangely on the boat, and to have attracted the attention of several of the crew by his nervous behavior and his repeated inquiries as to whether the boat would reach this city in time for him to catch the 12:07 train for Boston.

Hart was twenty-five years old and was the son of Lorin P. Hart, of this city. He was on his way to visit his father. He was a native of this State, and had worked in various places in this city. Since last November he had been employed as a fireman on the Pratt Astral Oil Company's tug No. 7. He communicated with his father here regularly and made frequent trips to this city. So far as known he was not acquainted with any of his fellow passengers. No disturbance was heard on board the boat in the night, and nothing out of the ordinary attracted the attention of the crew.

TURKS BURN WOMEN.

Atrocities Committed After Fight with Bulgarians.

Salonica, Feb. 19.—In a fight between Bulgarians and Turks at the village of Kuklitch, near Strumitza, on February 16, the Bulgarians lost twenty men killed or wounded. The Turks subsequently burned the village.

A commission of inquiry sent to the spot from this city discovered in the ruins of the village the charred bodies of fourteen women and several children.

THE TIME TO GO TO WASHINGTON

via Pennsylvania Railroad tour leaving New York Tuesday, February 21. Round trip rate and all necessary expenses for three days, $12 and $14.50, according to hotel selected. Consult C. Studds, E. P. A., No. 263 5th Ave., New York.—Advt.