New-York Tribune.

VOL. LXVI....NO. 21,764. | To-day, showers and thunderstorms. To-morrow, fair; variable winds. | NEW-YORK, MONDAY, JUNE 18, 1906.—TWELVE PAGES.— | Copyright, 1906, by The Tribune Association. | PRICE THREE CENTS.

CRASH KILLS DRIVER.

MISSES BELASCO HURT.

Leather Man's Automobile Rams Fogarty Machine at Asbury.

Asbury Park, N. J., June 17.—Harry Isaacson, chauffeur for P. A. Fogarty, the New York agent for the Acme Automobile Company, died as the result of an automobile accident here this afternoon. Mr. Fogarty gave his address as No. 302 West 68th street, New York. His automobile was run into by another and demolished, being crushed against a telephone pole. The Misses Rena and Augusta Belasco, daughters of David Belasco, who has a cottage here, were in the second automobile and were cut and bruised, jumping when the collision occurred.

Fogarty was driving his machine along slowly. Isaacson was seated beside him. A heavy touring car, owned and driven by Isaac T. Strauss, a leather manufacturer of Newark, came along and met the Fogarty car at Sixth and Grand avenues. When the Misses Belasco saw that there was danger of a collision they stood up, and one of the young women is said to have started to leap out. Mr. Strauss seized her to prevent this, and in doing so lost whatever chance he had of controlling the car and passing behind the Fogarty machine.

The faster car drove the slow one across the street and jammed it against a telegraph pole. Isaacson was thrown out and landed on his head. His skull was fractured. The accident occurred a little after 1 o'clock, and Isaacson died a little before 6 o'clock this evening in the Memorial Hospital at Long Branch. The young women jumped after the collision and were bruised and lacerated.

Mr. Fogarty and Mr. Strauss were taken before Judge Borden, who held them under $2,000 bail for examination. This is the second fatal automobile accident in this neighborhood within twenty-four hours. The one yesterday occurred at Belmar.

"HONEST JOHN" UP FOR SPEEDING.

Kelly Gives Policemen Cigars After Paying Chauffeur's $10 Fine.

The police of New Rochelle held up an automobile containing "Honest John" Kelly yesterday afternoon, and his chauffeur, Charles Smith, was fined $10 for exceeding the speed limit. "Honest John," who was on his way to Rye Beach, paid the fine, although he said he did not think the machine was going too fast. He gave each of the policemen a good cigar and invited them up to his hotel for a clambake at his expense.

Edward Robins, a young broker of Mamaroneck, was not so good natured when Detectives Scott and Chenowith arrested him. He refused to plead until he had consulted his lawyer. The New Rochelle police held his machine, which contained a party of friends, for several hours, until the lawyer arrived from Manhattan. The broker threatened to sue the police for damages, as he said that his arrest was wholly unjustifiable.

F. P. Walker, a real estate dealer of this city, was held in $50 bail for his appearance before Judge Beers to-day.

ARRESTS FOR SPEEDING AUTOS.

Thomas Hitchcock, Jr.'s, Chauffeur Fined—Physician Allowed to Pass.

Mineola, Long Island, June 17.—Thomas Hitchcock, jr., in an automobile, was held up near New Hyde Park by constables early this evening, while on his way to Westbury. His chauffeur, Archie Robinson, was arrested for speeding and fined $25 by Judge Dodge.

The same constables also stopped a machine containing a Dr. Haight, of Manhattan, who explained he was on a hurry call to attend a patient in Hempstead. He was allowed to go free.

Martin Beck, a theatrical man of Fifth avenue and 30th street, Manhattan, was arrested at Broadway and Jarvis Lane, Far Rockaway, by Patrolman Derry, charged with speeding. He will be arraigned this morning before Magistrate Healey at Far Rockaway.

NEW YORKER'S AUTOMOBILE BURNS.

Stamford, Conn., June 17.—An automobile owned by James Rapelyea, of New York, who with a party of friends was coming to this city last night, was burned just west of the city early to-day. The car had broken down, and after the men had spent most of the night attempting to repair it they started to walk to the city. Fire soon afterward broke out. The blaze was extinguished by the use of chemicals, but the car, which was valued at $4,500, was practically ruined.

A HUNDRED CASUALTIES.

Passenger Train Wrecked on Chinese Eastern Railway.

Vladivostok, June 17.—A passenger train was thrown from the track at Progranitschnaia station, on the Chinese Eastern Railway, to-day. One hundred persons were killed or injured.

BOAT ASHORE IN FOG.

Horatio Hall Worked Loose, However, Before Aid Arrived.

[By Telegraph to The Tribune.]

New London, Conn., June 17.—The T. A. Scott Wrecking Company received a message early to-day from Newport, which was in communication by wireless with the Providence Line steamer Pilgrim, requesting that two powerful tugs be sent to Plum Island immediately. The message was sent to the Pilgrim by wireless from the Portland Line steamer Horatio Hall, which lost her bearings in the heavy fog and went ashore on the south side of Plum Island, in Long Island Sound, about eighteen miles from New London.

Two tugs started up the Sound in less than an hour, groping their way through the fog to Plum Island. The Horatio Hall was not to be found there, but the tugs did not give up the search until late this morning, when word was received from Little Gull Island that the Hall had worked herself clear of the shore and was able to proceed with her passengers to Portland under her own steam. How badly she was damaged is not known here.

The Horatio Hall left Pier 35, East River, at the foot of Pike street, Saturday at 5 p. m., and was due in Portland at 5 o'clock last evening. She carried about 250 passengers. Her captain was Alfred Johnson.

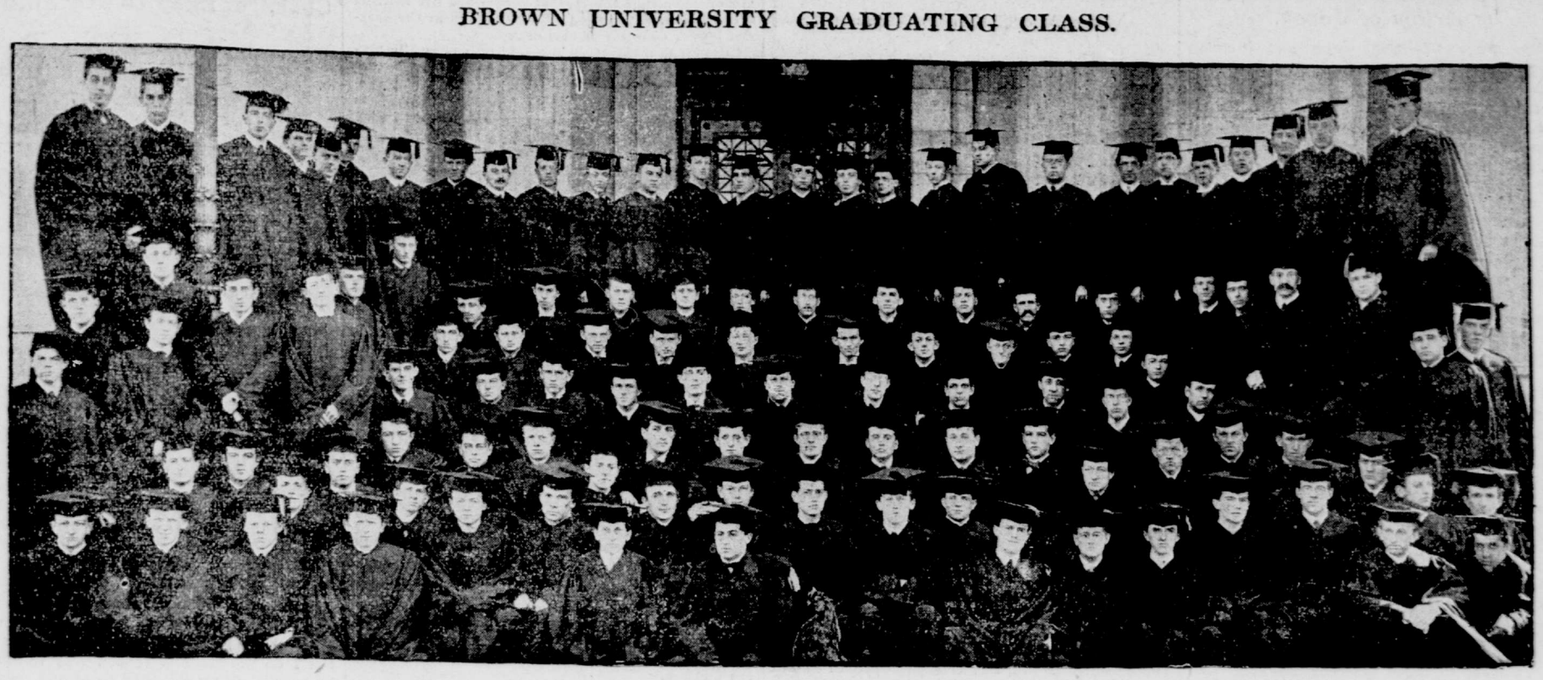
GOVERNOR PATTISON HAS RELAPSE.

[By Telegraph to The Tribune.]

Cincinnati, June 17.—Governor John Pattison suffered a relapse Friday, and it was thought for a time that the end was near. Three physicians were summoned hurriedly, and they have been at his bedside since. The news was suppressed until to-night, when it leaked out.

Did you come over on the "Mayflower"? If not try the 8:00 a. m. New York and Boston flyer, the "Mayflower Limited," due to arrive at 1:00 p. m.—Advt.

BROWN UNIVERSITY GRADUATING CLASS.



H. N. PILLSBURY DEAD.

Famous Chess Player Succumbs to Attack of Apoplexy.

Philadelphia, June 17.—Harry Nelson Pillsbury, the chess expert, died here to-day from apoplexy, after an illness of many months. Pillsbury was born December 5, 1872, at Somerville, Mass., where the body will be taken. The funeral will be held there next Tuesday.

Pillsbury learned the rudiments of chess when he was sixteen years old at the Deschapelles

HARRY N. PILLSBURY,
Champion chess player, who died yesterday in Philadelphia.

Chess Club, in Boston. His first notable victory was a score of 5 to 4 in a match with John F. Barry, of Boston, in 1891. In 1893 he won the New York City tournament, with a total score of 7 out of a possible 9, and in 1895 he won first prize at the Hastings tournament against many of the strongest players of the world. This victory logically made him one of the quartet of the then most famous players named to compete at St. Petersburg—Lasker, Steinitz, Tschigorin and Pillsbury. His score with the world champion, Lasker, was 3½ to 2½.

In 1897 Pillsbury won from Showalter the American chess championship, which he confirmed by a second match with Showalter in 1898.

In all Pillsbury played in fourteen international chess tournaments, and was a prize winner in all except at Cambridge Springs, Penn., in 1904, when illness had already affected him.

Pillsbury showed his chess genius not alone by match and tournament play. At blindfold chess, it is said, his record has never been equalled. At Moscow he played twenty-two games without sight of the boards, and at Philadelphia twenty games, which feat he repeated at Vienna.

BIG FREIGHTER ASHORE.

Vincenzo Bonamo Aground Near Fire Island—Cargo Overboard.

The Italian steamer Vincenzo Bonamo is ashore three miles east of the Fire Island Lighthouse. The crew has been set to work throwing cargo overboard to lighten the vessel. There are thirty-five men on board. The vessel is in no immediate danger, and no signals for assistance have been set.

The Vincenzo Bonamo is bound to this port from Girgenti and Palermo, Sicily, having left the latter port on May 30. She carries a full cargo, but no passengers, and is consigned to Phelps Brothers & Co. The steamer is a steel vessel of 3,430 tons net and 345 feet in length. She was built at Newcastle, England, in 1894, and belongs to the Sicilian Steam Navigation Company, of Messina.

FALL FATAL TO SUITOR.

Buxom Sweetheart Tumbled on Him, Breaking His Neck.

[By Telegraph to The Tribune.]

Morristown, N. J., June 17.—James Condren, a young man living in Summit, died in All Souls' Hospital here to-day from a broken neck. Three weeks ago to-day he went to see some friends in Summit named Murry. A young woman of the family, who, it is said, tips the scales at a trifle over 200 pounds, has been the recipient of marked attention from Condren.

When Condren called Miss Murry was in her room on the second floor. Condren seated himself just at the foot of the stairway. Miss Murry in descending tripped on the stairs and fell, landing on top of Condren. The young woman was uninjured beyond severe bruises, but Condren was picked up unconscious, and the physicians summoned found that his neck was broken. He was taken to his home in Summit, but did not regain consciousness.

On Friday of last week he was brought to All Souls' Hospital, where seven specialists gave him attention. It was found that his spinal cord was broken as well as his neck. This was caused, it is thought, by the jarring of the ambulance during the long drive from Summit. Miss Murry is said to be prostrated at being the innocent cause of Condren's death.

STEAMER GOES ASHORE.

PASSENGERS IN PANIC.

Ex-Mayor Hinchcliffe Quiets Fears—All Safe at Midland Beach.

The excursion boat William W. Storie, which runs from the Battery to Midland Beach, went ashore in the fog last evening off the Cedars, half a mile north of the Midland Beach Pier. The passengers were later taken off in small boats, and by 11 o'clock all were safely ashore. There was a panic on board at first, but the passengers were soon quieted. Ex-Mayor John H. Hinchcliffe, of Paterson, who owns the boat and Midland Beach, was on board, and when the steamer struck he was the first to try to calm the frightened crowd.

When the boat passed Fort Wadsworth the fog became so thick that Captain Hefferman ordred one bell speed, and the boat simply crawled down past South Beach and on toward Midland pier. The route to Midland Beach leaves the main channel route off the fort and follows a narrow one down past Swinburne and Hoffman islands. This channel is not much used except by fishing and oyster boats. It is unmarked, and at night the only guide is a light on the pierhead at Midland. Last night, as on all foggy occasions, a bell on the pier end is rung. The boat was heading into the sound last night, but the wind from the eastward and a strong sea that was running carried her shoreward faster than the captain allowed for. She went out of the channel, and without any warning touch grounded hard, with a shock that almost upset those who were standing.

On board at the time were some five hundred persons, largely men, women and children from New Jersey towns. There was an instant panic. Many rushed for the rails, and only the coolness of others prevented them from leaping overboard. All the rest rushed for life preservers, which were pulled down from the ceilings and from under seats.

Mr. Hinchcliffe called out that every one must sit down and keep quiet and away from the rails. The crew and Captain Hefferman followed his example, and after a couple of minutes of panic the excursionists were quieted, although still frightened. The captain and Mr. Hinchcliffe went about assuring them there was absolutely no danger, and that all would be safely landed. Then, to calm the more excited, the crew was directed to adjust life preservers on all who wished. Almost all availed themselves of the preservers, and many landed with them still on. The passengers were then assembled upon the upper deck and told by the captain that they would not be detained longer than was needful. The men demanded that they be put into boats and landed. This the captain, after a consultation with the owner, decided not to attempt at once. It was feared that when the first boat was lowered there would be a renewal of the panic, that every one would try to get in, and that she would be swamped and lives lost.

The mate and two men got into the boat and rowed toward the pier a half mile away. The trip took half an hour owing to the strong tideway and the heavy sea. William H. Leonard, Mr. Hinchcliffe's representative, was on the pier anxiously awaiting the Storie. He manned a powerful steam launch which towed two yawls and the mate's boat back to the Storie.

After the tide had been running flood for an hour or so it was decided to try a trip directly inshore. This involved crossing eight or nine bars, and risking trouble in the breakers. The trip was made successfully, and the landing made directly on the north end of Midland Beach.

The wet and chilled passengers were taken to hotels and later all started for Manhattan.

The Storie will probably float at full flood early this morning.

The grounding of the boat is laid to a mistake on the part of the lookout. In leaving the regular channel for the one between Staten and Hoffman islands a bell buoy should be left to port. Instead, it is supposed to have been left at starboard.

FLYER WRECKED BY RAIL.

Six Cars Smashed, but No One Badly Injured.

Buffalo, June 17.—A Lake Shore flyer was wrecked near West Seneca, two miles west of here, early to-day. The wreck was a bad one, and it is considered remarkable that no one was killed. The observation coach and five sleepers were badly damaged.

The wreck, it is believed, was caused by a split rail. The coupling between the engine and the first car was broken, and the engine bumped along the ties for 500 feet before it was brought to a stop. There were sixty-seven passengers on the train. All of them were badly shaken up and a few slightly bruised, but not one of them received injuries that made necessary the immediate attention of a physician. A relief train brought them to Buffalo.

The train, which was eastbound, was running at the rate of about sixty miles an hour when the accident occurred. All of the sleepers were thrown from the rails. Workmen were on the scene all the morning, clearing up the wreckage and repairing the tracks. J. J. Bernet, assistant general superintendent of the Lake Shore, came here to-day to investigate the accident.

MIGHTY SYSONBY DEAD.

HORSE OF THE CENTURY.

James R. Keene's Famous Champion Succumbs to Septic Poisoning.

James R. Keene's famous thoroughbred colt Sysonby, winner of nearly $200,000 in stakes and purses, died yesterday afternoon at his owner's stable at the Sheepshead Bay racetrack, from septic poisoning. The death of the horse was such a blow to Mr. Keene that he shut himself up last night in his apartments at the Waldorf-Astoria and refused to see visitors. Sysonby was insured for $100,000. Mr. Keene had refused $200,000 for him, it is said.

Horsemen are nearly unanimous in calling Sysonby the horse of the century, and the devotion paid by the great racegoing public to the handsome bay son of Melton placed him on a pedestal not even attained by such turf idols as Commando, Ethelbert, Domino, Watercolor, Imp, Hermis, Irish Lad, Blue Girl, Banastar, Hamburg, Voter, Ben Brush and Salvator. Though Sysonby died a four-year-old, he never went to the post as such, so his brilliant record was made in two brief years of racing.

Mr. Keene gave out the following statement last night in regard to Sysonby's death:

After an illness of three months, during which time Sysonby must have suffered untold tortures, the great bay champion succumbed to-day at 1 p. m. to septic poisoning. An autopsy was at once performed by Dr. Sheppard and Dr. McCullough, and the findings will be sent to me without delay.

Poignant as was the grief of Mr. Keene over the loss of his highly prized horse, it was not so intense as that of Jimmie Rowe, the veteran Keene trainer, who was present when Sysonby died. Early yesterday morning Dr. Sheppard, who had been treating Sysonby, was summoned to the stable. He saw at a glance that the colt had taken a turn for the worse, and at once called Dr. McCullough in consultation. Heroic measures were taken to save the horse, but all to no avail.

There have been many conflicting reports recently in regard to Sysonby's condition. On June 8 it was rumored that he was dying and would have to be shot. Mr. Keene promptly denied this rumor, and Rowe announced at the time that Sysonby was improving steadily and was in a "fairly satisfactory condition, in view of his long illness." He added that the colt had recovered his appetite and was growing stronger.

Sysonby had long been afflicted with a skin ailment, but it seems improbable that this caused his untimely death. It will be recalled by horsemen that in one of his races last year he cut himself slightly, and it was feared that he would not go to the post for the classic Lawrence Realization Stakes. The injury was so slight, however, that he was started, and won the race, pulling up apparently sound.

Outside of the mere statement that Sysonby died of septic poisoning and that an autopsy had been performed, no information was obtainable at the stable. So great was the grief of Rowe, the trainer, that he would not even discuss the subject.

Brilliant as was Sysonby's career, he did not die unbeaten. Once, and once only, he lowered his colors and took the dust from a rival. That was in the Futurity of 1904, when, as a two-year-old, Sysonby finished third to Harry Payne Whitney's brown filly Artful and Sydney Paget's bay filly Tradition, which were first and second, respectively.

On one occasion, too, Sysonby was forced to share the honors with another horse. This was in the classic Metropolitan Handicap at Belmont Park last year, when Sysonby ran a dead heat with the lightly weighted Race King, the entry of O. L. Richards, a plucky little horse, to be sure, but only the commonest plater in comparison with the son of Melton.

Sysonby won every other race in which he started. No matter what the distance, he ran them all—from one mile to two miles and a quarter—in the same effortless and frictionless fashion. All distances and all comers looked alike to the unconquerable son of the great English horse Melton and the broodmare Optime. Sysonby beat his fields by breaking the hearts of the horses that opposed him. This he did either by waiting behind the pace or by blazing the way so far in advance that only his nearest rival could see the glint of his racing plates off in the heart-breaking distance.

As a two-year-old in 1904 Sysonby started five times. He first went to the post in a race at five and one-half furlongs, which he won in 1:07 4-5, with 107 pounds up. He won the Brighton Junior at Brighton Beach, the Junior Champion at Gravesend and the rich Saratoga Special at Saratoga. His single defeat was in the Futurity. As a two-year-old he won $31,673.

It was as a three-year-old, however, that Sysonby shone with a scintillating brilliancy beside which all other turf stars faded into the satellite class. Starting the year with the dead heat with Race King in the Metropolitan Handicap, he proceeded to annex every stake and handicap for which he was eligible. In race after race Sysonby met and showed his heels to the best horses in training.

In the Century, at one and one-half miles, run at Sheepshead Bay, he beat Broomstick and Eugenia Burch, and won $14,650. In the Great Re-

Continued on third page.

GAVE LIFE FOR HIS SON.

Bridgeport Man Killed by Overturned Trolley—Three Injured.

[By Telegraph to The Tribune.]

Bridgeport, Conn., June 17.—Charles L. Weidlisch was killed and Mrs. Charles Nothnagle, Michael Murphy and Mrs. John Downs were seriously injured this afternoon by the overturning of a trolley car, which jumped the track at Grasmere, in Fairfield, just across the line from this city. The trolley car was one of the new single truck cars of the Connecticut Railway & Lighting Company, and was returning from Fairfield to this city with sixteen passengers. There is a curve and an incline where the car jumped the track. It is the practice of the motormen to send the cars along at a high rate of speed at this point so as not to keep the southbound cars waiting on the Bridgeport side of the Ash Creek Bridge.

The passengers say that the car was running at high speed when it jumped the track, and that it ran on the hard macadam road several yards before it toppled over.

Mr. Weidlisch was sitting at the end of a seat with his wife and little boy. In his effort to keep his boy from being injured Mr. Weidlisch was caught between the car stanchions and the ground and was rolled along and crushed. His neck and back were broken. Mrs. Weidlisch swooned, and was some time in regaining consciousness.

Mrs. Nothnagle, who was seriously injured about the abdomen and left hip, was picked up by the occupants of an automobile, which happened along at the time of the accident, and was taken to the office of Dr. Charles Hoyt. Another automobile carried Michael Murphy, who was bruised about the legs, to the Emergency Hospital. Mrs. Downs, who was internally injured, was taken to the Bridgeport Hospital. A corps of physicians were gathered by the trolley company and sent on a special car to the scene of the accident.

The motorman, Crossman, is an experienced man, having been in the employ of the Connecticut Railway Company over four years. The motorman and McCoy, the conductor, were arrested and later were released on their own recognizances.

Crossman, according to Henry Randolph, who saw the accident, displayed great courage. He stuck to his car, said Randolph, and until it was stopped in the soft sand at the side of the road made frantic efforts to stop it. When the car overturned, said Randolph, Crossman, instead of jumping, put his arms through one of the car windows and held a woman and child, probably saving their lives. After the accident McCoy, Crossman, Randolph and a fourth man raised the car sufficiently for the injured to crawl from beneath it.

It was reported to the police to-night that Mrs. Downs, one of the injured, lost a pocketbook containing small change and a check for $200.

Coroner Doten is investigating.

ESCAPE LIKE MIRACLE.

Automobile Hit by Engine—All Occupants Unhurt.

A "wildcat" engine hit an automobile at the Long Beach crossing of the Long Island Railroad near Freeport and threw its occupants twenty feet. By good luck no one was injured. The machine was owned by Roland B. Mayland, a Brooklyn manufacturer, who was in it with a friend, Sydney Smith, his daughter, Miss Bessie Mayland, and her maid, Miss Lena Winter.

The machine was smashed into pieces. The engine carried the front wheels for half a mile before it could stop. Miss Mayland and her maid were on the rear seat and the two men in the front. The body of the machine was thrown high in the air and was turned upside down.

Mr. Mayland said it was nothing less than a miracle that he and his companion escaped being buried under the car. Miss Mayland heard the engine, and, seizing her pet dog, was about to jump, when the engine struck the machine. She and the dog and the maid were tossed in the air and landed on a plot of grass.

Mr. Mayland said he stopped his machine and looked north and south, but could not see anything in sight. Then he started across. The engineer said he whistled several times. There have been several accidents at this crossing. It is not protected. The Maylands walked to their summer home, which is about a mile away.

POISONED BY SARDINES.

Two of Williamsburg Family Taken to Hospital—Others Ill.

Samuel Balanof, of No. 88 Debevoise street, Williamsburg, and his wife and two children, Joseph, eleven years old, and Anna, two years old, were poisoned by eating canned sardines for supper last evening. All were made seriously ill, and Balanof and the younger child were removed to St. Catharine's Hospital by Dr. Miltimore. Soon after supper the whole family fell to the floor, writhing in pain, and neighbors called an ambulance. A large crowd gathered, and when the victims were taken to the hospital some one started to make a pure food speech. Persons in the crowd promised that they would buy no more canned goods. After the excitement had subsided a general move was made on nearby saloons.

RUSSIA READY TO RISE.

A GENERAL STRIKE NEAR.

Parliament's Demands Refused—The Autocrats Inactive.

St. Petersburg, June 17.—The general situation is hourly growing more disquieting, and the country seems to be on the verge of another gigantic upheaval. In St. Petersburg and Moscow the populace is greatly excited, and nothing is talked of except a general political strike to bring the government to its knees. The proletariat leaders, who have been preparing for months for a blow, believe the moment has come. The agrarian troubles now are sufficiently widespread and disorders in the army are rife. The government has openly refused to acceded to the demands of parliament, and a rupture is imminent there. The ultimate plans of the leaders depend upon the success achieved, but there are reports that if the government is brought down they are determined that they and not parliament shall take the reins of government.

Incipient strikes in St. Petersburg and Moscow, with which the movement was started, while based ostensibly on economic grounds, are purely political. The committee of the unemployed is only a revolutionary organization, like last fall's committee of workmen.

The bakers of St. Petersburg and adjoining towns struck to-day, and only the black bread eaten by the poor was sold. The streets were filled with crowds of workmen.

A correspondent of The Associated Press was stopped to-day in one of the suburban towns by a workman who demanded money. Without the slightest embarrassment he announced that those who had money might as well divide it, as the workmen soon would be able to take what they wanted.

A monster meeting of fifteen thousand Social Democrats and workmen held this afternoon at Terioki, Finland, was addressed by several members of the Group of Toil in parliament, and every revolutionary utterance was frantically applauded.

The government appears to be waiting for the blow to fall before raising its hand, and it is reported that the attempt of several ministers to raise the question of a more active policy at the Cabinet meeting yesterday was apparently fruitless. Heavy patrols have been placed in the streets, and the railroad stations are occupied by troops, but no action has been taken to stop the agitation. The Emperor is reported to be spending most of his time playing tennis at Peterhof.

It is significant as indicating the progress of the revolutionary sentiment that a general strike is expected on the Nicholas Railroad, between St. Petersburg and Moscow, which was the only line out of Moscow not affected in the uprising last December. The workmen in the shops of the Syzran and Vyazma road already have struck, but apparently the demonstration is premature.

The "Rech" to-day again appeals to the Emperor to try to save the situation by dismissing Premier Goremykin and placing members of parliament who enjoy a measure of public confidence in control of the government.

Admiral Belieff, commandant of the fortress at Cronstadt, has received a grim warning in the shape of a coffin, which was delivered at his house.

The pitiable affair at Bialystok apparently has burned itself out. No further bloodshed was reported to-day and no more is expected, even by the radicals, who are satisfied that the authorities are now in control, and will do everything possible to prevent a renewal of the excesses. This confidence is based on the action of the Governor of Grodno, who is hated and distrusted by the bureaucrats. After investigating the situation the Governor took the unprecedented step, in order to prevent a spread of the massacres, of telegraphing the authorities of all towns within the Jewish pale, denying alleged official reports that the disorders were due to the throwing of bombs at a Christian procession by Jewish revolutionists. This measure was supported by the Catholic clergy, who to-day throughout Russian Poland urged their congregations not to believe reports spread broadcast for the purpose of stirring up bloody excesses. The Catholics of Warsaw cancelled a great religious procession, which was to have been held to-day, in order to avoid the chance of a conflict.

SEDITION IN MOSCOW.

Revolution Openly Urged—Fighting in Erivan Continues.

Moscow, June 17.—The imminence of an armed uprising is the one subject of conversation in the hotels, cafés and public gardens. In spite of prohibition by the police, meetings of from eight thousand to ten thousand persons are held daily in the suburbs. At all of these revolution is urged. The prefect to-day ordered the boulevards to be occupied by troops in order to prevent processions.

Kaluga, June 17.—The Governor to-day issued strict orders to the prefect to prevent anticipated Jewish massacres.

Tiflis, June 17.—A telegram received to-day from Igdarie, in the province of Erivan, says that the warfare between Tartars and Armenians is spreading with increasing violence. Troops and Cossacks have been sent from Tiflis.

Vilna, June 17.—The bodies of nine revolutionists have been found in the burned houses at Bialystok, from which they attacked the police station. General Bader, commandant of the

UP-TO-DATE LIMITED TRAIN TO CINCINNATI, INDIANAPOLIS, ST. LOUIS.

With the summer change in time, June 17th, the New York Central Lines announce a complete change in the equipment of the Southwestern Limited, making of it a thoroughly equipped Limited train, with Café, Smoking and Library Car; Drawing Room Sleeping Car; Private Compartment Observation Car; Dining Car, and all the special features of the famous Limited trains of the New York Central Lines, "America's Greatest Railroad."—Advt.