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NEWS OF TWO CAPITALS.

AFFAIRS IN LONDON.

New British Monroe Doctrine—Ministers at Their Best.

(Special to The New-York Tribune by French Cable.)
(Copyright; 1903: By The Tribune Association.)

London, May 9.—The German Emperor is allowed a free hand in managing the diplomacy of the Fatherland. King Edward is beginning to exert equal influence in directing public opinion here in foreign affairs, if not controlling diplomatic policies. He has created good feeling between France and England. This implies flexibility and tolerance in all matters in which Russia is deeply interested. The King has set a new fashion in British diplomacy, which "The Times," "The National Review," "The Spectator" and "The Daily Mail" have been striving for a long period to introduce, namely, good nature in dealing with Russia and France, and resistance to German devices for embroiling England with either power. This new style is momentarily popular, but may be regarded more critically if the Russian interests in Manchuria or the Balkan region are greatly strengthened by the British spirit of accommodation.

The German comments on Lord Lansdowne's Persian Gulf policy are all on the same key, since the Berlin Foreign Office plays on the press as on a piano keyboard. The German censors affect to believe that Lord Lansdowne has offered a wanton affront to Russia, but that is sheer nonsense, even if "The Spectator" shares the view and is overcome by nervous excitability. The British Government has gratified Russia by bringing about the abandonment of the Bagdad railway scheme. The plain intimation that England intended to control the Persian Gulf and not allow the establishment of a hostile base on her flank line of communication with India and Australia does not excite resentment either at St. Petersburg or Paris, as long as the German railway syndicate is kept out of Mesopotamia.

The proclamation of the new British Monroe Doctrine for the defence of India is a momentous event, but the Persian Gulf is a long way from Manchuria, where the Russians are alternately reported as making preparations for war and reoccupying places which have never been evacuated. The Anglo-Japanese alliance will not operate unless France is drawn in in support of Russia, but there is slight probability of aggressive action in Manchuria when the Balkan situation is clouded with uncertainty.

As nine of the ten Bulgarian leaders selected for the dynamite work in Salonica are either dead or captured, the Turkish officials ought to be reassured, but they are not. The panic produced by the use of explosives is likely to encourage the bands to organize a fresh series of outrages in the hope of instigating a massacre. The most remarkable feature of the dynamite campaign is the support which it receives from the educated Bulgarians in Macedonia. Some of those shot down with bombs in their hands were schoolmasters. All the leaders of the revolutionary bands belong to the educated class, and the movement conducted by methods of assassination, blackmail and bomb throwing has the support of public opinion in the principality. Turkish misrule must be flagrant when the best race in the Balkan peninsula shows such extreme fanaticism. Russia and Austria have increased the pressure both at Sofia and at Constantinople, but it seems doubtful if the Albanians can be restrained or dynamite workers intimidated. The Balkan region and Manchuria are far apart on the map, but are close together when Russian policy is analyzed. The campaign along the seaboard from Varna or Burgas to Constantinople will probably precede the development of Russian power in the Far East.

Unsatisfactory as is the situation in Manchuria, and reluctant as China is to open new treaty ports and convince the Washington government that the northern provinces will not be closed to foreign trade, the ministers have been at their best during a week of great political activity. Lord Lansdowne spoke with inflexible firmness in proclaiming "hands off" the Persian Gulf, and Mr. Chamberlain with admirable lucidity in explaining the Transvaal financial operations and forecasting with comfortable optimism the revival of prosperity in South Africa. Mr. Wyndham also rose to his full stature as a statesman by a tactful, eloquent speech at the second reading of the Irish Land bill.

The magnitude of the financial operations involved in the government policies in South Africa and Ireland staggers the old fashioned Tories, but they are reassured by the confident air of the ministers and the businesslike presentation of complex policies. The success of the Transvaal loan is so overwhelming that £10,000,000 has been borrowed from the Bank of England to provide for the deposits of applicants, and the money market has been temporarily unsettled by the immense displacement of funds. The government which borrows at 3 per cent, is popular in the Street, even when there is no immediate prospect that money will be cheaper. There are serious misgivings within and outside the house respecting the employment of British credit on an unprecedented scale both in Ireland and Africa at the close of the war, which cost £250,000,000. John Morley bluntly described the Land bill as involving the gift of £12,000,000 in order to secure the privilege of lending £100,000,000, and Gibson Bowles contemptuously dismissed it as crazy finance, but the overwhelming majority was secured after Mr. Healy had solemnly declared that every shilling was safe, and Mr. Wyndham had heralded the pacific close of the twenty years' feud and professed faith in the moral sense of the Irish people. Never were vast financial responsibilities undertaken with a lighter heart. Ministerial opportunism triumphs, and the money lenders are kept busy. The fitful displays of insubordination among the government followers are diminishing. Mr. Chaplin's outbreak against the repeal of the grain registration duty is not serious politics, even if "The Times" finds it difficult to reconcile itself to the subsidence of indirect taxation.

Andrew Carnegie has been so overwhelmed with honors and hospitality that he sighs for the retirement of Skibo. His presidential address at the Iron and Steel Institute on profit-sharing, especially as illustrated in his own business at Pittsburg, and the success of the Steel Trust has made a deep impression, and is discussed by "The Times" and all the other important journals as a notable contribution to the discussion of the two great problems how to secure harmonious relations of the various departments of a great manufacturing business, and how to get the best work out of those

Continued on fourth page.

SEABOARD AIR LINE RAILWAY.
Double daily trains, Penna. R. R. West 23rd Street 12:55 noon and 12:10 night. Through cars. Delightful route to Savannah, Jacksonville and Tampa; also to Atlanta and the Southwest. Office, 1185 Broadway.—Advt.

LOTOS CLUB DINNER IN HONOR OF SECRETARY ROOT.

Seated on the sofa are Secretary Root, Senator Platt and F. R. Lawrence. On Mr. Lawrence's right is Senator Depew.

NEW-YORK'S GREAT TASK.

Mr. Root Says It Is to Teach Immigrants Civilization and Citizenship.

Elihu Root, Secretary of War, was the guest of honor and the principal speaker at the dinner given by the Lotos Club last night. President Lawrence of the club, Judge Gray, of the Court of Appeals; Senator Depew, William B. Hornblower and District Attorney Jerome were other speakers.

Mr. Root's speech took the form of reminiscences of early New-York, with a reference to her present proud position, in the "front rank in the march of civilization," despite her weak condition resulting from "surgical operations for appendicitis," whereby "her liver and kidneys were torn out in order to provide rapid transit for the future generations."

About three hundred guests were present. The clubrooms were decorated with great bunches of pink roses and branches of apple and dogwood, in full flower.

At the right of President Lawrence was Secretary Root, and on his left Senator Platt. Senator Depew sat between Secretary Root and Admiral Rodgers. Beside Senator Platt was ex-Governor John W. Griggs of New-Jersey, and next to him District Attorney Jerome. Facing them were Joseph C. Hendrix, Simeon Ford, Justice Hatch, of the Appellate Division; Chester S. Lord, Judge Gray, of the Court of Appeals; Justice Morgan J. O'Brien, of the Supreme Court; General Francis Vinton Greene and William B. Hornblower. Timothy L. Woodruff arrived late.

President Lawrence, in introducing Secretary Root, termed him a "wise and prudent adviser, trained to deal with emergencies; a man capable of reorganizing anything, from a military establishment to a whole planetary system."

In response, Secretary Root told of his pleasure at seeing old friends and familiar places in "dear old New-York." He continued:

To those who believe the hope of the world lies in the great processes of liberty, the lifting up of all classes to their particular part in the government of the entire population, leaving no class below, this city is the great agency and workshop of civilization. Those who don't believe it need hard experience for their education.

Between 1850 and 1900 more than 17,000,000 people came across the water to this gateway of Western civilization. Here the men of the Old World received and taught their first lessons in citizenship, to stand erect in independent manhood. The results were not lovely and agreeable; they were, rather, crude, harsh and disagreeable, but these were necessary lessons for men who are to be self and country governors.

Here men of the Old World were taught liberty—not license, but ordered liberty and subordination to law. It was not easy to learn; this idea of freedom in its first dawn on the human mind means freedom from all limitations. The burden fell on this city to teach these indiscriminate masses the laws of independence and liberty, constraint and order by law.

New-York does the rough work of making over the raw material of citizens; she occupies the post of difficulty and hardship and disagreeable duty in preparing mankind for that citizenship on which alone permanently rests the advance of mankind along the pathway of civilization.

Secretary Root referred feelingly to the "eloquent, pure English" of the President's speeches in various parts of the country.

Judge John C. Gray said that his court would probably be unanimous in saying that Secretary Root was "without superior as an advocate, the best of citizens and a general good fellow."

Simeon Ford told of his direful experiences in war—(National Guard, to escape jury duty)—and William B. Hornblower, in speaking for the bar, said that, while he didn't favor at all the administration's policy as to the Philippines, no one could have done better than Secretary Root.

After telling of wartime experiences with Stanton, with whom he contrasted Secretary Root, Senator Depew spoke of the Spanish war, incidentally saying:

"As we look back, after six years, it is simply marvellous that the mistakes and the blunders and the incompetence were so insignificant. Blame was centred upon Secretary Alger, and I wish to say here emphatically that time will vindicate him as completely as did his fellow citizens of Michigan, in evincing with rare unanimity their appreciation by giving him the best place in their gift, the Senatorship from their State."

He praised Secretary Root most highly, saying:

"The methods pursued by the administrations of President McKinley and President Roosevelt, under the advice of Elihu Root, have been ratified by Congress and approved by the Supreme Court of the United States."

District Attorney Jerome and General Greene also spoke, paying delicate compliments to the guest of honor.

GARDINER G. HOWLAND DEAD.

General Manager of "The New-York Herald" Succumbs to Angina Pectoris.

Gardiner G. Howland, general manager of "The New-York Herald," died suddenly at his home, No. 37 East Thirty-fifth-st., at 6 o'clock last evening, from angina pectoris. Mr. Howland, who was in his sixty-ninth year, was a member of an old New-York family. He married Miss Mary Grafton Dulany, of Baltimore, who died in 1897. Four children survive him—Dulany Howland, jr., and Mrs. Percy R. Pyne.

Mr. Howland was for many years a member of the board of governors of the Union Club. He was also a life member of the New-York Yacht Club and a member of the Metropolitan and Racquet and Tennis clubs. The arrangements for the funeral have not yet been made.

DYNAMITERS THREATEN SHIPS.

INFERNAL MACHINE, LAID TO MAFIA, FOUND ON CUNARD PIER AND SUBMERGED JUST IN TIME.

Warning Sent to Police Declares Italian Society Will Drive All British Vessels from the Port with Explosives.

In a plain pine box about the size of a small trunk an ingenious internal machine containing one hundred pounds of dynamite was found on the pier of the Cunard Line yesterday afternoon, less than an hour before the steamer Umbria sailed for Liverpool. According to Superintendent George E. Murray of the department of combustibles the prompt discovery and the immediate immersion of the box in the water at the end of the pier by the detectives who found it was all that prevented the explosion of the dynamite and the destruction of the pier, with the many persons who had gathered to sail or bid friends and relatives goodby. The black powder fuse leading to the detonating medium was found to be scorched, showing that it had been ignited. A second's delay in the extinction of the fuse would have meant the explosion of the whole charge. The discovery of the machine was due to the following letter, addressed "Commissioner Greene, Police Department, City," which was received at Police Headquarters at 12:15 p. m.:

Dear Sir: The Mafia greets you and wishes you well. At the Cunard dock is a box containing one hundred pounds of dynamite. Inside also is a machine that, properly set, can explode the stuff any time within thirty-six hours.

The society has declared war against England and has ordered the destruction of every steamer flying the British flag that sails out of New-York harbor.

The undersigned received orders to begin operations by sinking the Oceanic, but so many women and children took passage on that boat that the society's plans were changed at the last moment. The machine in the box, the first made, and a crude affair, is inclosed simply to show how easy it is to sink a steamer and to convince those interested that the society is not making idle threats.

The box with iron handles is among trunks for steamer Umbria.

The society has undertaken to clear New-York Harbor of British ships, and it will succeed. The reason for this movement the society does not wish to disclose; suffice it to say that the society, in order to protect itself, must carry the war into the enemy's country, and it goes without saying that it proposes to wage it as fiercely as it knows how.

This is the society's first and last warning, and those who propose to patronize British steamers must take their chances in the future.

The society asks and gives no quarter, so—Lay on, lay on, Macduff, and damn'd be he that cries hold—enough! PIETRO DE MARTINI.

P. S.—The battery is not attached. The fuse is without caps and lighters not set, consequently there is no danger in handling box.

The letter, as was the address on the envelope, was written with a lead pencil. As can be seen, it was couched in English beyond the command of the average Italian. The penmanship was that of an American accustomed to write rapidly and able to express himself clearly on paper without difficulty.

The letter, which bore a special delivery stamp, and, according to the postmark, had been mailed at the General Postoffice at 11 a. m. yesterday, was received at Police Headquarters at 12:15 p. m. The steamer was to sail at 2 p. m. There was no time to be lost, and, although the project seemed on paper too diabolical to be true, preparations were made immediately for investigating what the contents of the letter divulged. Detectives Moody and Leeson, who are detailed to the piers when steamers are arriving or departing, were called up on the telephone and ordered to look for the box. Detective Sergeant Farley was sent out by the Detective Bureau. The Department of Combustibles was called up and informed of the contents of the letter. Captain Watson, superintendent of the Cunard pier, was also informed. He went to Mr. Floyd, the acting agent of the line, who hastened aboard the Umbria and told Captain Dutton. The captain sent the chief officer to the pier, and gave orders that the steamer should not sail until the box had been found.

The detectives, Captain Watson and Mr. Floyd immediately began a search for the box. It was soon found, for it had come to the pier under peculiar circumstances. It was exactly as described in the letter, and was found at the foot of the gangway, among the other pieces of baggage. It was a plain, white pine box, newly made, and was unmarked. In size it was about 40 by 20 by 20 inches. The top, which was made of two pieces, was hinged and fastened with a staple, hasp and padlock. The hardware was neatly japanned, and was evidently new.

The passengers were not apprised of the presence of the infernal machine. Everything was done quietly. As soon as it was found it was carried to the end of the pier. Inside the box, by listening carefully, one could hear the ticking of a piece of clockwork. A rope was fastened about it and it was lowered in the water. When Superintendent Murray arrived with two assistants he found the men carefully keeping the box submerged.

In the mean time, the box having been discovered, Captain Dutton reversed his order regarding the sailing of the steamer, and she started on time, the passengers being unaware of the plot to annihilate them. As soon as the steamer sailed a detail of police who had arrived by this time, cleared the pier of every one except the detectives and the men from the Department of Combustibles. The box was then raised from the water in a gingerly manner and closely examined. Inside was a board to which was attached at one end, a set of clockwork similar to that of an eight day clock. To the perimeter of a large wheel connected with the clockwork was attached an upright metal post. This post was intended to engage the end of a lever. At the other end of the board was fastened an electric cigar lighter of the kind so often seen in cigar stores. A spring attached to one end was so arranged that the lighter would perform its function when the lever actuated by the clockwork released it. At the lighting point was affixed a black powder fuse. This fuse and the wires working the lightet led beneath the board, the former to another loop of fuse, the ends of which entered the compartments on either end of the box. The latter ran to a pair of dry cells. In the compartments were found one hundred pounds of dynamite—enough to read forty-five tons of solid rock, destroy the pier or tear out the bottom of the Umbria or any other steamer. The dynamite was in bars wrapped in light brown paper, on which were words suggesting that it had been made by the Climax Powder Company, which has an office in the Park Row Building. The dynamite was divided equally between the two compartments, there being one hundred half pound sticks in each.

To the astonishment of Superintendent Murray it was found that the end of the fuse was scorched and burned down for about a quarter of an inch, suggesting that the clockwork had released the lever just before the steamer sailed. He expressed the opinion later that had the box not been put in the water at the precise moment it was done an explosion would have occurred. The fuse, he said, was so short that it would have required hardly more than a second for it to reach the detonating medium, which was supposed to have been gunpowder and gun cotton packed around the dynamite. Superintendent Murray declined to say exactly what the detonating medium was, but assured the newspaper men that it surely would have proved its efficiency. He declared the machine to be the most perfect one he had ever seen.

The box was placed on a patrol wagon from the Charles-st. station. Patrolman John Cavanagh drove the wagon, and Roundsman Robert Quinn and Patrolman Frank Gallagher sat at the back. Patrolmen and detectives were sent ahead to clear the street, and the wagon was driven, with the horses walking very slowly, to the station. When that was reached the box was carefully emptied in the wagon and the box taken into the station. The contents were taken to Fire Headquarters.

Investigation showed that the box was brought to the pier on Friday about 3 p. m., in a wagon painted dark green and resembling a pedler's wagon. Two Italians were on the wagon. They delivered the box to "Tom" Pryor, the baggage master. He noticed that there was no name on the box, or ship to which it was to go, or address. He inquired, and onen of the men said it would be all right, that it was to go with the Umbria's baggage, and would be called for. They said they came from Thirty-ninth-st.

Pryor, later, it was said, became suspicious of the box, and informed Superintendent Watson. Yesterday morning he became more suspicious, and a watch was kept for any one getting the box. Superintendent Watson said:

"I cannot account for such an infernal machine being placed on this dock. I was told about the box, and was suspicious about it. About forty-five minutes before the ship sailed I notified Police Headquarters."

The two men who drove the wagon were described by Mr. Pryor as follows: One was about twenty-eight years old, weighing 170 pounds, with smooth face and wearing a bicycle cap. The other was taller, about thirty-seven years old, weighing about 175 pounds, and wore a dark cutaway coat and waistcoat, light trousers and a Fedora hat. Both men were dark, with dark complexions and hair.

Superintendent Watson said that the box would not have been put aboard the Umbria unless claimed by some one who was intending to sail on the vessel. It was at the gangway

Continued on third page.

CLEVELAND VAGUE.

Says He Is Not Desirous of Another Nomination.

Athens, Ga., May 9.—In reply to a letter from B. F. Holder, jr., Editor of "The Athens Banner," which contained the result of a poll of the business men of Athens, showing a strong sentiment for the nomination of Mr. Cleveland, and this question: "Are you now considering or would you consider making the race for the Presidency next year on the Democratic ticket?" ex-President Cleveland writes as follows:

Princeton, N. J., May 6, 1903.

B. F. Holder, jr.

Dear Sir: I thank you for your letter of the 4th inst., and for the editorial clipping from your paper which accompanied it. I cannot fail to be gratified by the kindly expressions which frequently come to me in these days from all parts of our country, and I desire to thank you for your loyal support in the past and for your exceedingly friendly expressions at this time. In answer to the question with which you conclude your letter, I can say no more than to assure you that at no time since the close of my last administration have I been desirous of carrying the Democratic banner for the fourth time in a Presidential contest. Yours very truly,

GROVER CLEVELAND.

DEAD IN TRAIN WRECK.

Head-on Collision on Mohawk and Malone Kills Four.

Syracuse, May 9.—A dispatch to "The Post-Standard" from Malone says:

"A terrible head-on collision occurred at Nelson Lake, on the Mohawk and Malone Railroad, at 3 o'clock this afternoon. Two passenger trains, travelling at a high rate of speed, crashed into eoch other, and four persons are reported dead and several injured.

"The scene of the wreck is about fifty miles from Utica, on the main line between Utica and Montreal. The trains in collision were No. 650, southbound, and No. 651, northbound.

"The disaster occurred on a curve, and the locomotives and mail cars were badly wrecked. The mail compartments are reported to be in splinters and the bags are buried in the debris. A representative of the railway mail service who was on board one of the trains has taken charge of the mail, and will attempt to dig it from the wreckage.

"The two trains are scheduled to meet at Fulton Chain, a few miles from Nelson Lake. It is said that the engineer of one of the trains ran past his orders, and caused the frightful disaster. Nevins, the engineer of one of the trains, was killed in the crash. James R. Jones, a mail clerk, of Malone, is said to have had both legs broken. He was on the train bound for Utica. John Best, another mail clerk, whose home is at Herkimer, was frightfully injured, and will be taken to Malone. John T. Glynn, a newsboy, of one of the trains, was killed. Frank Faulkes, a conductor, of Utica, and Yorden, a fireman, are also dead.

"Several of the passengers are reported injured, but so far as ascertained none of them were killed or fatally injured."

RUN ON BUFFALO BANK.

But Panic Is Averted by a Proffered Deposit of $1,000,000.

Buffalo, May 9.—There was a run on the Fidelity Trust Company to-day. It was caused by a rumor of a defalcation which has been afloat about two weeks. Owing to the known stability of the company, the presidents of other banks in the city, without any solicitation on the part of the Fidelity company, volunteered the announcement that they stood ready to deposit $1,000,000 in the Fidelity Bank at once. Although the usually large number of withdrawals on Saturdays was increased to-day, the line had dwindled, when the bank closed its doors, to not more than a score of persons who desired to draw their money. In consequence of this President Forman, who had intended keeping the doors open until evening, decided to close at the usual hour.

A statement issued by the trustees pronounced the rumor absolutely false, and added:

The company never was stronger than it is to-day. To provide against any demands that may be made we have $4,000,000 of cash available, and can readily have $3,000,0000 more the moment its use becomes necessary. The public can rest satisfied that there is no occasion for any anxiety whatever touching the company or its absolute solvency. It is earning its dividends of 12 per cent per annum, and carrying about as much more in surplus.

BOILER EXPLOSION KILLS TWO.

Indianapolis, May 9.—One of the boilers in the Indianapolis Hominy Mills exploded this afternoon, killing one man and injuring seven others. Of the injured, who were hurried to the hospitals, one will die. The dead man is Charles Bowers, a fireman, whose body was literally cooked by steam, and Ernest Shelton, another fireman, will die. Of the nine men in the room at the time of the explosion, only one escaped without injury. The tall smokestack connected with the boilers fell a moment after the explosion, and its crash could be heard almost as far as the noise of the original explosion.

SECRETARY HAY WAITING

ACCEPTS RUSSIA'S WORD.

But Any Evasion of Promises Will Be Promptly and Firmly Met.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, May 9.—The State Department is perplexed over the conflicting reports from Peking regarding the Russian attitude toward China, but it is an exaggeration to say that the department is agitated to the verge of calling on Russia at this time for further explicit assurances than those given ten days ago. The avowed purpose is manifested here by the officials charged with safeguarding American treaty rights in China to meet promptly and firmly any evasion of the promises repeatedly given that these rights would be scrupulously respected, and so far, it is declared, all pledges affecting the United States have been kept.

The suggestion is advanced, in view of the alarming and contradictory reports of the last few days, that perhaps the Chinese have been unnecessarily alarmed and confused by the representations from various nations, and that there are in Peking many ingenious mischief-makers as well as skilful prevaricators diligently at work.

In the absence of indisputable information to the contrary, the State Department will not make what could be construed as a further reflection on Russian sincerity by asking blunt questions at St. Petersburg, but may be expected to await positive developments menacing American interests in any of China's provinces. In the mean time, the idea of participating in simultaneous or identic notes or departing from the traditional policy of avoiding alliances has not been considered, nor is it thought that there is, at this juncture, a remote contingency which would be likely to draw this government into a co-operation in force in Asiatic complications.

RELIEF IN WASHINGTON.

Retirement of Russian Troops Confirmed by Mr. Conger.

(By The Associated Press.)

Washington, May 9.—The State Department has received from Minister Conger confirmation of The Associated Press dispatch from Peking that the Russians re-entered New-Chwang and then retired. The receipt of this news late in the day brought relief to a strained situation, and it was decided by the department that there was no longer occasion for action, even diplomatically, at this stage. Count Cassini, in the course of his talk with Secretary Hay to-day earnestly impressed on the Secretary his conviction that the Russian Government had lived up to its agreements, and in view of these representations Secretary Hay did not hesitate to dissipate the impression which might have existed that there remained any need for diplomatic action relative to Manchuria by the United States, Great Britain and Japan. The situation, consequently, lapses back to where it was after the original Russian disclaimer which followed the demands on China two weeks ago, and for the present the attitude of the United States Government will be simply one of observance. Count Cassini said to-day:

When the whole truth is known it will be found that Russia has not violated a single pledge made to any nation, nor does she intend to do so. Moreover, whatever steps have been taken in Manchuria are only in self-defence.

The count called at the State Department about noon to talk over the Manchurian situation with Secretary Hay.

Mr. Takahira, the Japanese Minister, had a long interview with Secretary Hay at the State Department to-day. He manifested deep concern over the Manchurian situation, but declared that the legation was without official advices, in the absence of which he did not care to discuss the matter. There is an intimation that Japan is disappointed at the character of the support she has received from other powers up to this time in her efforts to stop Russia's alleged aggression. On leaving the State Department the minister took occasion to single out the following statements printed this morning:

"It is pointed out that Russia employed a saving clause in the promise to withdraw from Manchuria, the language being, 'Provided, however, that the action of other powers shall not stand in the way,'" and the further statement that "Russia, it is understood, now contends that this proviso was violated by Japan when she mobilized her fleet and otherwise showed signs of military preparation, which was construed as a menace to Russia." Commenting upon the latter statement, he said: "Such a contention, if made, is unwarranted."

Mr. Takahira added that there has been nothing in the movement of the Japanese Navy which could be construed as a menace to Russia. "The movements of Japan's warships," said the minister, "are simply incidental to our spring naval manœuvres, and are as devoid of political significance as were your naval manœuvres in the Caribbean last winter."

WITHDRAWS FROM FORTS.

Russia Says Troops Are Retiring Southward to Depart by Sea.

Peking, May 9.—The official at New-Chwang who sent yesterday's news of Russia's reoccupation of New-Chwang and military operations elsewhere in Manchuria telegraphs to-day that the occupation of the forts at the mouth of the Liao River was temporary, the troops now having been withdrawn from there. Officials here are mystified. Their subordinates at New-Chwang have not reported the reoccupation of that place; hence, there is a disposition to question the correctness of the information, though the author of yesterday's story is generally considered to be one of the ablest and best informed foreigners in China.

St. Petersubrg, May 9.—The Foreign Office here strongly deprecates the excitement concerning Manchuria. It believes that mischief-makers are responsible for the reports from there, and says that the arrival of troops at New-Chwang was due to the retirement of troops from Moukden Province southward, instead of northward. The troops depart by sea. The other alleged warlike preparations of Russia are ridiculed.

WILL CONTINUE "OPEN DOOR" POLICY.

Russia So Assures the French Ambassador at St. Petersburg.

Paris, May 9.—Commenting on the Manchuria situation, the officials here say that the French Ambassador at St. Petersburg has had an interview with Foreign Minister Lamsdorf, which brought out a repetition of the statement that Russia had given positive assurances to the United States that there would be no interruption of the "open door" policy in Manchuria, and also the assertion that the mission of Gen-

WHY NOT SEE NIAGARA FALLS?
You can do so with no extra expense if you travel by the New York Central lines.—Advt.