

DEMANDS STEAMER'S RELEASE

ENGLAND EXPECTS RUSSIA TO GIVE UP THE MALACCA.

Will Never Allow Her to Be Taken to the Baltic as a Prize-Liner Stopped at Port Said and Request for Coal Not Granted—British Mediterranean Fleet Under Way—Russia to Send More Ships Through Dardanelles—France Does Not Approve Her Ally's Red Sea Raids.

Special Cable Dispatch to THE SUN. LONDON, July 21.—The announcement that Great Britain has protested against the seizure of the Malacca and demanded her release has caused the greatest satisfaction throughout the country. Indeed, it may be said that any less prompt or less decided measure on the part of the Government would have been met with an outburst of popular indignation and anger.

It is confidently hoped and in some quarters it is unhesitatingly taken for granted that the demand for the release of the steamer will be complied with without unreasonable delay. In any case, the idea that the Government would allow Russia to keep possession of the liner and take her under the Russian flag past Gibraltar and through the Straits of Dover to the Baltic is unthinkable to the British people.

Any such action would be treated by the nation as a betrayal of responsibility and would inevitably produce such an outburst of wrath as would sweep the Government out of office.

STRONGER MEASURES IF NECESSARY. The press is unanimous in declaring that if the release of the steamer is not conceded in response to the protest stronger measures must be taken. There is considerable restraint in the comments of the most reputable papers, with an expression of a desire not to aggravate the situation.

Great Britain, of all nations, can the least afford to deny a belligerent's right of search, but the circumstances attending the seizure of the Malacca are regarded as being so irregular and unwarrantable as to exclude any middle course in dealing with the case.

It is unnecessary to accept all the rumors printed concerning the seizure, such as the stories of tearing down the flag after it was nailed to the mast and the threatened arrest of Capt. Street, which are not confirmed. They are not needed to establish the practical or semi-practical behavior of the Russians.

BRITISH WARSHIPS' MOVEMENTS. The British Government has not given out any information of the movements of the Mediterranean fleet, ordered to the Levant, but authentic press despatches confirm the report of its departure from Malta.

It is again stated that the cruiser Terrible and one or two smaller vessels will be detailed to watch shipping in the Red Sea. It is added that parts of the Mediterranean fleet will make their temporary headquarters at Alexandria and Port Said, respectively. It is rumored that part of the fleet will be sent to the neighborhood of the Dardanelles.

ENGLAND'S ATTITUDE SUPPORTED. Opinion in the capitals of Europe supports the British attitude with remarkable unanimity. This is most striking in the case of popular opinion in Germany, which is considerably irritated by the seizure of the German steamer Prinz Heinrich's mails, and where there is no objection to seeing Great Britain draw the chestnuts out of the fire in behalf of German commerce.

Needless to say, the Kaiser's Government, which has reasons of its own for conciliating Russia, does not display the least intention of translating these popular sympathies into diplomatic action. Indeed, it seeks through the official press to inoculate the nation with the wisdom of observing quiet reserve in regard to events in the Red Sea, but it is generally stated that Chancellor von Bülow is nevertheless alive to the gravity of the situation and is watching it with the closest attention.

MALACCA HELD AT PORT SAID.

Request for Coal Not Granted—Crew and Passengers Landed.

Special Cable Dispatches to THE SUN. PORT SAID, July 20.—The Peninsular and Oriental steamer Malacca, which was seized by the Russians on July 13 near Gebel-Zukur, has arrived here. The protests made by the British captain against the detention and his assurances that the ammunition on board belonged to the British Government and was destined for Singapore and Hongkong were ignored by the Russians, who placed a prize crew of forty-five men on board, commanded by Lieut. Schwartz.

The latter, as captain of the Malacca, has asked the authorities here for 400 tons of coal, 220 tons of fresh water and fresh provisions to enable him to take the Malacca to Cherbourg. The Peninsular and Oriental agent here asserts that the steamer already has an abundance of coal, and does not seriously need water or provisions.

The matter has been referred to the Egyptian Government on the ground that the circumstances are unprecedented. The Malacca might have sailed early to-day but for the detention pending instructions. It is stated that the capture of the steamer was in no wise a chance one. The Russians waylaid her owing to secret information received from Antwerp to the effect that she was taking ammunition and ironwork for a derrick to be erected at Moji.

EUROPEAN CREW BRIBED

LONDON, July 21.—A despatch from Port Said says that when the Malacca was seized some of her European crew were taken on board the St. Petersburg and bribed to give information. It was because Capt. Street of the Malacca protested against this that he was threatened with arrest.

Part of the cargo embarked at Antwerp included steel plates and foodstuffs. The Russians assert that the manifest was faulty.

PASSENGERS TRANSFERRED. The Malacca's passengers have been transferred to the steamer Marmora. They say that the Russians behaved well. All

MRS. MAYBRICK IS NOW FREE.

OUT OF ENGLISH CUSTODY, HER MOVEMENTS KEPT SECRET.

American Woman's Long Term in English Prison for the Murder of Her Husband Ends—Once Under Sentence of Death—Years of Effort to Secure Her Release.

Special Cable Dispatch to THE SUN. LONDON, July 20.—Mrs. Florence Maybrick, who was convicted of poisoning her husband and was sentenced to imprisonment for life, was released this morning at Truro, Cornwall.

The greatest secrecy was observed in the release of Mrs. Maybrick. Shortly after 9 o'clock she left the Home of the Epiphany, wearing a fashionable gray dress. She was not accompanied.

She proceeded to the house of a friend, a Miss Dalrymple, where she and two women, who are variously described as friends and nurses.

Avoiding Truro she travelled in a private carriage to St. Austell, where she parted from her companions and took the 12:14 o'clock train to Paddington Station. She occupied an otherwise empty first class carriage, and had little luggage. She looked to be in good health and spirits.

After she boarded the train there is no authentic knowledge of her movements. The train stopped at several stations in Cornwall and also at Plymouth, Exeter and Bristol. Apparently Mrs. Maybrick alighted at one of these places in order to escape public notice.

Persons awaiting her at Paddington station agree in stating that she did not arrive there. It was understood that an official of the Home Office was to meet her at the Paddington station in order to facilitate the immediate signature of the release papers. Scotland Yard professes ignorance and refuses information of her whereabouts.

It is reported that, accompanied by her mother, Baroness de Roques, Mrs. Maybrick has gone to France. After a brief stay she will consult a solicitor in Liverpool and another in the United States. Another report says that Mrs. Maybrick and her mother are going to stay for a few days in Plymouth and that they will sail from Liverpool on July 23.

Baroness de Roques recently left her home in Rouen, where it was understood that she would be absent for some time. Inquiries at Liverpool elicited the information that nobody answering the description of Mrs. Maybrick sailed on the steamer Teutonic.

During her stay at Truro Mrs. Maybrick enjoyed almost complete freedom. She frequently was an attendant at the services at the cathedral. She visited friends in the neighborhood. Her mother made several journeys to Truro.

On the last occasion, two months ago, she took her daughter on a long country drive. All attempts to discuss her persons to speak to her were, however, invariably frustrated.

Mrs. Maybrick's case has attracted more attention on both sides of the Atlantic than any other in the recent annals of the criminal courts of England and America. She was Miss Florence C. Chantler, the wife of Ala, daughter of the late William G. Chandler, a banker of that place. She was born in 1822 and was educated in France and Germany. In 1850 she met James Maybrick, a rich English cotton broker, who was then 44 years old, and shortly afterward they were married. Two children were born to them, a boy in 1852 and a girl in 1856. The first years of their married life were apparently happy.

Maybrick got into the habit of taking arsenic. He became ill on the 27th, 1888, and died on May 11, having grown steadily worse until his death from "gas-tro-enteritis" brought on the attending physician declared. The English coroner, as the result of getting wet at the racetrack. When the house was searched enough arsenic was found to poison fifty men.

According to the testimony at her trial Mrs. Maybrick, on the day of her husband's death, gave a note to the nurse, Alice Yapp, to mail to "A. Brierley, Esq., Halkington street, Liverpool." The English coroner declared that the baby dropped the note in the road and that while she was putting a new envelope upon it she read it. The note, she said, was signed "Florence C. Chantler" and over to Maybrick's brothers, who began an investigation which led to Mrs. Maybrick's trial for murder. She was sentenced to be hanged, but her sentence was commuted to life imprisonment.

Many attempts were made to have her released, and the Maybrick Association was formed in London for the purpose, with an auxiliary organization in this country. Her mother, the Baroness de Roques, who lives in Rouen, France, devoted her entire time to trying to secure her daughter's liberty, friends here and in Europe aiding her. The fact that the judge who tried her had died in a hospital and that the coroner had discovered tending to prove the innocence of Mrs. Maybrick created a strong feeling in her favor, but the Home Secretary could not be induced to recommend her release.

Among those who took part in trying to secure Mrs. Maybrick's release were Secretaries Blaine, Foster and Olney. The latter almost succeeded in having her liberated in 1896.

She was last, after she had served more than fourteen years in prison, arrangements were made for the release of Mrs. Maybrick, in accordance with the treaty process of the United States and England, which seldom exceeds twenty years, and is shorter for prisoners who have made records for good behavior. She was ferred on Jan. 14 from Jersey Prison to a Church of England home called the Epiphany, in a remote corner of Cornwall, and kept there until yesterday.

Among those most seriously injured are: The Rev. Jere Knode Cooke, rector of St. George's Church, internal injuries, contusion of thigh, suffering from shock; Mrs. J. K. Cooke, cut on hand and face, suffering from shock; Gundie, a maid of M. A. Richmond, (Boston) deep on leg; Marion Roberts, back out and teeth knocked out; Florence Roberts, cut on face, internal injuries; Elizabeth Roberts, cut on face; lower jaw fractured, face cut; Nettie Gilderleeve, suffering from shock; Mrs. Jacob K. Roberts, injured on head and ear out; Lillian Slade, hip, head and back injured; Elizabeth Bunce, cut on face and mouth; two daughters of the Rev. Charles W. Wyckoff of Garden City, suffering from shock and contusions; Winfield Combes, motorman of construction car, contusion of brain, bruises on leg; Ray Spenser, hip out, shoulder and legs bruised.

Besides these, fully a score more were less seriously injured. Charles Thraher of the traction company, Supt. Polhemus, the motorman and conductor of the trolley car, were connected with the accident refused to make any statement and stated that until an investigation is made they will not discuss the wreck.

State Railroad Commissioners will visit the scene of the wreck to-morrow and make an official investigation. The trolley car was credited to General Manager Thraher, this afternoon, the construction car had positive orders to remain at Seaside avenue, Freeport, and the three special trolley cars with the excursionists had passed. Motorman Combes, after the accident, said that he had received no orders to remain on the wreck. The men are always instructed to report to the train despatcher by telephone, but whether or not this was omitted the official of the road refused to discuss it. After the accident the excursionists returned to Hempstead and disbanded. The wrecked trolley cars were taken to the St. Petersburg yard, the Dardanelles where the officials of the road refused to allow them to be examined. The collision occurred near the residence of the Rev. Charles Finch and the Rev. Charles Young, both of whom aided

CHURCH PICNIC WRECKED.

SCORE HURT IN HEAD-ON TROLLEY CRASH ON LONG ISLAND.

Special Car, With Hempstead Sunday School Outing, Telescoped by a Construction Car on a Sharp Curve Where Trees Hide the Track—The Blame in Dispute.

Hempstead, L. I., July 20.—A head-on collision between a construction car of the New York and Long Island Traction Company and one of three special trolley cars that were conveying members of the St. George's Episcopal Sunday school to an outing at Long Beach, occurred this morning near the village of Roosevelt, two miles north of Freeport, and at a point where there is the only sharp curve on the fourteen-mile track. Over a score of men, children and children were injured and several are in a serious condition. The special car, which was bound south on the single track of the trolley line, was telescoped for a distance of ten feet. The construction car, north bound, was considerably damaged and the mechanism of both was completely demolished.

In the special car were about eighty of the excursionists, principally women and children. The occupants of the car were thrown from their seats and a number of children and women were trampled upon. Flying glass, wood and iron struck those on the forward seats.

The accident happened at a turn in the road, on a slight down grade, where a number of trees border the track and obstruct the view in all directions, the most dangerous on the route between Hempstead and Freeport.

The special car was in charge of Motorman Jesse Rhodes and Conductor Robert Combes. Winfield Combes was the motorman in the construction car and Thomas Davis was the conductor. Supt. Frank Polhemus of the traction company occupied a seat beside the motorman of the passenger car. Motorman Rhodes and Supt. Polhemus jumped from the special a second before the collision occurred and escaped serious injury.

Motorman Combes and Conductor Davis stuck to their posts and received injuries of a serious nature. Combes was jammed between the front of the construction car and the back of the special. Joseph King, line superintendent of the trolley road, jumped from the construction car and escaped injuries.

The Rev. Jere K. Cooke, rector of the church, who was in charge of the excursion, although very seriously hurt, personally looked after many of the injured children. When the cars crashed he was standing at the front door of the special.

Polhemus regarding the accident at which the special was traveling, suggested that the trolley car was thrown violently backward under one of the front seats, where for a time it was impossible to extricate him. Although badly injured he refused aid until all the women and children had been taken from the car. In the panic that followed the collision many of the women and children were trampled on.

That the injured women and children were placed on cars traveling in the opposite direction. Then, with his injured wife, he consented to be taken to Hempstead, where he was attended by Dr. Charles G. J. Finn.

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the injured. Miss Lottie Edwards was sick in an upper room, but when she heard of the accident she ran from her room, carrying the bed sheets. These she tore in shreds as she ran and, with her father and sisters, carried water and bathed the injured excursionists.

Telephone messages were sent to Hempstead and Freeport and physicians arrived in automobiles, carriages and by a special trolley car sent out by Supt. Thraher. An ambulance was also sent from the Nassau Hospital and it carried the injured children to their homes at Hempstead. Dr. Edward Rushmore, Dr. Louis N. Lanehart, Dr. Charles G. J. Finn, Dr. J. B. B. Dem and Dr. Edward Carmichael of Freeport all hastily went to the scene of the wreck.

Richard B. Mayland of Brooklyn, who has a country place at Freeport, stated that he was waiting for the arrival of the Sunday school special. He noticed a regular trolley car approaching the special, but with out any flag to denote that special was close. He then saw the construction car pass.

Amel Rhodes, near whose house the accident occurred, said he heard the crash and then shrieked. He ran to his porch and saw the excursion train, which was of Mrs. Rhodes, pushing the construction car down the incline. The crunching of wood and breaking of glass were continuous until the cars stopped in front of his house. He and his household, Mrs. Van der Water, who had witnessed the accident from the window, ran out and rendered aid to the injured. Many of those who were injured, besides those who had been carried to the Rhodes place, some being laid on the lawns and others taken into the house.

The three children of the former Supervisor Edward Townsend of Hempstead were sitting on the front seat of the car. Not one of the children received so much as a scratch.

RUSSIA'S DEFENCE. Has the Right to Search Merchant Ships for Contraband of War. Special Cable Dispatch to THE SUN. ST. PETERSBURG, July 20.—An article published to-day in the Russ and believed to have been inspired by the Foreign Office says: "The operations of the converted cruisers Smolensk and St. Petersburg are causing tremendous excitement in England. Questions are being asked in Parliament the newspapers are appealing to the public and there is a panic among shipowners. There also is a good deal of talk in Germany because of the seizure of mails on the steamer Prinz Heinrich, but the most noise there is being made by extremist organs, the others treating the matter coolly. It is the English who do not display the same Teutonic calmness.

It is easy to understand that the British merchant marine feels these restrictions severely. As a result of the stopping and searching of vessels, English ships either must give up transporting contraband or continue at their own risk and peril in time of war between two Powers. Others are bound to suffer more or less, as it is impossible to check contraband traffic without search.

In regard to the detention of the Prinz Heinrich's mails, details have not yet reached St. Petersburg. Comprehensive discussion of this incident is therefore impossible, but it must be pointed out, the official correspondence of a belligerent is contraband. Consequently if the Prinz Heinrich carried Japanese diplomatic and consular reports she was liable to seizure. Of course, whether she did or not, the correspondence can be inspected to determine this fact.



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Here are \$25, \$22, \$20, \$18 & \$15 suits that must suffer the penalty of popularity. They have sold till only a few of a kind remain, and those that are left you can pick from at

\$11.75.

All made with our famous "Concave" Shoulder, in chevots, homespuns, serges, worsteds, etc., in single and double-breasted sack models.

WM. VOGEL & SON, Broadway, Houston St.



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For Thursday, Friday and Saturday, Panama Hats for Men. Value \$5.00, \$7.50 and \$10.00, At \$3.75.

The offer involves every Panama Hat which our stock affords--small, medium and large models, in dignified and rakish shapes.

For Thursday, Friday and Saturday, Straw Hats for Men. Formerly \$2.00 and \$3.00, At \$1.25.

Split and Sennit Braids in flat brim models, Milans and Mackinaws in soft brim shapes, and Puerto Rico Palm Hats. Every one of which has been a factor in our regular stock at the regular price--two and three dollars.

For Thursday, Friday and Saturday, Neglige Shirts for Men. At One Dollar. Formerly \$1.50 and \$2.00.

Shirts of the better grade for all manner of men--whether your taste be grave or gay, whether your proportions demand a shirt with sleeves of abnormal, sub-normal or normal length, still do we say: shirts for all manner of men and at

one-third and one-half less than regular prices. Shirts of Zephyr Cloth in white, with plaited bosom, attached or detached cuffs. Sizes 14 to 17.

Shirts of Mat Chexier in white, plain bosom, attached or detached cuffs. Sizes 17 to 19 1/2 in stout sizes, and 14 1/2 to 16 in normal sizes. Shirts of Ercelle in an extensive variety of models and designs, plain or plaited bosom, attached or detached cuffs. Sizes 14 to 17 1/2. Shirts of Madras in various weaves and colors or white, plain or plaited bosom, detached cuffs. Sizes 14 to 17 1/2.

Saks & Company BROADWAY, 33D TO 34TH STREET.

ATTACHES VISIT TO TOGO. Much Impressed by the Fitness of the Japanese Crews. Special Cable Dispatch to THE SUN. LONDON, July 21.—Further reports of the visit of the Japanese officials, foreign attachés and newspaper correspondents on board the steamer Manchu Maru to Admiral Togo speak enthusiastically of the smartness and intoness of the Japanese fleet.

Admiral Togo received the attachés of seven nations in his private cabin and afterward received the correspondents in the wardrobe, where is treasured a piece of the only shell which was his flagship during the war. It struck the mainmast on Feb. 2 and tore the thigh of Lieut. Matsumura.

Admiral Togo was calm and genial. He said he was feeling the want of sleep, but otherwise was happier than he would be at home. He toasted his guests, who responded with banquets and hurrahs.

The Manchu Maru, steaming along the line of the fleet, saw gunboats and torpedo boats standing guard behind a 20-mile boom protecting the channels between the islands.

The boom looked to be a mass of oogs, cables and netting. Transports and colliers were constantly passing to and fro outside. Two celebrated Japanese painters were on board the Mikasa, the flagship. They are commissioned to make official pictures of the grand assault on Port Arthur.

The Manchu Maru was the flagship of the Japanese fleet. It was not allowed further south, there still being mines afloat. She sighted Port Arthur, where the Russians were busily engaged on the fortifications.

The correspondents were much impressed by the fitness of the Japanese crews. Nobody from Admiral to ship's boy showed a sign of nervous strain. All were eager for the final operations.

Capt. Numoto of the Asahi, who accompanied the guests on the Mikasa, spent years in Russia. He said on bidding the guests farewell: "We have many friends in Port Arthur. Maybe we will soon see them."

JAPS RENEW THE ATTACK. Fighting North of Motien Pass, Which May Bring on a General Engagement. Special Cable Dispatches to THE SUN. MOTIENLING, July 19.—The Japanese expected a renewal of the Russian attack last night and accordingly were under arms until dawn. The attack did not occur and the Japanese on the extreme right assailed the Russian position at Chantan, twenty-seven miles north of Motien Pass. The Russians retired, but being reinforced retreated in the direction of the village of Houtaiate, east of Anping.

ST. PETERSBURG, July 20.—Gen. Kouroupatkin, under date of July 17, reports that there has been no special change in the southern front since July 17. He states that the Japanese advance from Saimate was toward Sikkheyan against a Russian detachment, which after two days' fighting retreated in the direction of the village of Houtaiate, east of Anping.

TURPIN AN ARROW COLLAR 18 CENTS, 2 FOR 25 CENTS. CLUETT, PEARBOY & CO. MADE IN ENGLAND.

AMERICAN GOODS GO TO THE RED SEA CHIEFLY IN BRITISH SHIPS. At the office of Chubb & Son, marine underwriters, it was said yesterday that the holding up of merchantmen in the Red Sea by the Russians had caused a rise to double the normal insurance rates on neutral cargoes and ships.

As the beginning of the Russian-Japanese war the rates on the neutrals had been high, chiefly because there was a fear that hostilities might affect other nations than the two actually engaged. Later, when there appeared to be no probability of international complications, the rates went to their normal figure. The news of the Red Sea seizures sent them up again yesterday.

All shippers, including those in American ports, are affected by the new conditions. No cargoes go in American bottoms through the Suez Canal, but many American cargoes go in foreign (chiefly British) bottoms, and as they may be subject to delay through the searching of ships, the insurance premium has gone up in proportion to the risk of ship and cargo.

Czar Returns to Peterhof. Special Cable Dispatch to THE SUN. ST. PETERSBURG, July 20.—The Czar returned to Peterhof yesterday, after an inspection of the troops at Novgorod.

BUSINESS NOTICES. Widely Imitated, never equalled. MURRAY & LANMAN'S FLORIDA WATER Beyond question the best toilet perfume.

MARRIED. AUSTEN-ATRINKS.—Wednesday, July 20, at the residence of her parents, Mr. and Mrs. Arthur Lester Atkins, 1849 Belmont ave., Chicago, Ill., Helen Deane Atkins of Chicago to Lewis Henry Austen of New York city.

DIED. DAVIS.—At Madison, N. J., July 19, after a short illness, William Webb, son of William Webb and Juliet M. Davis.

GOETZCHUS.—At Great Neck, Long Island, on July 20, 1904, John Milton Goetzchus, son of the late John E. and Julia S. Goetzchus of Washingtonville, N. Y., in his 51st year. Notice of funeral later. Newark, N. J., and Hartford, Conn., papers please copy.

HOWE.—Levitt Howe, son of the late Fisher Howe of Brooklyn, N. Y., died at his residence, Princeton, N. J., Tuesday, July 19, 1904, in the 68th year of his age. Funeral services at his late residence, on Thursday, July 21, at 4 o'clock P. M.

MARSHALL.—At Hackensack, N. J., on July 20, of typhoid fever, James Lin Marshall, only son of James H. and Martha L. Marshall, in his 15th year. Funeral services at his late residence, on Friday, July 22, at 8:30 P. M. Interment private.

MAY.—On July 21, at his residence, 26 Wats St., John W. H. May, beloved husband of Mary L. de Striker. Funeral services on Friday evening at 8 o'clock. Interment private. Kindly omit flowers.

SHEA.—On July 19, at his residence, 25 Vandewater street, at St. Andrew's Church, Duane and City Hall pl., on Friday, the 23d inst., at 10 A. M. Relatives and friends are invited. Kindly omit flowers.

SIMPSON.—On Monday, July 19, Edmund Shaw, son of the Rev. Stephen Price Simpson and grandson of the late Robert S. Swoda. Funeral services at St. Luke's Hospital, on Thursday, July 21, at 11 A. M. Interment private.

THOMPSON.—On July 20, 1904, after a