

MARYLAND HIT FERRYBOAT.

LOOK OFF NEW YORK'S PASSENGERS. LEFT SHE SHOULD SINK.

Lasted Together, the Boats Drifted Up Nearly to the Navy Yard—Ferryboat Out of Commission—Maryland Loses Hull and Flagstaff—Nobody Hurt.

What would happen if the iron ferry boat Maryland hit a wooden Fulton ferry boat of half her size has been a question navigators of the East River have often asked themselves. Last night the Maryland, loaded with freight cars and coming down the river, hit the ferryboat New York, bound for Brooklyn, drove a hole in her hull, made fast to her, drifted with her up to the navy yard, taking off her passengers meanwhile, and finally landed the passengers at Jewell's wharf. Nobody was hurt. The New York was laid off for repairs.

The New York started on her 740 P. M. trip to Brooklyn with some fifty passengers, mostly women. The night was clear, but black dark, and a strong flood tide was running up.

About one-third of the way across the passengers heard their vessel bow one long whistle and two short ones, meaning, "What are you going to do?"

Those on deck looked up to see a great hull towering above them on the port bow. Before any one could get the nature of the boats had struck port bow to port bow. The shock was so heavy that it threw the passengers in the cabin from their seats.

Capt. Charles Benjamin of the New York sent Charlie Turner, a deckhand, through the cabin to keep the women quiet.

"Are you damaged?" he yelled across the rail to the Maryland.

"Not a bit," was the answer. "Then keep tight to us!" cried Benjamin. The deckhands of the Maryland threw out lines at once and the port rails of the two vessels were lashed together, their bows in opposite directions.

Engineers from below reported that the New York's wooden shell was stove in above the waterline. Although she was not leaking a drop, Benjamin decided to play safe and transfer his passengers.

"Can you take my people aboard?" he yelled.

"Send them along, we're all safe!" shouted Capt. T. D. Flood of the Maryland from his own rail.

Capt. Benjamin sent deckhands Turner and Ostrander to tell the passengers that they must get aboard the other boat. Even the women took this calmly. They gathered on the forward deck. The rail of the huge Maryland rose above them, out of reach. The male passengers and deckhands lifted the women on their shoulders, while the crew of the Maryland reached down and hauled them up. Three old men were sent up in this fashion and the younger men followed, scrambling up as best they could.

It was in the middle of this transfer that a big tug steamed up.

"Do you want any help?" asked the skipper of the tug.

"No! Leave us alone, we're busy!" shouted Capt. Benjamin. Just then most of the passengers noted that they were away up on the wrong side of the Brooklyn Bridge. The flood tide had run both boats to a point nearly opposite the Brooklyn yard.

"Are you all right down there?" came the question from the bridge of the Maryland.

"Yes," answered Benjamin. The lashings were cut and the Maryland backed away. She went out once to Jewell's wharf, Brooklyn, where the passengers were unloaded. Many of the women, who had kept their heads while they were aboard the damaged New York, developed hysterics as soon as they were safe.

As soon as the Maryland backed off it was seen that she had stove a clean hole in the New York. Her low prow had slipped under the overhang, which was hardly damaged at all. The New York was leaking a little from strained seams, but no water came through the hole. She ran under her own steam to the repair docks at the foot of the Atlantic avenue, Brooklyn, where she was put out of commission.

The Maryland lost about forty feet of her port rail forward and her flagstaff. Otherwise she escaped unhurt.

Accounts differ as to the causes of the collision. The Maryland was coming south from Mott Haven with a load of freight cars. As the boats approached the point of collision, they exchanged signals.

The ferryboat "crossed" her bow, but changed her mind," said Capt. Flood. "That's what caused the accident. Now you've got it all." A member of the Maryland's crew added:

"The ferryboat came out of the slip toward us. She blew once, meaning 'We will cross your bow.' The Maryland responded and slowed up. At the same moment the ferryboat tooted twice, meaning that the Maryland should go across her bow. The Maryland tried to back, but before she got under the reverse, she ran into us."

The officials of the ferry company were reticent about the causes of the accident, although they lay the blame on the Maryland.

"The rule of the river is that a vessel going up or down and having a crossing vessel on her starboard side must in all cases give way," said one of the officials. "The Maryland had the New York on her starboard side. We won't go into it any further."

"From the reports we have, the crews of both vessels behaved splendidly and did the right thing in every respect from the moment the vessels struck. When one boat in a ferry collision is damaged and the other is not it is always the safe thing to lash them together and transfer all passengers to the undamaged boat. That has saved hundreds of lives in ferry collisions before. The captain of the Maryland did exactly the right thing in keeping tight to the hole he had made."

William H. Curtis, a broker, of Brooklyn, was one of the passengers. "I was in the women's cabin, near the pilot house," he said. "The signal I heard from our boat was one long whistle and two short, which means, 'I understand. What are you going to do?' That was the only thing I heard until both boats began a series of short blasts, indicating danger. The next thing I knew I was sprawling on my face and a deckhand was telling me that there was no danger."

From the appearance of the hole in the New York it is apparent that the Maryland struck her a pretty straight blow. The Maryland was trying to swing to starboard

to pass under the New York's stern, and it is probable that in this swinging movement she scraped off the piece of rail which she lost in the collision. On her part the New York was apparently trying to get lengthwise of the river and make the collision a glancing one.

The Maryland left her dock at Jersey City at 11:15 P. M., to make a schedule run back to Mott Haven.

KAISER WARNS HIS PEOPLE.

Take Heed of Fate of Russia, Where Christianity is in a Bad Way.

Special Cable Dispatch to THE SUN. BERLIN, May 3.—According to the Evangelische Kirchenzeitung, Emperor William, at the swearing in of recruits at Wilhelmshaven on March 8, made a speech that hitherto has not been reported.

He said that the heroic deeds of the Japanese arose from patriotism and filial love, of which the magnificent discipline of their army and navy was the outcome, but it must not be inferred from the Japanese victories that the emperor was superior to Christ. If Russia were beaten, it would be chiefly because Russian Christianity must be in a very bad way, while the Japanese displayed many Christian virtues.

But German Christianity was also in a bad way, and his Majesty doubted whether, in the event of war, the Germans would be justified in praying to God for victory.

The Japanese are a scourge of God, like Attila and Napoleon. The Germans must have to see that God did not have to chastise them some day with such a scourge.

INCREASED HEIGHT 2 INCHES.

Diminutive Candidate Is Bound to Get Into Naval Academy.

ANNAPOLIS, Md., May 3.—Luther Welsh, a candidate for the Naval Academy from Kansas City, Mo., arrived here on Saturday for the purpose of entering one of the schools which prepare for the entrance examinations. Young Welsh raised himself two inches in height by the use of a stretching apparatus, which he brought with him to Annapolis. The minimum height for entrance to the Academy is 5 feet 2 inches, and as young Welsh was just 5 feet he had to pull himself up a little.

His apparatus consists of a set of head, shoulder and feet straps fixed on a shaft so that they can be operated by means of a screw worked by himself. He spends a part of his time in this apparatus each day, and although he has now pulled himself to the right height he brought his weight along for fear he would settle down again. Young Welsh brought a letter with him from an uncle to Gov. Warfield of Maryland. He presented his letter on Saturday and last evening dined with the Chief Executive of Maryland.

HER HANGING IMPROBABLE.

Friends of Mrs. Anna Valentina, Sentenced to Die Friday, Work Hard to Save Her.

TRENTON, N. J., May 3.—In the face of the efforts that are being made to save the life of Mrs. Anna Valentina, it seems improbable that the Bergen county murderess will be hanged next Friday. Mrs. Emma Newbury, president of the State Federation of Women's Clubs of New Jersey, and Mrs. Coselli of Newark made a personal appeal to Gov. Stokes to-day for a reprieve which would enable counsel for Mrs. Valentina to prepare in due form the habeas corpus application for her release.

This request was fortified by the following despatch received by the Governor to-day from G. Tosti, acting Consul General of Italy in New York: "In view of the legal action to be started to bring the Valentina case before the United States court I take the liberty of making a personal appeal to your Excellency in order that even a short reprieve be granted. This would give counsel time to act."

Mrs. Newbury and Mrs. Coselli will be heard to-morrow. It should be shown that the time intervening before Friday was insufficient properly to place the habeas corpus proceeding before the court. James M. Trimble, counsel for Mrs. Valentina, said he would make application for habeas corpus in the United States court to-morrow. The application will apply to the Supreme Court of the State for a habeas corpus which will permit an inquiry into the sanity of Mrs. Valentina.

Baron Des Planches, Italian Ambassador, telegraphed the State Department, asking it to use its good offices in securing a stay of execution on Mrs. Anna Valentina, at Hackensack, N. J. Italians all over the country, he said, are very much interested in the case, and a reprieve was greatly desired. The State Department forwarded the telegram to the Governor of New Jersey. Baron Des Planches is in the South, visiting Italian colonies.

PENSION BLIND CITY SERVANT.

Mayor Estimates That There Are Rules Higher Than Civil Service Rules.

One of the legislative bills upon which Mayor McClellan held public hearings yesterday authorized the Board of Estimate to retire on half pay James Brice, who has served continuously for thirty-eight years in the Chamberlain's office, and who is now 64 years old and blind. The Commissioner of the Chamberlain told the Mayor that for many years Mr. Brice had handled from \$3,000,000 to \$5,000,000 a year in cash, that his accounts had always been correct and that he had created a system of book-keeping which had since been adopted by almost every municipal finance department in the State.

"Putting aside for a moment your stern ideas of duty," said the Mayor, "don't you think that the city should do something for this faithful servant? Do you think that now that he is blind and incapacitated the city ought to turn him out to starve?"

Mr. Goodwin was not prepared to answer the question, whereupon the Mayor, in intimating that he would sign the bill, remarked:

"We civil service reformers must forget duty sometimes and remember that we have red blood in our veins, in order to fight the hankering for rules even higher than those of the civil service."

SENATOR DOLLIVER BATTERED.

Got Mixed Up in a Mob of Strikers in Chicago, Who Used Clubs and Stones.

WASHINGTON, May 3.—Senator Dolliver of Iowa sat most of the day at the Interstate Commerce Committee's rate hearing with his handskerchief bound around his head. It was explained that the Senator was suffering from neuritis, but incidentally it became known that he has been pretty roughly handled in Chicago last week by riotous strikers. He got mixed up in a crowd of 2,000 rioters, who used clubs and stones and fired pistols. When he succeeded in extricating himself from the crowd Senator Dolliver was so badly battered that he had to get medical attendance.

ENGRAVED WEDDING ANNOUNCEMENTS.

calling cards and society stationery. Samples sent on request. Mr. and Mrs. J. Ward & King, at Number 419 Fifth Avenue.—Ad.

BATTLESHIP MISSOURI WON

IN 7 HOUR SPEED TEST OF THE NORTH ATLANTIC SQUADRON.

Distanced the Maine—Alabama, From Which Better Things Were Expected, Was Last in the Race—Her Officers Ascribe Lagging Pace to Foul Bottom.

As a crowning test of the speed of the big battleships of the North Atlantic squadron after over four months of maneuvers in the tropics, Rear Admiral Robley D. Evans, in command of the squadron, arranged for a race between seven of the most powerful battleships in the American navy. The race was held Saturday, beginning at a point about 200 miles south of Cape Henry, and was won with ease by the Missouri, next to the largest ship in the squadron. The others finished in this order: Maine, Kearsarge, Kentucky, Iowa, Massachusetts and Alabama.

The squadron had consisted of eight battleships, but left the Illinois, the sister ship of the Alabama, at Pensacola. Rear Admiral Evans split it into two divisions, taking the Maine as his flagship and with her the Missouri, Kearsarge and Kentucky, leaving the Iowa, Massachusetts and Alabama in command of Rear Admiral Charles H. Davis. The Iowa and Massachusetts are of less tonnage and less horsepower than any ship in the first division.

Before 9 o'clock Saturday morning the big ships began to draw abreast, and at exactly 9 o'clock the signal for the start was given from the flagship.

The first hour was designed to test the smoothness of the machinery rather than to attain high speed. From 9 to 9:30 o'clock the ships proceeded at twelve knots, then the rate was increased to fourteen knots, and at 10 o'clock they were permitted to go ahead at full speed, with natural draft.

When the real race began the Missouri drew ahead rapidly from the Massachusetts, Iowa and Alabama, and also, though less rapidly, from the Kearsarge and Kentucky. The race went on in this way until noon, when the extreme test began with forced draft.

More clearly than before, in the next four hours, under forced draft, the Missouri demonstrated her superiority. On paper the Maine was superior, for she has a slightly greater displacement than the other, and in her official trial made an average of 18.3 knots to 18.2 for the Missouri. The Missouri, however, upset the trial figures by going well under forced draft, and showed the flagship so clean a pair of heels that there remained no question of her superiority.

From 12 to 4 o'clock the battleships became well strung out in the order in which they finished. Much more than she showed was expected of the Alabama, supposed by every one in the navy to be faster than the Massachusetts and Iowa, the other ships in the squadron, completed before the war with Spain. These veterans handled the newer ship rather easily. At no time, so it was said on the Alabama yesterday, did she develop more than 15 knots. Her officers said that the horsepower was up to the best record and that the revolutions were smooth. They could ascribe her falling behind only to a very dry bottom. She was talked about Christmas time, they said, in a storm of sleet and snow and after that lay for several days in the ice of the harbor.

The sister ships, Kearsarge and Kentucky, which made the same speed, 17 1/2 knots, on their trials, furnished a fine contest throughout. The Kearsarge finally drew away, but the margin was smaller than that between any two vessels. It was not until the arrival of the Alabama at the Brooklyn navy yard yesterday afternoon that the result of the race became known.

Officers of the Alabama said, yesterday, that although every commander urged his ship to the limit, there was not the slightest mishap or injury.

VANDERBILT DRIVER PINCHED.

Ran Racing Auto Used by William K., Jr., in Florida at 48 Mile Speed, Cop Says.

William K. Vanderbilt, Jr.'s 80 horsepower automobile, built with aluminum body for racing, shot up Seventh avenue at 10 o'clock last night at the rate, according to Bicycle Roundman Gene Casey, of forty-five miles an hour. Casey was near the Hotel Astor when the machine passed and he began a chase which would have been vain for the ordinary bicycle cop.

Casey's mount, however, is a motorcycle capable of fifty miles an hour. He followed the racer from Forty-fourth street to Fifty-fourth, timing its speed as he went. He said it covered each block in four seconds, which is a speed of about forty-five miles an hour. Then he called to the driver, who was the only occupant of the car, to stop.

Casey didn't suggest slowing up, for he had heard, he says, that the car could not go slower than twenty-five miles an hour. As a matter of fact, its speed can be reduced to seven miles an hour.

"Shut off your power!" yelled the roundsmen.

The driver looked back, saw that his pursuer was in plain clothes and the policeman says, gave him the laugh.

"I'm an officer and you're under arrest," cried Casey. Even that didn't stop the driver.

"If you don't stop I'll shoot," said the roundsmen, getting close to the racing car. This was effective. The machine came to a halt near Fifty-sixth street, but the driver refused to get out or to drive the car to the police station. A crowd gathered, and two spectators, who said they were H. J. Schlegel and T. A. Daley, offered assistance to Casey.

"I've got an engagement with Mr. Vanderbilt at 10 o'clock," said the driver, "and no policeman can prevent me from getting to him."

He did, however. It was Policeman Love, who jumped into the racing machine and forced the driver to go to the West Forty-seventh street station. There the prisoner said he was Henry Debaliaus, 23 years old, and that he lived at Grand Street. He had not been haled at midnight.

The machine, which is No. 15187, was one of the three used by Mr. Vanderbilt at the Palm Beach races. The police left it in front of the station, where it was inspected by all passersby.

MINNEAPOLIS SINGLED.

The Atlantic Transport Line Minneapolis, from London, was reported by Government wireless 110 miles east of Nantucket at 5:30 P. M. yesterday. She has aboard a large contingent of animals for Boston. She probably will dock this afternoon.

DEWEY'S FIRE WINES & GRAPE JUICE.

Unqualified for the weak and over-aged. H. T. Dewey & Sons Co., 138 Fulton St., New York.—Ad.

MASSACRE OF JEWS.

Serious Outbreak Reported From Russian Town of Zhitomir.

Special Cable Dispatch to THE SUN. ST. PETERSBURG, May 3.—Private telegrams report serious disturbances at Zhitomir. One despatch says there has been a three days massacre of Jews on the scale of the Kishineff affair.

Another states that members of the Orthodox Church attacked the Jews, who resisted bravely. There was fighting in the streets for many hours. Numbers on both sides were killed and wounded.

PUSHED FROM TRAIN, LOST LEG.

Detectives Find Mutilated Man on Elevated Railroad Station.

Detectives Sullivan and Kane of the East Thirty-fifth street station were walking underneath the uptown elevated station at Thirty-fourth street and Second avenue last night when they noticed a stain of fresh blood on the sidewalk and a small drop fall from the platform above. They hurried up the long flight of stairs to the station, and found a man lying on the platform near the edge, whose left leg was cut nearly off a few inches below the knee.

Before the injured man lapsed into unconsciousness he said he was James Stafford, 45 years old, a laborer, of 550 East 150th street. He said that when he tried to board a train he was pushed him off.

Dr. Drury of Bellevue Hospital amputated the leg while a hundred persons watched the operation from nearby house-tops and the windows of a train that had been held at the station. The man's recovery is doubtful on account of the great loss of blood.

The police could get no statements from the elevated employees regarding the accident. They said they were not aware of it until the detectives notified them.

No information was to be had at the dispatcher's office at 129th street except an admission that an accident had occurred.

\$20,000 FOR MARRYING HIM.

Wife Sues Husband on Alleged Promise, and Gets Judgment.

A curious judgment was entered in the County Clerk's office yesterday by Mrs. Kathryn M. Kainer against her husband, Otto H. Kainer, for \$20,000. Mrs. Kainer alleged that on Sept. 20, 1903, Kainer promised that if she would marry him he would give her \$20,000, half on the day of their wedding, and the rest at the end of a year.

They were accordingly married on Oct. 2, 1903, but, Mrs. Kainer complained, she never got the money, and about a month ago papers in her suit were served on Kainer at 63 Wall street.

By default judgment, the suit to go by default, Leslie S. Lockhart acted as Mrs. Kainer's counsel. He declined yesterday to discuss the suit in any way, and Mr. Kainer was not accessible.

"COZY CORNER" CLOSED.

Hammerstein, Jr., Failed to Get Theatrical License for the Place.

Acting on instructions of Police Commissioner McAdox, Capt. Gallagher of the Adams street station, Brooklyn, closed the Nassau Theater and its rathskeller last night. The theater is at Willoughby and the Nassau street corners, and is known as Watson's Cozy Corner Theater.

H. Hammerstein, who succeeded William Watson in the management of the theater, refused to grant the renewal and instead called on Commissioner McAdox for a renewal of the theater's license. The matter was referred to Capt. Gallagher who reported adversely. Then Commissioner McAdox refused to grant the renewal and instead called on Commissioner McAdox for a renewal of the theater's license.

When Capt. Gallagher visited the theater in the afternoon the "Innocent Beauties" were holding the stage. As the performance was almost over, the captain did not interfere, but he told Manager Hammerstein very positively that he must not give any more performances, and the manager wisely kept the doors closed last night.

Some theatrical residents and the police and detectives arrested Watson and the manager of the rathskeller for violating the theatrical law. Watson secured a temporary injunction restraining the police from interfering. When application was made to make the injunction permanent Supreme Court Justice McAdox heard the testimony and it was of such a character that he dissolved the temporary injunction.

Since then Commissioner McAdox has sent his own men to the theater to investigate. Inspector Brooks did likewise, as did Inspector Wiegand and Deputy Commissioner of Police John J. Beharmer, and then the Commissioner gave the orders closing the place.

SAW IMMIGRANTS INSPECTED.

Lord Brassey Thought the System Excellent—14,000 in Port.

Lord Brassey, who is president of the East End Emigration Society of London, Brooklyn, and Mrs. Parkinson, wife of the navigating officer of Lord Brassey's yacht, the Sunbeam, went to Ellis Island yesterday, took tea with Immigration Commissioner Resnikoff, and talked about an hour watched immigrants land. Afterward he said that he had never seen so admirable a system of inspection and that the immigration would be greatly benefited by having something similar.

Of more than 14,000 immigrants who were in port yesterday, 6,013 were inspected at the station. More than 1,000 who arrived on Sunday afternoon were compelled to stay aboard ship another day because the Western of the Marine Hospital at Ellis Island could not pass them as quickly as twenty-two immigration inspectors—eight more than usually are employed—could examine them. There were many detentions.

M. D. FOR CHINESE GIRL.

Will Graduate From Women's Medical College With Honors.

PHILADELPHIA, May 3.—Miss Li Bi Cu of Hing Chua, China, who has spent the last four years in this city taking a medical course at the Women's Medical College, will graduate from that institution this year with high honors. So far as is known Miss Li is the first Chinese woman to study medicine in this country. She was born in Hing Chua, where her father is the leading spirit of the Methodist Church.

The Chinese maiden has been in this country more than eight years and has spent all of her time in hard study. She first studied at Herkimer College, New York, she then went to the University of Pennsylvania, where she was graduated with high honors and decided to take her medical course in this city.

NOTABLE FEATURE OF THE FAREWELL BANQUET TO AMBASSADOR CHATE.

At the banquet given to the Hon. Joseph B. Choate by the Bench and Bar of England upon his recent retirement from the Ambassadorship, G. H. Mumm & Co. was the only champagne served.

The banquet was one of the most brilliant and notable functions of recent times, and the exclusive use of G. H. Mumm's champagne shows the unique and distinguished position which this champagne occupies among the elite of Great Britain.—Ad.

EUROPE STIRRED

By "Sun's" Exposure of French Aid to Russian Fleet.

FRANCE ATTEMPTS DENIAL.

Stock Markets Slump as Danger of Fresh Crisis is Discussed.

Japan Renews Her Protests Against Violations of Neutrality—Conservatives Do Not Think She Will Force a Crisis at This Time—Rojevsky Ordered From Annam Coast, Says French Foreign Office, and is Leaving There—Nebogatoff Reported Moving North—Gets Supplies on Ships From Saigon.

Special Cable Dispatch to THE SUN.

LONDON, May 3.—Rarely has a newspaper publication caused such a profound sensation in Europe as the despatch of THE SUN correspondent at Hongkong giving the text of a message filed by him when he was at Saigon, detailing France's violations of neutrality, which the French authorities there refused to allow to be transmitted.

It demoralized the markets, aroused all the chancelleries to keen activity and produced a war scare among the general public.

The situation described by the correspondent is, of course, known in the fullest detail to the authorities at Tokio, and the question which absorbs Europe is how Japan will face these facts. There are two views on this point. The first, which is reassuring, is thus set forth by a person who is well acquainted with the Japanese official and popular mind:

"Japan is well aware that France has flagrantly violated the laws of neutrality. She knows that she is fully entitled to adopt extreme measures of retaliation, but why should she do so, considering the stupendous consequences to the entire world involved in such action? Moreover, Japan is now fully convinced that she can vanquish Russia on land and sea no matter what assistance the Czar may receive from his ally of the nature described by THE SUN's despatch.

"It is a matter of pride as well as of policy in such circumstances for Japan to whip her great antagonist singlehanded. She will have many opportunities in the future to punish France for her perfidy. Hence she will refrain from calling Great Britain to her assistance in the present juncture, as she has the right to do, and the war will not spread beyond its present limitations."

A graver view developed in the course of a private conversation of THE SUN's London correspondent with a diplomatist who is entitled to discuss the Japanese policy. In answer to the correspondent's observation that he was not inclined to take an alarmist view of the situation for the above reasons, he said:

"For Japan to refrain from enforcing her undoubted rights would be a policy of unprecedented magnanimity. It would be, in fact, magnanimity bordering on stupidity. You must remember that the Russian fleet is far stronger in battleships than is Japan's, and French assistance has greatly increased their efficiency.

"Japan recognizes the delicate situation in Europe and the far reaching effects of any action she may take. She does not desire to disturb her ally's new friendship with France. She realizes what opportunities might arise for Germany's advantage Japan must nevertheless give first consideration to the preservation of her own national existence. Hence I am unable to share your optimistic view. Let France give sincere evidence of her genuine determination to enforce strictly the neutrality laws, and even now a crisis will be averted."

In an interview to-day Viscount Haysashi, the Japanese Minister, said: "Admiral Rojevsky's present course of action cannot be continued without the most serious results. Technical interpretations of the rules of neutrality are of less importance in the present case than common sense in view of what is actually happening. France in April gave definite assurances, which certainly led Japan to suppose that evasions of neutrality would not be allowed in the future, yet the information obtained since the assurances were given has made it evident that Admiral Rojevsky had not ceased to use Indo-China as a base. As the result, serious international difficulty can only be removed by a frank and complete observance of French obligations."

THE SUN correspondent learns on the highest authority that Japan has renewed her protests to Paris in the most emphatic form.

FRANCE'S DENIAL ONLY GENERAL.

Details of "The Sun's" Despatch Not Discussed by the Foreign Office.

PARIS, May 3.—The following note was issued by the Foreign Office this afternoon: "Contrary to the allegations contained in a Hongkong telegram to a foreign news agency (THE SUN's despatch), not only has the French Government not disregarded

the rules of neutrality, but after sending to its agents, both civil and military, very precise instructions for the enforcement of these rules, the Government has unremittently seen to their execution."

Later in an interview at the Foreign Office the officials declared that THE SUN's despatch was inaccurate in some parts and exaggerated in others. When asked to specify the inaccuracies and exaggerations the officials preferred to deal in generalities. They enlarged upon the statement that the authorities began a surveillance of the Indo-China coast immediately they realized that Admiral Rojevsky had left territorial waters at one point only to enter them at another.

They declared that a thorough system of surveillance has now been established, making impossible a continuance of Rojevsky's practices. They added that the Russians to-day are actually quitting French waters near Nhatrang, Annam, at France's request, having anchored there only a few hours.

The officials distinctly asserted that France was determined not to allow any foreign Power to use her territorial waters as a base of operations against a friendly nation.

These statements seem to be intended to allay the excitement caused by France's alleged breaches of neutrality. The officials said that Lord Lansdowne, the British Foreign Minister, had once or twice applied for information, but he had never delivered any communication that could possibly be construed as bringing pressure to bear on France in behalf of Japan.

Dr. Motono, the Japanese Minister to France, called at the Foreign Office yesterday at noon and had a conversation with Foreign Minister Delcasse.

THE SUN's despatch was printed in full by the morning papers here and caused a sensation in public opinion, which hitherto has ignored the outrages of the Japanese newspapers.

The possibilities created by the action of the Indo-Chinese officials are realized everywhere as being very serious, and the semi-official statements that were issued for the purpose of calming public feeling have not effected their intended purpose. The bourse opened weak and prices drooped all day, and despite a partial recovery closed with an unsatisfactory tendency.

THE TEMPS, which is a faithful mouthpiece of the Foreign Office, tries this evening to restore public calm, contending that France is being attacked by the Japanese and English press because she does not compel the Russians to observe British neutrality rules, but France, it says, does not accept those rules, which, while advantageous to insular Powers, would be contrary to the interests of Continental Europe. It contends that quite legitimate neutrality regulations differ according to the country enforcing them.

Probably, it adds, if the Government had placed the matter more clearly before Parliament fewer difficulties would have arisen. It was very properly announced that the Chamber of Deputies would make the neutrality of Indo-China respected, but public opinion, badly informed, accepted the Anglo-Japanese view of neutrality regulations, and France is now placed in the position of having to compel the Russians to respect, not French, but British principles.

The Foreign Office has shown itself most anxious to escape the charges of breach of neutrality. The officials, among their other contentions, declare that France did her utmost to maintain neutrality. They point out that the coast line of Indo-China is very extended, and that there is no telegraph station from which the Russians could be reported.