



GROUP AT THE BANQUET OF THE FRIENDLY SONS OF ST. PATRICK GIVEN AT DELMONICO'S LAST NIGHT.



1 Theodore Roosevelt, 2 Judge James Fitzgerald, president of the Friendly Sons of St. Patrick; 3 Judge James A. O'Gorman, 4 Miles M. O'Brien, 5 J. I. C. Clarke, first vice-president of the Friendly Sons of St. Patrick; 6 George G. De Witt, president of the St. Nicholas Society; 7 The Right Rev. Monsignor M. J. Lavelle, 8 Major John Byrne, 9 John Fox, 10 Judge Martin J. Keogh, 11 William McAdoo, 12 Henry L. Bogart, of the Holland Society; 13 Dr. Constantine J. Maguire, 14 John J. Lenehan, secretary of the Friendly Sons of St. Patrick; 15 W. N. Penney, 16 Andrew J. McCormick, 17 General Thomas H. Hubbard, president of the New-England Society; 18 Eugene A. Philbin.



MAYOR McCLELLAN'S CARRIAGE.

POOR SERVICE KILLS.

MAN CRUSHED BY TRAIN.

Forced from Congested Platform Under Train That Failed to Stop.

The poor service on the elevated roads cost another man his life yesterday. He was supposed to be W. E. Goldberg, a jeweler of No. 4,928 34-ave. He was either pushed from the platform by an angry crowd which surged to board a train that did not stop or was struck by the train itself as it passed at a high rate of speed at the Canal-st. station in the Bowery.

The fact that many trains passed the station without stopping served to pack completely the uptown platform at this station. The large crowds of the rush hours were still more augmented by the holiday crowds homeward bound.

The accident was discovered by Ernest C. Olmstead, a soldier of the 1234 Coast Artillery, stationed at Fort Hamilton. He was crossing the street under the structure when he was struck by some of the mutilated parts of the man's body.

He called the attention of a mounted policeman to his discovery, but the policeman declined to take any action. He then told Patrolman Black, of the Eldridge-st. station, who was on the post. Black, after much difficulty, fought his way through the crowds and held the train. Learning that a man had been killed, the crowd became unmanageable, and a call for the reserves was sent in. Captain Murtha responded in person. He cleared the platform and ordered the trainmen to extricate the body. Two policemen gathered up the body, which had been almost cut to pieces, and it was removed to the station. On the body was found a membership card in the Jewellers Protective Association, No. 747, a fire insurance policy and a registered letter addressed to L. Dickson, Brooklyn, N. Y. From the name on the membership card, which was made out to be W. E. Goldberg, the police assumed that it was the dead man's name.

The motorman was placed under arrest, but was not taken directly to the station house, but allowed to take his train to Harlem, Policeman Black going with him to bring him back. The motorman is James D. Francis, a Parley "strike breaker." He gave his age to the police as twenty-five years, and his home as the car barns at 170th-st. and 34-ave. He came from St. Louis. According to the police, Francis says he saw Goldberg fall in front of the train, about fifteen feet away from him. He said that he applied the emergency brake and made every effort to bring his train to a stop.

TRY TO WRECK TRAIN.

Engineer of Express Discovers Ties on Track Near Newport.

Newport, R. I., March 17.—The timely discovery by the engineer of an obstruction placed on the tracks of the New-York, New-Haven and Hartford Railroad, just outside of the city, probably prevented the wrecking of the boat train from Boston to-night.

Five railroad ties had been placed between the rails and the locomotive struck them with considerable force, although the power had been reversed and the brakes set. Four of the ties were picked up by the cowcatcher and thrown from the track, while the fifth was wedged between the pilot and the truck wheels.

An investigation is being made, the officials believing that the accident was the result of a boyish prank rather than a deliberate attempt to wreck the train.

The obstruction was placed on the tracks at a secluded spot just north of the yard signal, near a sharp curve. The train, consisting of a locomotive and three passenger coaches, is due here at 8:50 o'clock. It was moving at rather less than the ordinary speed when the engineer saw the obstruction and attempted to bring his train to a stop. He had considerably reduced its speed when the locomotive struck the ties. The few passengers suffered nothing more than a severe shaking up, while the locomotive was not materially damaged.

CINCINNATI'S MYSTERY.

Another Victim of "Jack the Ripper" Found by Police.

[BY TELEGRAPH TO THE TRIBUNE.] Cincinnati, March 17.—Within a stone's throw of where three girls have given up their lives and a dozen girls have been murderously attacked within the last nine months, all victims of Cincinnati's mysterious "Jack the Ripper," the body of a young woman was found to-day. Bruises on the head and a stab wound in the breast indicated the cause of death. The condition of the body indicates that the murder was done about six weeks ago. The body has not yet been identified. It is that of a woman about twenty-two or twenty-four years old. No woman of that age has been reported missing within the last two months, and the police are completely baffled as they are in the cases of Mary McDonald, Lulu Mueller and Alma Steinhay, the murderer of whom is still at liberty with all hope of a solution of the cases given up.

TOWN NAMED ROOSEVELT.

Madison, Wis., March 17.—The Assembly to-day honored President Roosevelt by passing a bill to create in Taylor County a town which shall bear his name.

SPRING SOUTHERN TOUR.

Six-day trip to Old Point Comfort, Richmond and Washington, March 23, via Pennsylvania Railroad. Rate, covering necessary expenses, \$50.00.—Adv.

GOVERNOR M'DONALD NOW SUCCEEDS J. H. PEABODY.

Colorado Contest Is Settled According to the Agreed Plan.

Denver, March 17.—Despite the many predictions to the contrary, Jesse F. McDonald was sworn in as Governor of Colorado late this afternoon, succeeding James H. Peabody, who resigned, thus settling the contest for the Governorship according to the agreed plan.

There were many rumors early in the day that Mr. Peabody would not resign, that his resignation, which he placed in the hands of W. S. Boynton, was merely tentative and that the Governor was "in the hands of his friends." The resignation was filed in the office of the Secretary of State at 4:20 p. m. to-day. James Cowie, Secretary of State, immediately certified Governor Peabody's resignation, and Lieutenant-Governor McDonald was then sworn in as Governor by Chief Justice Gabert. There was no further ceremony. Governor Adams was ousted and Governor Peabody installed by the General Assembly about 5 o'clock yesterday afternoon and Governor McDonald was sworn in before 5 p. m. to-day. Thus in a space of less than twenty-four hours Colorado has had three Governors.

Governor Peabody transacted practically no business of state while in the office of Governor. He received many callers who urged him not to resign, and also many messages of the same import by telegraph and telephone. To all these he replied that he did not care to hold the chair. Lieutenant Governor McDonald reluctantly takes the chair which Governor Peabody resigned after forcing Governor Adams out. He absolutely refused to aid his friends in the legislature, and as presiding officer in the joint assembly he made several rulings against the movement in his behalf.

Senator Arthur Cornforth, president pro tempore of the Senate, becomes Acting Lieutenant Governor by the elevation of Lieutenant Governor McDonald to the office of Chief Executive.

In resigning Governor Peabody said: To my surprise and regret I discovered toward the latter stages of the contest that certain members of the legislature, elected as Republicans, entertained feelings of ill will and dislike toward me personally.

I shall not attempt in this communication to vindicate myself against what I conceive to be a personal enmity, unwarranted by the facts and ungenerous to a degree.

I am constrained to the conclusion that the best interests of the Republican party of this State will be subserved if I now retire to private life, hoping thereby that my present effacement as a political factor in Colorado will restore the peace and harmony now so sorely needed in the Republican party of this State.

MAINE A DRY STATE.

Liquor To Be Shipped Because of New Drastic Law.

Portland, Me., March 17.—A determined campaign for the literal enforcement of the prohibition law began to-day as a result of the passage by the legislature yesterday of the Sturgis bill. The new law authorizes the Governor to appoint a commission of three members who shall have the power to exercise in any part of the State "all the common law and statutory powers of sheriffs in their respective counties in the enforcement of the law against the manufacture and sale of intoxicating liquors." The purpose of the commission is to enforce the prohibition law where the local officers have failed to do so.

To-day the sheriffs of several counties sent out sweeping instructions regarding the enforcement of the law. In this city all places where intoxicants in any form or under any construction of the law had been offered suspended the sale, and thousands of dollars worth of liquors have been delivered for shipment to Boston.

ARREST ARMY OFFICERS.

Mayor and Lieutenant Accused of Breach of Discipline.

Plattsburg, N. Y., March 17.—Colonel Henry H. Adams, commanding officer of the 6th Regiment, U. S. Infantry, has placed under arrest Major Woodruff and Lieutenant Woodbury, surgeon and assistant surgeon, respectively, of the regiment, on charges of breach of discipline. They are now in close confinement in their quarters. It is understood that Major Woodruff and Lieutenant Woodbury sent a report direct to the War Department, instead of through the proper regimental channels, to the effect that Colonel Adams was physically unfit to perform his duty as colonel. Colonel Adams, on learning this, demanded all reports or records which they had sent outside of the proper channels in reference to him, and when they refused to give them he placed them under arrest.

PRESIDENT ON ARMY AND NAVY

TELLS SONS OF REVOLUTION WHY BUILDING UP OF ARMY AND NAVY SHOULD CONTINUE.

On Flying Visit He Gives Niece Away at Wedding, Speaks at Two Dinners and Whisks to Capitol.

President Roosevelt spent a short but busy day in the city yesterday. He arrived with Mrs. Roosevelt shortly after noon, and at 2:30 gave his niece, Miss Eleanor Roosevelt, in marriage to Franklin Delano Roosevelt, at the home of Mrs. Henry Parish, jr., in East 76th-st.

After the wedding he returned to the home of his aunt, Mrs. Elizabeth Roosevelt, in West 57th-st. In the evening he was escorted to Delmonico's by the 69th Regiment, where he was the guest of honor at the annual dinner of the Friendly Sons of St. Patrick, and the chief speaker. Thence he was driven to the Hotel Astor, where he addressed his hosts, the Empire State Society of the Sons of the American Revolution.

Soon after midnight he left Jersey City in his private car on the return trip to Washington. Cheering and waving of hats and handkerchiefs greeted the President whenever waiting crowds caught a glimpse of him, and intense enthusiasm marked his appearance at the two dinners.

CITES LESSONS OF PREVIOUS WARS.

President Roosevelt gave his views on the enlarging of the army and navy at the dinner of the Empire State Society of the Sons of the American Revolution at the Hotel Astor last night by way of winding up his hurried visit to the city. In his characteristic, strong, emphatic way he told the members of the society why he thought the policy of building up the navy should be continued and why the army should be strengthened and made more efficient.

In a nutshell, it was because the best way to be sure of peace was to be able to defeat an enemy, should one arise. The country was on the point of building a great canal; it should be able to protect that canal and the rest of its territory as well. He cited mistakes in the Revolutionary, Mexican and Civil wars in emphasizing his argument and pointed to the quick ending of the Spanish War as proof of what an efficient navy could do. The reasons for the building up of the navy which, he said, now put the United States in the front rank as a sea power applied to the army. He thought more frequent manoeuvres in masses would tend to increase its efficiency.

COGHLAN CRITICISES ARMS AND ARMOR.

Rear Admiral Joseph Coghlan was the next speaker after the President. He said in part: Be ready at all times to deal a swift blow to an enemy. The war in the Far East has demonstrated that the way to win is by big battleships. We will have twenty-seven battleships in 1908, all called first class ones in our country, and they include eleven that are not first class, and when our great navy is completed we shall have just sixteen battleships, and some twelve armored cruisers.

Fine vessels, these, but poorly armored and poorly armed, and they should never take a place in the line of battle. In 1908 we shall need 80,500 enlisted men to man our ships. To-day we have some 34,000, and there is a wastage of 13,000 men a year through deaths, desertions and resignations. It means we must get more men and train them, and it takes as long to train men as it does to build ships. We must keep on building and do it rapidly. Our navy, so far as it goes to-day, is equal, if not superior, to any we know of, and better than all 30 per cent of the men in it now are American born.

Silk American flags, set in borders of white satin, with white doves at the corners, formed a fitting background for the speakers' table at the dinner. It was held in the big white and gold ballroom at the Hotel Astor, and of some five hundred persons present half of them were women.

The "peace" banner in the corner of the hall was a galaxy of the flags of all nations in a field of white. This banner is to be displayed at the laying of the corner stone of the Arbitration Court of the Hague.

The President's flag displayed over the chair of President Roosevelt was the one used at the inauguration of William McKinley and Theodore Roosevelt. Immediately after the diners were seated, Professor William K. Wickes, in a brief speech, presented a silver loving cup to the retiring president of the society, Walter S. Logan.

These were the toasts and those who responded to them:

"Greeting to the Sons of the American Revolution," Theodore Roosevelt; "American Revolution of the Twentieth Century," Albert Bushnell Hart, of Harvard University; "The Army," Major General James F. Wade; "The Culture of Patriotism," William Scott, of Worcester; "Our Distant Possessions," Brigadier General Grant; "Washington, 1783 to 1787," Justice J. Franklin Fort.

At the speakers' table to the left of the President were seated: Walter S. Logan, President of the Empire State Society, Sons of the American Revolution; Justice J. Franklin Fort, U. S. Supreme Court; and the following: After all, USHER'S, the Scotch that made the highball famous. It is the best.—Adv.

GAS INQUIRY NEXT WEEK.

Legislative Committee Organizes To-day in City.

Senator F. C. Stevens, of Attica, chairman of the joint legislative committee which will investigate the lighting contracts made by Commissioner Oakley and kindred subjects of interest, said last night at the Fifth Avenue Hotel that the sessions probably would begin on Wednesday next, at a place to be indicated by the city authorities.

"The committee will meet to-morrow night at 8:30 o'clock at the Murray Hill Hotel for organization," said Senator Stevens. "Before leaving Albany we had an informal meeting, and each member of the committee was asked to submit the name of a lawyer to act as counsel. At the meeting to-morrow night we expect to select counsel. I notice by some of the papers that the name of Henry V. Taft was agreed on. This is a mistake. No one has been agreed on."

"It is said, Senator," suggested a reporter, "that you are familiar with the subject of electric lighting on account of being a part owner of the system in the city of Washington. Is that so?" "Yes," said Mr. Stevens. "I was president of the Potomac Lighting Company and the United States Electric Lighting Company, of Washington. We consolidated the companies and the street railway system with a capital of \$20,000,000. I am not now connected with the Washington companies."

"How does the rate per are light charged by your company, when you were president, compare with the rate charged the city of New-York by the local lighting companies?" "The rate in Washington up to this year was \$72 per are light of 1,000 candlepower, with underground stringing. The ampere power of the lights in Washington was practically the same as here, although there it was technically styled 1,000 candlepower. It is thoroughly well understood that a 2,000 candlepower lamp does not give the equivalent of 2,000 candle lights. It is an arbitrary rating established by the engineers largely for a basis or starting point for a schedule."

The local rate is: 2,000 candlepower, \$16; 1,200 candlepower, \$12.50. Senator Stevens lives in the western part of the State. He is almost as much of a Washingtonian and New-Yorker as a resident of Wyoming County. He is extensively engaged in banking and fancy stock breeding, and has been a frequent blue ribbon winner at the Horse Show in this city. Mr. Stevens said that the committee would summon to the witness stand every one that it had reason to believe could furnish information desired by the committee.

"We shall finish up the work for this legislature," said the Senator. "It may take us longer than we think, and the legislature may find it necessary to take a recess pending the presentation of a report, but we shall get in our report before the legislature adjourns."

It is altogether likely that among the witnesses will be Mayor McClellan, Henry H. Rogers, Walter Cockrell, as many believed the Republican, Anthony N. Brady, Commissioner Oakley, Controller Groun and various engineers. The telephone companies were investigated incidentally, as their low tension lines occupy the conduits controlled by the lighting combination.

MAY RETURN COCKRELL.

Missouri Republicans Still Unable to Agree on a Senator.

Jefferson City, Mo., March 17.—After taking five joint ballots and defeating a motion to dissolve, the legislature to-night passed the question of electing a United States Senator over until noon to-morrow, the day on which both branches have agreed to adjourn finally.

The Democrats remained firm for ex-Senator Cockrell all through the eight ballots taken at the sessions to-day and to-night, while the Republicans tried to force the election of one of the candidates who have been voted for in the last week.

Kerens, as far as his name was concerned, was not a factor in to-night's balloting, but his supporters remained united on their selection. The Niedringhaus men wandered from one candidate to another, never presenting a united front for any one man and their efforts to effect a compromise were not regarded as sincere by the Kerens men.

Many opinions were expressed after the dissolution of the joint session to the effect that if a Senator is elected to-morrow he will be Mr. Cockrell, as many believed the Republican demonstrated to-night that they cannot agree on a candidate and that the only solution is to return Cockrell.

D. W. Hill, the Republican Speaker of the House of Representatives, said after the joint session that it looked like the election of Cockrell to-morrow. Mr. Hill recently declared that he would vote for Cockrell on the last day of the session.

On the fifty-eighth ballot a stamped to Major William Warner, of Kansas City, was started among the Republicans, and his vote rose to 68 on the sixtieth ballot, but he failed to secure election.

MISS MOORE LUCKY IN STOCKS.

Miss Mary Moore and Sir Charles Wyndham, who will sail to-day for England, not only made money from their theatrical tour in this country, but, according to ex-Congressman Jefferson M. Levy, they bought stock of a certain company some weeks ago when it was selling for \$20 a share. They sold at \$70, making a profit of about \$6,000 between them. Miss Moore some weeks ago made \$150,000 from another stock transaction.



DECORATION ON THE MENU.

FLANK AND REAR ATTACKS

HEMMING IN RUSSIANS.

Linevitch's Troops Suffer—May Be Cut Off from Base.

There are serious fears in the Russian capital that General Linevitch, who has taken command of Kuropatkin's shattered army, will not be able to reach a base. The Japanese pursuit on both flanks and on the rear continues, and there are rumors of a strong force northwest of the retreating troops.

The Russian Emperor, despite increasing signs of popular revolt, is said to have decided to send an army of 450,000 men to the Far East. Strikes have been renewed in Polish cities, and the agitation among the peasants continues to spread.

The second Pacific squadron, under Admiral Rojestvensky, has sailed from Madagascar. Its destination is not made public, but it is said that the Emperor has ordered the admiral to give battle to Togo's fleet.

PURSUIT UNRELAXED.

Beaten Army Assailed from East, West and South.

Chang-Tu-Fu, March 16, 4 a. m.—The rear-guard action is continuing almost uninterruptedly. Soldiers wounded in the last fight, to the number of 1,700, were dispatched north from Tia Pass on March 15.

On the morning of March 15 the Japanese made their principal attack on the Russian left, and in the evening attacked the right also.

It is reported that several columns of Japanese infantry, with cavalry, are moving north a considerable distance west of the railway, with the intention of cutting the Russians from their base. It seems evident that the advance movement of the Japanese has continued for a long time, and perhaps uninterruptedly.

The Russians, though fatigued with three weeks of constant fighting, are offering a stubborn resistance in their withdrawal, though not attempting to hold a position which is naturally open to a turning movement.

The wagon trains are gradually being brought into order, but many carts are missing, including those carrying private supplies of food. The distributing depot, which has done much good work at Kai-Yuan, will start to-day for the north.

Tokio, March 17.—A telegram received to-day from army headquarters says:

The railway station at Tie-Ling is a splendid structure, and its arrangements equal those of the station at Liao-Yang.

The enemy's provisions and fodder, piled around this station, were set on fire, and two-thirds of the material was destroyed.

We have captured numerous spoils, but have had no time to investigate them. A great number of prisoners have been taken in the direction of the right wing, but the details of their capture have not yet been received.

THE ARMY'S FLIGHT.

Russian Capital Without News—Aid Sent from Harbin.

St. Petersburg, March 18.—Great anxiety is felt here regarding the fate of the army in Manchuria under its new commander, no news of military developments in the last two days having been received here. The only dispatches from the front are the brief announcements that General Linevitch had assumed command, that General Kuropatkin was starting for St. Petersburg, which disposes of a rumor that he had committed suicide, and The Associated Press's Chang-Tu-Fu dispatch filed on the morning of March 16 and written at the station of Kai-Yuan, which was then held by the Russians. In this correspondent's opinion no pause in the Japanese advance is probable for some time.

The Russians are losing heavily in the rear-guard actions, and Japanese columns are reported to be pushing northward as fast as possible to complete the envelopment of the Russian forces. General Linevitch, however, will have a considerable accession of fresh troops in a day or two, the Fourth European Corps at Harbin being on the way southward. Military officials here say that there are now 208,000 men at General Linevitch's disposal in Manchuria, and it is believed that this force will be

QUICKEST LINE TO CLEVELAND.

Leave New-York 5:22 p. m., arrive Cleveland 7:15 next morning. Cincinnati 1:20 p. m., Indianapolis 3:00 p. m., St. Louis 3:45 p. m., by New-York Central. Fine service. No excess fare.—Adv.

SHORT LINE TO CLEVELAND

Pennsylvania Railroad. Through sleeping car leaves New-York daily at 4:55 p. m., arrives Cleveland 7:15 a. m. Chicago Limited, no extra fare.—Adv.

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