

ROOSEVELT TO REFORMERS.

HE SPEAKS AT THE CITY CLUB AND THE CIVIC CLUB.

Tells His Hearers They Should Not Sacrifice Practical Results to Impossible Ideals—The Governor Hopes No Party Will Make a Campaign Against Corporations.

The City Club gave a dinner last night in honor of Gov. Roosevelt and to celebrate the opening of its new clubhouse at West Thirty-fourth street. The house, which was formerly occupied by Dr. Loomis, has been refitted and redecorated from top to bottom and is now one of the most comfortable club houses in the city.

Gov. Roosevelt, who has been in the city for several days, was the guest of honor at the dinner. He spoke for an hour and a half, and his address was one of the most interesting and timely ever delivered in this city.

He spoke of the many reforms that have been accomplished since he became Governor, and of the many reforms that he still has in mind to accomplish.

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CAUSE OF STEAMERS' CRASH.

CAPTAIN AND PILOT OF THE BARBAROSSA CONFLICTED.

The Captain Ordered the Anchor Let Go When He Saw Her Headed for the French Line Pier, but the Pilot Declared, Omitted to Notify Him of What He Had Done.

Pilot Michael McDonald, who was in charge of the North German Lloyd steamer Barbarossa when she collided with the French liner La Bretagne, told his version of the vessel's misadventure yesterday. He reported to the Pilot Commissioners that after the Barbarossa started back for the harbor from the Southwest Spit she put on all steam. She sounded in as far as the harbor was reached. Quarantine, where she stopped to take aboard the line's port Captain, Moeller. She then proceeded at full speed to the Battery. Thereafter she went at half speed until she was in the neighborhood of the French line dock.

A Pennsylvania ferryboat crossed her bow and to avoid collision she was forced to make a sharp turn to starboard. Pilot McDonald put his helm hard astern. This sent the great ship in toward the New York pier. She grazed a steam lighter belonging to the Erie Railroad and her course was then straight for the French line pier.

"I put her helm hard to starboard," continued McDonald, "but she failed to respond. I then gave signals to stop the engines. As I did so the Captain ordered the port anchor dropped. I did not know of this until later. I gave the order to the engine room, not knowing that the anchor was out, to put the port anchor full speed astern. With the steam full on the anchor, the vessel was driven toward the New Jersey shore. Finding that she did not answer the signals, I gave both engines full speed astern. Then the crash came.

The Pilot Commissioners, after considering McDonald's report, decided that they could take no action in the matter unless the North German Lloyd line steamer had taken charge of the pilot. Agent Gustav H. Schwab of the North German Lloyd said he had talked to the pilot and that he did not believe that the line would take any action.

The importers among shipping men is that the ponderous Barbarossa did not answer her helm signals because she had a broken rudder and because the strong tide had loosened her.

Mr. Schwab issued a statement yesterday in part as follows: "The crew of the ship did their full duty during the fire. As the vessel was crowded with passengers who had occasion to observe the work done, the discipline was perfect and the repairs made in the class condition. Four lines of leather hose that were used in putting out the fire did their work admirably and were still in good condition. The ventilator case, while ready to be blown out at any time, was below deck, and in order not to lose time, anything that was likely to be blown overboard was secured to the deck.

The Captain had no altercation whatever with his chief officer nor with any other officer or crew member. He was in command of the vessel and his orders were obeyed. He is satisfied that the passenger who made the case observation with regard to the order of an alteration, I am fully satisfied with the promptness with which the vessel was extinguished, and I do not believe that the work could have been done better and with greater dispatch.

It was said at the office of the French line yesterday that La Touraine, due here today from Havre, would take the place of the Barbarossa. Those of La Bretagne's passengers who want to sail today may go on the Barbarossa, the Canadian line. Most of them will sail on La Touraine, which will get away on Thursday, two days before her scheduled time.

The Barbarossa will sail for Southampton and other ports on the 22nd. She is now in New York harbor. The ship is owned by the North German Lloyd line. The ship is commanded by Captain Moeller.

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The riot was instigated by the Grenoble Assizes on Feb. 29, together with the conductors of the journal *Anti-Jaif*, for inciting to murder, incendiarism and pillage in Algiers. The venue was changed from the latter place in order to avoid disturbances and intimidation. Regis did not appear for trial, and was sentenced in default to three years' imprisonment and to pay a fine of 1,000 francs. The case was re-heard to-day in accordance with French procedure, and Regis appeared and opposed the sentence. The result was that he was acquitted. The accused was brought to court ordered by the general court, and his acquittal was removed to prison to be taken back to Algiers. Until he arrives there he will be regarded as a prisoner.

These facts caused great excitement among the anti-Semites, who gave vent to their feelings by storming a Jewish café. Later the mob passed the Officers' Club, and for the purpose of angering the military shouted "Vive Dreyfus," "Vive Picquart" &c. The officers turned a fire hose upon the crowd and deluged them with water, and the mob retreated with stones, smashing every window in the clubhouse. The officers made no attempt to be successful, and they had to return. In the fight one Lieutenant had his jaw broken and another was carried back into the club with a fractured ankle. The police finally dispersed the mob.

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