

PLAN TO ABANDON NAVY YARD HERE SHOCKS BROOKLYN

It Is Revealed by Mayor Gaynor's Efforts to Get "Option" On It for City.

WOULD HIT THOUSANDS

Discussion Will Kill Scheme Is Sentiment East of the Big Bridges.

Brooklyn has been astounded by the story from Washington that Mayor Gaynor and Dock Commissioner Tompkins are dickering with the Navy Department for the acquisition by the city of the small bay and waterfront now occupied by the Brooklyn Navy Yard, on the basis of its abandonment by the Government. There is also an undercurrent of incredulity. Most of the men seen by The Evening World declared as their opinion that there was no chance of such a scheme going through, and ventured that it was "somebody's dream."

Borough President Steers said if the plan was a part of the Mayor's mission in Washington he and Commissioner Tompkins had kept it very much to themselves. "In fact," said President Steers, "I did not know the Mayor was at the Capital until his absence from the meeting of the Board of Estimate was thus accounted for. But even then there was no hint of the Navy Yard scheme. If the Navy Yard were actually removed it would deprive a great many people of employment, an employment to which they have been trained and by which they have earned their livelihood. Of course there could be a reaction to the injury and in some cases utter destruction of the business of the small merchants who have had their employees as the mainstay of their trade. But I would not like to criticize or comment on the plan until I am better informed."

EXPECTS DISCUSSION WILL KILL PLAN.

President D. M. Chauncey of the Merchant's Bank said: "The Navy Yard will not be abolished. It'll be there to-morrow and the day after. It's a large job to do off-hand. There must be plenty of discussion by the powers that be and by the public press before anything will or can be done, and the Navy Yard won't be abandoned."

Former Congressman Charles B. Law, who with Congressmen Waldo and Calder fought for the construction of the battleship Florida at the Brooklyn Navy Yard, and thus familiarized themselves with the work there, said:

"I really do not know anything about the project, but it would be most unfortunate for the five thousand or more families that depend upon the employment of their breadwinners there and for the small dealers who have the trade of these families. It would mean ruin to some of them. I have heard no whisper of a job and I could not express an opinion without more information. Frankly, I cannot conceive such a thing, and it is quite as difficult for me to

conceive of any sincere plan on foot to remove the Navy Yard."

SHOULD BE THE LAST YARD ABANDONED.

Former Congressman George E. Waldo said: "They ought to give up all the other navy yards on the Atlantic coast if they give up the one here. This is the metropolis of the Western World, our greatest and wealthiest city, and needs such protection as is afforded by our navy station. It would cost the Government at least \$200,000 to make the change, and I suppose as much more expense to the city, for I assume the city would buy it. I see one part of the project is to build long piers here and make landing berths for the greater ocean steamships. As a matter of fact, the Navy Yard does not have any very large waterfront. There is, it is true, an anchorage inside, but it would not be a good place for giant liners on account of the tremendous currents, which make it almost impossible to dock there except at the most advantageous state of the tides. I do not believe there is anything in the story."

Former Mayor Charles A. Schieren of the old city of Brooklyn said: "That story is a pipe dream. I do not think Mayor Gaynor would for a moment entertain any such proposition. It would be foolish for me to express any opinion as to a possible 'job' in the alleged scheme. If there were any such movement afoot, and it was consummated by the removal of the Navy Yard, of course the first effect would be great hardship following the loss of employment by certain classes of workmen who have grown up and reared their homes by the walls of the Navy Yard."

NO SUCH PLAN OFFICIALLY CONSIDERED.

James T. Hoyle, Secretary of the Brooklyn Manufacturers' Association, is in Washington, but at the headquarters of the association it was denied that he went to Washington to participate in the discussion of the plan for the removal of the Navy Yard, and the project outlined in the Washington despatches was discredited.

City Comptroller Prendergast said he knew nothing about the matter. He said: "No such plan has come before the Board of Estimate. Furthermore, if all of Commissioner Tompkins' plans were to be carried out there would be no funds left for the city to do anything else with."

Robert Adamson, Mayor Gaynor's secretary, said Commissioner Tompkins had received assurances from the naval authorities at Washington that the Brooklyn yard was to be abandoned and the number of yards along the Atlantic coast reduced. So the Mayor and Commissioner had gone to Washington to see what might be done toward securing the yards for the city. The Commissioner believes that if the site is used for pier and manufacturing purposes the income would warrant the purchase by the city, and that work for a great many

more men than are employed at present in the yards would result.

PLAN IS TO INCLUDE BIG REPAIR DOCK.

WASHINGTON, Dec. 8.—Mayor William Gaynor of New York spent an exceedingly busy day in Washington yesterday. Before 5 o'clock he had delivered a speech before the Rivers and Harbors Convention, interviewed the Secretary of War, the Secretary of the Navy, and the Secretary of Commerce and Labor, and paid his respects to President Taft at the White House. Then the Mayor called on Secretary Meyer to discuss the taking over by New York City of the Brooklyn Navy Yard which, if Secretary Meyer's navy yard concentration plan goes through, the Government will abandon. The Mayor told the Secretary of the Navy that New York valued the yard at approximately \$15,000,000.

Secretary Meyer was told also that if the scheme developed the shipping industry would consider the enlarging of the docks in the yard so as to permit the repair of mercantile vessels of the greatest length. New York, with all its large shipping has now no place where the big ocean vessels could be repaired. Secretary Meyer informed the visitors of his naval plan and said that the valuation the Government put on the yard after stripping it of a great deal of the machinery was about the same as that placed upon it by the city. There was no hitch there, he said.

He said that if he succeeded in getting Congress to put into effect his concentration scheme, he would abandon the New York yard. Mr. Meyer said it would take considerable missionary work to get the plan through. He said he would be glad to have public sentiment sounded on the proposition of closing the Brooklyn yard as a navy yard. This will be done by the Harbor and Dock Commissioners of New York by holding public hearings on the question.

Mayor Gaynor and the Commissioners called on Secretary of War Stimson to take up the question of extending the pierhead line in the North River. Secretary of War Stimson said the Fed-

eral Government would do everything possible to aid in the work. The visit to Secretary Nagel's office was for the purpose of having the lighthouse depot in front of the St. George terminal removed, as it blocks improvements there.

Heroine's Name for Baby.
NEWPORT, Dec. 8.—In memory of the late Ida Lewis, heroine of Lime Rock Light, the first baby ever born on the little rock was christened with her name yesterday. The child is the daughter of Mr. and Mrs. Edward Hanson, the present keepers of the light, and her arrival brings the total population of the rock to seven.

Rent a Mayor for a Day.
New York had a new Mayor yesterday—a temporary one. Alderman Francis P. Bent, who is Vice-Chairman of the Board of Aldermen, was Mayor for Acting Mayor for the day. How long he retains his office depends on when Mayor Gaynor returns from Washington. The President of the Aldermen is acting Mayor when the Mayor is away usually, but John Purroy Mitchell, the board's President, is ill at present and Bent is acting in his place. It will probably be Mr. Bent's last appearance as acting Mayor, as he was not re-elected at the recent election.



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Full length models of Vicuna cloth, sibiline, mantle, chevrons, double faced fabrics; 6 to 16 years.
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| Girls' Dressy Coats
Of imported Broadcloth or sibiline in navy, black and colors; velvet or astrachan collar cloth and cuffs; 8 to 16 years.
Heretofore \$24.50 | 16.50 |
| Dressy Broadcloth Coats
Full length, of imported Broadcloth, in black, navy, Copenhagen, tan and brown, silk lined, wool interlined; 6 to 16 years.
Heretofore \$34.50 | 19.75 |
| Misses' Dressy Black Coats
Dressy models of imported black broadcloth, trimmed with braid and velvet, silk lined and interlined.
14 to 20 years.
Heretofore \$29.50 | 18.50 |
| Misses' Seal Plush Coats
Full length model of high grade seal plush, long roll collar, silk lined; large braid ornaments.
14 to 20 years.
Heretofore \$39.50 | 25.00 |
| Misses' Fur Collar Coats
Of black broadcloth; Persian lamb or skunk opossum fur collar; quilted silk lined; silk ornaments.
14 to 20 years.
Heretofore \$45.00 | 28.50 |

Misses' Dressy Tailored Suits

New winter model, made from the balance of imported cloth fabrics from our custom order department—colors navy, black, brown or burgundy—coat with long revers of velvet, ornament and large button, silk lined, wool interlined—skirt tunic effect—14 to 20 years.
Actual value \$39.50

18.50

Misses' Serge Dresses

Five dressy or tailored models of navy or black English serge, with real baby Irish collar and cuffs or venise lace rever, trimmed with silk braid.
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18.50

Boys' and Young Men's Clothing

- | | | | |
|---|-------------|---|--------------|
| Boys' All Wool Suits
Norfolk and double breasted models, extra pair of knickerbockers.
8 to 17 years.
Heretofore \$9.75 | 5.50 | Boys' Long Overcoats
Convertible collar model of imported all wool tweeds.
8 to 17 years.
Heretofore \$12.50 | 9.75 |
| Boys' High Grade Suits
Norfolk and double breasted models, of imported fabrics.
8 to 17 years.
Heretofore \$12.50 | 8.50 | Young Men's Suits
Custom tailored Suits; all wool imported fabrics.
31 to 40 chest.
Heretofore \$15.75 to \$18.75 | 11.50 |
| Boys' Chinchilla Overcoats
Of navy, Oxford or brown all wool chinchilla.
3 to 10 years.
Heretofore \$9.75 | 6.95 | Young Men's Suits
Hand tailored Suits of all wool imported fabrics.
31 to 40 chest.
Heretofore \$18.75 to \$24.50 | 15.00 |

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Of best black rubber (guaranteed waterproof) fancy checked lining; 4 to 16 years.
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Of blue or brown felt, carved designs of Dutch Children or Rabbits.
Sizes 6 to 2.
.95 |
| Boys' Rubber Hats
"Sow-wester" model. In black or tan.
.95 | Girls' Storm Capes
Navy or red plaid, silk hood.
4 to 16 years.
2.95 | Misses' Mules
Of Elderdown, Lamb's wool soles, ribbon bow.
1.50 |
| Boys' Bath Robes
Blanket Bath Robes with fancy border; 4 to 16 years.
2.75 | Children's Robes
Crepes elderdown, satin bound; 2 to 6 years.
1.85 | Boys' Rubber Boots
Extra high Storm King Boots, of superior rubber.
Sizes 11 to 2.
2.85 |
| Boys' Knit Ties
For Youths and Boys. All silk crochet or accordion knit ties.
.95 | Misses' Robes
Fine crepe elderdown; satin bound; 12 to 18 years.
3.25 | Boys' Rubber Boots
Extra high Storm King Boots, of superior rubber.
Sizes 3 to 6.
3.95 |

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Since the making of ready-for-service clothes began it has been the custom, and is one which still obtains today in ninety per cent. of all such garments tailored, to confine the productive season to not to exceed forty to forty-two weeks. Smith Gray & Co., at the time of their reorganization, saw clearly that greater development hinged absolutely on production of greater values, and that these could only come through the elimination of the vast waste of efficiency resulting from the old style methods of manufacture.

Since the adoption of the new policy and the attainment of complete productive efficiency, the Smith Gray & Co. tailoring plant, now double its former size, has operated, including overtime, sixty weeks to the year, and in consequence the number of garments now produced is materially in excess of twice the former output.

But this very productive progress has brought with it other problems of its own. Until now there was ample time to arrange for stock reductions in January or February, but now, owing to this very increased production, we find ourselves with twice the usual number of garments on our counters, and are forced to make the usual January and February reductions now.

And all this affects you to just this extent—you can to-day, in the Smith Gray & Co. stores, choose from an assortment absolutely complete in fabrics and models, in every size, in the most comprehensive range we have ever shown, at prices that have never been equalled in our stores until January or February—yours to-day is the opportunity of a full season's wear at a season's end price.

15.00 and 17.50 for SUITS and OVERCOATS that are 20.00 to 30.00 values

In overcoats there are more than one hundred styles, including meltons, kerseys, friezes, velours, worsteds and tweeds—in black, Oxford, Cambridge, Quaker grays, Oxford blues, new tan, olive, brown and Scotch heather mixture shades; there are solid plain effects, self stripes, herringbone stripes, mixture stripes, plain wale and fancy wale ideas. There are models conservative, 45 to 50 inches long, for business and dress, in semi-box, semi-fitted and fitted backs—fly fronts, button throughs, plain pockets and patch pockets—convertible collar models and extreme fitted models, 48 to 52 inches in length; single and double breasted, button through and fly fronts.

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In suits, in gala assortment, you may choose from high-grade velours, worsted chevrons, worsteds and worsted serges—there are all the new grays, browns, olives; also various blues and neat mixtures; included are the correct English soft roll models and all the distinctively styled Smith Gray & Co. models.

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The suit assortment includes all the correct and many advanced style fabrics—all the correct English and distinctive style models—there are many new blues, new browns, new heather mixtures, new silk stripe and silk mixture ideas, new check and check, stripe and stripe designs, new wale and new mixture designs and weaves. Judged from the standpoint of exclusiveness, advanced style and complete assortment, these suits represent the fullest obtainable value at 30.00 to 40.00.

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