THE EMPEROR HIS GUEST.

BISMARCK'S VISIT RETURNED.

THE PRINCE WARMLY WELCOMES HIS SOVEREIGN TO FRIEDRICHSRUH.

ENTHUSIASTIC CROWDS THERE WITNESS THE ARRIVAL AND DEPARTURE OF THE IMPERIAL PARTY—THE EMPEROR IN HIGH SPIRITS—THE DINNER AT THE CASTLE INFORMAL.

Berlin, Feb. 19.—Emperor William to-day returned the visit recently made to him at Berlin by Prince Bismarck. The Emperor, accompanied by a suite of five officers, proceeded to the Lehrte railway station, where the Imperial train was in waiting to convey the party to Friedrichsruh. On the way to the station the people, who knew the Emperor's destination, cheered him heartily. The train started at 2:30 o'clock.

At Friedrichsruh extensive preparations had been made to welcome the Emperor. The members of several veterans' societies had volunteered their services as a guard of honor and to protect the approaches to the station. Prince Bismarck, Dr. Schweninger and Dr. Chrysander awaited at the station the coming of the Emperor. When the imperial train stopped, the Emperor, who wore a naval uniform, sprang from the platform. Prince Bismarck, taking the hand his sovereign extended to him, bent low and kissed it.

Special trains ran from Hamburg and other places to accommodate the crowds which desired to be present at Friedrichsruh when the Emperor arrived there. By the time the Imperial train had started from Berlin thousands of persons were assembled around the Friedrichsruh station, all congratulating themselves and the country upon the reconciliation between the Emperor and the ex-Chancellor. The crowd was not allowed to approach too close to the station, the guards keeping a wide space open around it. After the special trains had landed an immense throng at Friedrichsruh, the railway managers received direct orders from the Emperor to stop all such trains.

THE EMPEROR GREETS BISMARCK WARMLY.

Emperor William was in high spirits when he reached Friedrichsruh. He stood at the window as the train entered the station, and stepped out quickly to receive the Prince's greetings. After Bismarck kissed his hand, the Emperor embraced him and kissed him twice. As they walked together to the carriage, the Emperor patted the heads of the Prince's two big dogs, which were playing round him. More than 5,000 persons had gathered outside the barricades before the imperial party arrived, and they cheered tumultuously when the Emperor and his old Chancellor appeared.

Bismarck looked cheerful and fairly strong. He was wrapped in a great gray cloak, made at the Emperor's orders after the style of the new army mantles and recently sent to Friedrichsruh with His Majesty's compliments. He expressed his disapproval of the police efforts to push back the crowd, and remarked to two or three of the zealous officers: "If these persons wish to see, let them see as much as possible."

The party immediately proceeded to the Prince's castle, where Princess Bismarck, who was in the main hall, warmly welcomed the Emperor. Neither Count Herbert nor Count William Bismarck was present.

THE DINNER AT BISMARCK'S CASTLE.

The dinner in the castle was informal. All the guests enjoyed animated conversation with their host. After the eleven courses had been served the Prince proposed the toast to the Emperor, who responded cordially. Each spoke only a few words.

The park round the castle was illuminated. One device of colored gaslamps showed the words: "Wilhelm und Bismarck." His Majesty was so much pleased with this combination of names that he called Bismarck to the window to direct his attention to it. All the public buildings at Friedrichsruh are decorated with flags and colored lights. The railway station and postoffice are hung with fancy lanterns and colors.

Throughout the Emperor's stay at the castle two grenadiers, whom he took with him from Berlin, were posted at the park gate as a guard of honor to the Prince. After dinner the Emperor called them to the dining-room and explained to Bismarck the improvements which had been made recently in their uniforms.

CHEERS FOR THE IMPERIAL PARTY.

The imperial party, accompanied by Prince Bismarck, left the castle at 9:30 o'clock. A cheering crowd awaited them near the station. The firemen who had been drawn up to restrain the spectators were unable to hold them back. The people broke through the lines and thronged the roadway close to the carriages. The Emperor and the old Chancellor smiled and bowed repeatedly in response to the constant cheering. The parting at the station was as cordial as the welcome.

The imperial train arrived in Hamburg an hour later. Thousands filled the streets near the station, and all the houses in the neighborhood were ablaze with electric light. The train halted in Hamburg only a few minutes, and nobody alighted. While it was at the station the crowd outside cheered incessantly for the Emperor and Bismarck.

A TALK WITH GLADSTONE'S OCULIST.

DR. GRANGER SAYS THE PREMIER'S EYES ARE IN AS GOOD CONDITION AS A YEAR AGO.

London, Feb. 19.—Dr. Granger, of Chester, the physician and oculist who has been in attendance upon Mr. Gladstone, was asked to-day in regard to the condition of Mr. Gladstone's eyes, it having been reported that the Prime Minister was threatened with blindness, resulting from cataracts. Dr. Granger said that Mr. Gladstone's eyes were as good as they were a year ago. His general health was also good. He further said, when questioned regarding the statement that he had been summoned to examine Mr. Gladstone's eyes on the arrival here a week ago of the Prime Minister from Biarritz, France, that he was to make an examination, but had no intention of making it until Easter.

A HUNDRED NATIVES KILLED.

TOWN NEAR TIMBUCTOO SHELLED BY A FRENCH FORCE.

Paris, Feb. 19.—A dispatch from St. Louis, Senegal, says that a French force, marching to reinforce Captain Phillipe at Timbuctoo, were fired upon by natives at Maifoume, a negro town. The French shelled the town, and killed 100 of the natives. None of the French force was hurt. After thus punishing the natives, the French force proceeded.

BALFOUR FIGHTING EXTRADITION.

HIS ATTORNEY HOLDS THAT THE BRITISH GOVERNMENT CANNOT SECURE HIS SURRENDER BY THE ARGENTINE REPUBLIC.

Buenos Ayres, Feb. 19.—The lawyer who has been employed to defend Jabez Spencer Balfour against the attempts of the British Government to secure his extradition to England says that before Balfour came to Buenos Ayres he went to Monaco, where he lost large sums of money in gambling. The British authorities, he adds, allowed Balfour free scope to escape, and now want to procure his extradition in order to repel the Tory insinuations that he helped to secure the Liberal victory at the general election.

Balfour was formerly a Liberal Member of Parliament, and was deeply interested in building societies. Soon after the failure of the Liberator Building Society, in which concern he was a leading spirit, he fled from England to escape trial on charges of swindling that and other societies which were carried down by the Liberator crash. He went to the Argentine Republic, where it was reported he was living in luxury. Recently an extradition treaty was arranged between Great Britain and the Argentine Republic, and it was supposed that Balfour, who had been arrested at the instance of the British Government, would be at once sent to England to answer the charges against him. Balfour, however, intends to fight the British Government on the ground that the treaty cannot and does not cover offences committed or alleged to have been committed before it was negotiated. It is the opinion of several English law journals that Balfour's point is well taken, and will result in his discharge by the Argentine Government, unless the latter decides to surrender him as a matter of international courtesy instead of a matter of law.

THE PRINCE OF WALES HOLDS A LEVEE.

London, Feb. 19.—The Prince of Wales, acting on behalf of the Queen, held the first levee of the season at St. James's Palace to-day. Among those present was Thomas F. Bayard, American Ambassador to Great Britain.

ANARCHIST HUNT IN FRANCE

EXTENSIVE RAIDS MADE AND A LARGE NUMBER OF MEN ARRESTED.

ONE HUNDRED AND FIFTY HOUSES AND LODGINGS IN PARIS SEARCHED—BARNAVE CAPTURED AT VALENCE.

Paris, Feb. 19.—Acting under orders from the Ministry of the Interior, the police throughout France to-day made extensive raids upon the haunts of Anarchists. A large number of arrests of men known to be Anarchists or suspected of sympathizing with them have been made. Among those taken into custody was Sebastian Faure, the Anarchist who was appointed by Auguste Vaillant, the man executed for throwing a bomb in the Chamber of Deputies, guardian of his daughter, Sidonie Vaillant.

One hundred and fifty houses and lodgings in Paris, supposed or known to be occupied by Anarchists, were searched by the police. Nothing was found except masses of orthodox Anarchist literature such as is openly sold anywhere in the city. At St. Quentin twelve arrests were made. The notorious Anarchist Barnave was among the men captured at Valence, Department of Drome.

At Prades, Department of Pyrenees-Orientales, the police found an Anarchist named Gaspard Espeonto, whose arrest, in case he should be found in French territory, had been requested by the Spanish Government. He was detained to await the action of the Spanish authorities.

ENGLAND AND THE ANARCHISTS.

THE LAW NOT TO BE CHANGED, BUT THE GOVERNMENT FAVORS INTERNATIONAL EFFORTS AGAINST THE ENEMIES OF SOCIETY.

London, Feb. 19.—In the House of Commons to-day Mr. Asquith, the Home Secretary, in answer to questions on the subject of Anarchists, said that in most European nations the Executive possessed powers to expel dangerous persons, which were not given under the Constitution of England. Through the exercise of those powers, objectionable characters frequently came to England, without notice being given to the British Government by the authorities of the country from which these characters were expelled. The Government, the speaker added, was not of the opinion that any necessity had arisen to change the law of Great Britain, which is sufficient for her own protection, and for the due performance of her international duties. (Cries of "Hear!" "Hear!").

The Government, Mr. Asquith continued, was anxious to co-operate in practical measures dealing with Anarchists and similar enemies of society. International efforts might most fruitfully be taken, not through the extension of the power of expulsion, but by a more constant interchange of information and combined protective and punitive action between the Governments and police authorities of the different nations.

Mr. Asquith's remarks were greeted with cheers.

THREATS OF ANARCHISTS IN BELGIUM.

Brussels, Feb. 19.—The Mother Superior of the Convent of the Sacred Heart has received a letter threatening to blow up the convent. A number of rich landholders have also received threatening letters, the writers of which proclaim themselves Anarchists.

BLOCKED BY THE HOUSE OF LORDS.

THE PEERS REJECT THE COMPROMISE EMPLOYERS' LIABILITY BILL—LABOUCHERE EAGER FOR ABOLITION.

London, Feb. 19.—The House of Lords considered this evening the changes made by the House of Commons in the Employers' Liability bill, as returned to it by the Peers. The Earl of Dudley's amendment to the bill provided that workingmen might exempt themselves by special contract from its benefits. When the bill went back to the House of Commons, Henry Cobb proposed as a compromise that workingmen having special agreements with their employers concerning accident insurance be exempted from the operations of the bill. This compromise was adopted by a vote of 215 to 213. It was rejected in the House of Lords this evening by a vote of 137 to 23. The Peers also reaffirmed the Earl of Dudley's original amendment. As this amendment frustrates the principal purposes of the framers of the bill, the action of the upper house means that the measure must be abandoned.

A letter written by Henry Labouchere has been made public, in which the well-known Radical says that if the Queen's speech opening the next session of Parliament does not contain a declaration that a reform of the House of Lords is necessary he will move an amendment to the address in reply to the speech declaring that the power of the hereditary and episcopal branch of the Legislature to reject or alter bills approved by the House of Commons should cease. Mr. Labouchere adds that the adoption of the address in reply to the Queen's speech ought to be immediately followed by the passage of a bill to abolish the House of Lords. He says that if the Ministers want a second chamber it should be formed of members elected by popular vote.

"The Westminster Gazette" (Liberal), commenting on Mr. Labouchere's letter, says that the introduction of a bill to abolish the House of Lords would be tantamount to a dissolution of the House of Commons within three months. The paper adds that it would be best to wait until it is seen how the House of Lords will treat the Welsh Disestablishment, the Registration and the Evicted Tenants measures, and then to go to the country with an overwhelming case against the Lords.

OPPOSING INCREASED TAXES IN SPAIN.

Madrid, Feb. 19.—Twenty thousand of the inhabitants of the province of Navarre yesterday welcomed at Castejon the Deputies who were returning from Madrid, whither they had gone to protest against the payment of the increased taxes and to refuse to consent to a modification of the statute laws or the people's privileges. When the Deputies arrived at Pamplona, the capital of Navarre, the people greeted them with the wildest enthusiasm, many of the crowd crying: "We had better die than pay the taxes."

It was feared that trouble would occur, and troops were held in readiness to quell any outbreak. It is said that the agitation against the new taxes is being fomented by the Carlists.

FRANCE AND THE QUIRINAL.

Rome, Feb. 19.—The Vatican recently asked the French Government for an explanation of the reports that an entente is pending between France and the Quirinal. The French Ambassador to the Vatican has assured Cardinal Rampolla, Papal Secretary of State, that France will maintain reserve on the subject until the expiration of the time for which the Triple Alliance was formed. He further informed Cardinal Rampolla that France desired complete concord with the Church.

FORWARDING THE PARIS'S PASSENGERS.

Queenstown, Feb. 19.—The American Line steamer Berlin, Captain Hannah, from Southampton, arrived here at 2:30 o'clock this morning. The greater number of the passengers of the American Line steamer Paris, which was compelled to put back to this port owing to the injury she had sustained to her rudder, were, with their baggage, transferred to the Berlin, which proceeded for New-York.

The Paris will immediately go to Liverpool to be repaired.

ALLEGED FRENCH SPY ARRESTED IN ITALY.

Turin, Feb. 19.—A dispatch from Pinerolo, twenty-one miles from this city, announces the arrest there of a Captain Gastaing, who is suspected of being a French spy. The prisoner says that he was sent by the Canadian Government to recruit emigrants. He had 7,000 francs in paper and gold in his possession. Before he was taken into custody he had been observed for some time prowling about the Fortress of Fenestrelle, and engaging in conversation with the soldiers there.

FRAGMENTS OF FOREIGN NEWS.

Buda-Pesth, Feb. 19.—The debate on the Civil Marriage bill began in the Lower House of the Hungarian Diet to-day.

Gibraltar, Feb. 19.—The United States steamer Bennington sailed hence to-day for Behring Sea, where she will do guard duty under the provisions of the decision of the Behring Sea Tribunal of Arbitration.

Montreal, Feb. 19.—The "Patrie," a French paper of this city, says that serious charges of "boodling" against one of the Ottawa Ministers have been submitted to the Governor-General and that the latter has demanded an explanation from the Government.

Madrid, Feb. 19.—A railroad train was to-day thrown from the track near Oviedo, capital of the province of that name. Eight persons were injured.

Kiel, Feb. 19.—The funeral of the men killed by the steamplpe explosion on the cruiser Brandenburg on Friday will take place to-morrow. Emperor William has ordered that the victims be buried with all the honors which attend the burial of men killed in battle.

Rome, Feb. 19.—The Government has decided to ask the Chamber of Deputies to reform the administrative departments. The bill will be submitted probably in about four weeks. It is expected to propose the appointment of a parliamentary committee to help the Ministers reorganize the civil service. The object of the reform is economy.

A RESIDENT OF HIGHLAND DISAPPEARS.

Kingston, N. Y., Feb. 19 (Special).—Adolph Folger, who for the last five years was a prominent citizen of Highland, Ulster County, disappeared from there a few days ago, having debts which are said to aggregate $30,000. He took charge of and finally bought the Ransom greenhouses in that place. He managed to run up large bills with the village tradesmen. A few days ago he drove to Poughkeepsie, where he left his team, and has not been seen since. It now appears that in addition to borrowing large sums of money from friends, he also converted most of his personal property into cash. To-day it is reported that detectives have traced him to Philadelphia.

THE NICTHEROY LEAVES RIO.

FIRED ON BY FORT VILLEGAIGNON, BUT NOT STRUCK.

SHE HAS ON BOARD 300 REGULAR TROOPS, AND IS BELIEVED TO BE BOUND FOR SANTOS—MINISTER THOMPSON'S COURSE CRITICISED.

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Rio Janeiro, Feb. 19.—The dynamite cruiser Nictheroy left this harbor at an early hour last night. As she passed out she exchanged signals with Forts Santa Cruz and San Joao, at the entrance of the bay. Before she reached these forts she was compelled to pass Fort Villegaignon, which is held by the insurgents. The gunners at this fort fired two shots at the cruiser, but did not succeed in hitting her.

The Nictheroy had on board 300 regular troops. It is supposed that her destination is Santos. Strong hopes are entertained of an early and decisive action between the Government forces and the insurgents.

The course of Thomas L. Thompson, the American Minister, is still the subject of adverse comment in some quarters. It is charged by some of the Americans and others here that he is taking to himself the credit for the protection of American merchantmen given by Rear-Admiral Benham. It is still a subject for comment that Mr. Thompson lives at Petropolis, the summer resort twenty-five miles north of Rio Janeiro, while the British and other Ministers continue to stay in the city. His residence in Petropolis, however, is easily explainable on the theory that he does not want to run the risk of contracting yellow fever, which is epidemic in Rio Janeiro. Petropolis is always free from this scourge. There is some inconvenience arising from his residence there, however, American interests in that city being left in the hands of a young man in the office of the Consul-General.

A NAVAL BATTLE IMMINENT.

BOTH GOVERNMENT AND INSURGENT LEADERS HAVE REASONS FOR HASTENING A DECISIVE CONFLICT.

Washington, Feb. 19.—A cable message received at the Navy Department to-day from Rear-Admiral Benham confirms the United Press report of the arrival of the Government dynamite cruiser Nictheroy outside Rio Harbor. Admiral Benham says in his dispatch that the rest of the loyal fleet will arrive at Rio from Bahia on February 22.

Naval officials predict a big naval battle at Rio before the end of the month, on the basis of Admiral Benham's dispatch. Ever since the loyal fleet sailed from New-York a conflict on the water between the insurgents and the Government has been expected, and the belief has been general that the appearance of the Government cruisers and torpedo boats, or any one of them, off Rio would mark the beginning of real hostilities that would probably bring about an end of the war. It is believed here that Peixoto has become tired of the long continued struggle, and that he will be glad to force a conflict between his ships and those of Da Gama.

As the general elections in Brazil take place next month, it is likely that Peixoto would be glad to have a decisive battle before the beginning of March. An engagement between the Nictheroy and the insurgent fleet may take place at any time, as Admiral Da Gama will be anxious to cripple or sink the Nictheroy before it can be reinforced by the rest of the loyal ships.

A NEW RUSSO-GERMAN CONVENTION.

TO READMIT SUBJECTS WHOSE RIGHTS AS SUCH HAVE LAPSED THROUGH ABSENCE.

Berlin, Feb. 19.—The Government to-day submitted to the Bundesrath a new convention with Russia, according to the terms of which both Germany and Russia agree to readmit persons whose rights as subjects of either Power through prolonged absence from their native lands have lapsed. If former German subjects have become naturalized in Russia, or Russian subjects in Germany, the convention does not apply.

The Bundesrath sent the Russian commercial treaty to the Reichstag to-day.

MANIGAT ABANDONS HOPE.

THE NATALIE, WITH SUPPLIES FOR HAYTIAN REVOLUTIONISTS, IS MISSING AND THE REBEL LEADER IS DISHEARTENED.

Kingston, Jamaica, Feb. 12.—The steam yacht Natalie, which cleared from Savannah early last month with a supply of arms and ammunition for General Manigat, the Haytian revolutionary leader, is supposed to have been lost at sea. Nothing has been heard of her since she sailed.

General Manigat was seen at his home here yesterday, and gave the details of his plot to become President of Hayti. "There is no use fighting against fate," he said, "and I shall give it up. Even if the Natalie does turn up now I shall not leave Kingston."

The plans which have just been frustrated were laid early last year. In March, 1893, after President Heureaux, of San Domingo, had failed to render the assistance promised to Manigat, the latter determined to work in future entirely on his own account. Having no money he sent an agent to New-York to try and raise funds to fit out an expedition. It was a long time before the agent could induce New-York capitalists to risk their money, but at last he succeeded in raising $25,000, and the Natalie was purchased and fitted up.

If the vessel should turn up now it would be useless for General Manigat to proceed against Hayti, because Hyppolite's gunboats would now be on the watch for any strange ship. Meanwhile Manigat's friends in Hayti are in a state of great suspense. If their connection with the affair be found out they will be arrested and shot.

General Manigat's friends assert that had he succeeded in effecting a landing at Hayti the chances are that he would have overthrown Hyppolite, as they say the feeling against the President, in spite of all assertions to the contrary, is both general and strong. They further say Hyppolite has been wise enough to see something of this, and of late has manifested a more humble and conciliatory disposition. Particularly, they add, is this noticeable in the case of Americans, both resident and foreign. Until lately Hyppolite has taken no pains to conceal his dislike to American merchants in Hayti, but now he is doing everything in his power to induce New-York capitalists to invest money in Hayti. One New-York syndicate has received the contract to build a railway in the north; another has engaged to light Port-au-Prince by electricity.

It has generally been understood here that the steam yacht Natalie, mentioned in the Kingston dispatch, was to transfer her cargo somewhere in West Indian waters to a steamer in which Manigat was said to have purchased in Europe. The arrival of the Natalie was reported from Nassau, N. P., on February 10.

IN THE FIELD OF SPORTS.

ANNUAL GYMNASTIC GAMES.

The annual gymnastic championships of the Amateur Athletic Union will be held at Orange on Thursday. The entries, which have just closed, show that all the old-time champions have entered, and a lively programme is assured. The contests will be held in the Tennis Building. The building is particularly adapted for such an entertainment. The contests will be in rope-climbing, height, twenty-five feet; club-swinging, horizontal bars, flying rings, parallel bars and tumbling.

The entries include not the best-known athletes of the New-York Athletic Club, the Pastime, the Clipper, the New-Jersey, the Orange, the Xavier, the Anchor, the Institute, the Sylva and the St. George athletic clubs, the New-York Turn-Verein, the Hoboken Turn-Verein, and the Newark Turn-Verein.

BOXING AND WRESTLING CONTESTS.

The Boxing and Wrestling Committee of the Metropolitan Association has made complete arrangements for the final bouts of the championship meeting to be held on March 5, at Mannerchor Hall. Owing to the wholesale suspensions recently of the so-called amateur boxers, it has made a change in the personnel of these bouts, and many have had their entries rejected. In one class, the 115-pound, all who were entered either refused to weigh in the second night or were disqualified, and the committee has decided to reopen that class, and the entries will close with George W. Wood, secretary Metropolitan Association, No. 318 Broadway, on March 3. The course the association is pursuing in this matter will give the public a chance to see a genuine amateur competition.

A CORRECTION FROM THE YALE MANAGERS.

New-Haven, Feb. 19 (Special).—The managers of the Yale baseball nine think that the report of Yale's reasons for declining to play the Giants, as set forth by the New-York baseball men, was unjust as well as inaccurate. They said to-day regarding the affair:

"We declined to play New-York this year because exhibition games with League nines are generally unsatisfactory, as the professionals do not try to play well. Then, too, the season is early and the ground is covered with frost when these games occur, and games played in New-York tend to demoralize the college nine. Only a few Yale alumni in New-York are interested in games played there with professional nines, as is shown by the meagre attendance at last year's games. Yale's policy this year will be to play few exhibition games with League clubs, and few in New-York City."

The Yale managers say that they never wrote to the New-York team alleging harsh treatment last year, and that the Yale team never received any but considerate attention at the hands of the New-York managers.

Many followers of the game are disappointed over the decision of the managers of the Yale team not to play in this city this year. Ward wrote a letter to New-Haven yesterday, requesting the managers to reconsider their decision, as many people in this city would like to see the Yale team play.

TO EXTEND ITS SYSTEM.

ARGUMENTS BEFORE A COMMITTEE OF THE BROOKLYN ALDERMEN.

APPLICATION OF THE SOUTH BROOKLYN RAILROAD AND TERMINAL COMPANY—ADDRESS OF JOHN W. AMBROSE.

A hearing was given last evening at the Brooklyn City Hall to the application of the South Brooklyn Railroad and Terminal Company for permission to extend its system through and across certain streets in the Twenty-sixth Ward of the city. The hearing was before the Railroad Committee of the Board of Aldermen, and Alderman William H. Colson presided. The company spent a large sum of money a few years ago in erecting an immense terminal station at Thirty-ninth-st. and the river, and in establishing the South Brooklyn Ferry to the Battery, as well as in constructing a great railroad cut through the hill back of the terminal station. This is between Thirty-eighth-st. and Thirty-ninth-st., and is provided with double tracks, running back a mile or more from the Bay.

It is now proposed to build a road extending these tracks through the towns in New-Utrecht and Flatbush across the Twenty-sixth Ward of the city, formerly New-Lots, and into Jamaica Township and farther East upon Long Island. The road, when constructed, would speedily be a rival of the Long Island Railroad, reaching tidewater at a much more convenient point. Arrangements have been made to connect it with the Brighton Beach Railroad to Coney Island, and gain access to the centre of the city at the Belford station, at Franklin and Atlantic aves., for a freight station.

The Aldermanic committee is composed of Aldermen Colson, Cary, Wallace, Haubert and Walkley, and all were present. There were many interested persons also present. Jesse Johnson, counsel of the company, explained its plans. The part of the route within the city limits begins at Ames-st., between Sutter and Blake aves., extending in an open cut to Logan-st., and then on grade to the Woodhaven line. The low level of the ground beyond Logan-st. prevents continuing the cut further.

SPEECH OF MR. AMBROSE.

In the course of the hearing, John W. Ambrose delivered the following address before the committee:

The right to extend the South Brooklyn Railroad and Terminal Company through the Twenty-sixth Ward, for which application has been made to your Honorable Board, has such a large bearing upon the material needs of the community that it rises so far above the level of a private interest as to reach to the dignity of an important public question, and in appearing before you, I am almost ready to forget that I am at the head of a private corporation, and to feel myself a public-spirited citizen, engaged in the advancement of the public interests of Brooklyn and Long Island.

The facts and data disclosed in the application submitted to your board show in detail the benefits already derived by the community, and establish the character of the whole enterprise as one of a widely beneficial public character.

It appears that the work even in its infancy has had a beneficial effect on the material growth of the district covered by its operations, which is nothing less than phenomenal.

The statistical data contained in the company's application show that during the six years since the railway and ferry were established the assessed value of the property tributary to and dependent upon them for transit facilities to New-York had risen from $16,451,410 to $36,607,536, a total increase in value of $20,216,106, being $15,155,176 greater than the increase for the six years preceding their establishment; that the number of miles of graded streets rose during the same period from 160 to 274, an increase of 114 miles, against an increase of only 13 miles in the preceding six years; that the length of sewers increased from 1 mile to 64 miles, practically an entirely new improvement; that the miles of water mains rose from 20, where they had stood without any change during the preceding six years, to 64, an increase of 42 miles; that the number of miles of gas mains increased from 4 to 164, another substantially new improvement, and that the number of miles of lighted streets increased by precisely the same figures.

THE CAUSES OF THE PROGRESS.

And now let me amplify a little on the subject, that you may see why such a wonderful progress has been made during this brief period of six years.

The whole area of South Brooklyn from Twenty-sixth-st. on the north to the city line at Sixtieth-st., and of the great territory in the four towns of New-Utrecht, Gravesend, Flatbush and Flatlands, immediately adjoining to the south, was up to the year 1887 practically a farming district, devoted to truck farming or market gardening.

It had no way of access to New-York either for its products or for its sparse population, except by the old ferries far to the northward, reached only by long and circuitous routes through the city of Brooklyn either by roadways or by horse-car lines, and consuming from one to two hours or upward of time.

When in the year 1887 the Thirty-ninth Street Brooklyn Ferry was put in operation to the Battery, in New-York, it became at once apparent that all of this territory was made for every purpose of residence, commerce or industry much more accessible than any other unimproved district in or about the metropolis, for the ferry from the Battery would land passengers, vehicles and freight upon this shore in from fifteen to eighteen minutes.

Hence, the sudden and tremendous impulse given to the movement of population into South Brooklyn and into the vast area of the four townships mentioned, the rapid march of improvement, and the amazing rise in values that have followed the inauguration of the railroad and ferry company.

The present municipal limits of Brooklyn contain 25,000 acres, and substantially all this territory lies to the north of the line of this railroad already built and of the portion projected.

The line of the railroad runs along or very near to the present southerly boundary line of the present city.

It cannot be long before the four townships of New-Utrecht, Gravesend, Flatbush and Flatlands, containing an area of 24,000 acres, will become a part of the city, for it is generally believed that they will come in within a year or two at the most.

The line of this railroad would then lie almost exactly through the geographical centre of the city, and it would be about 9½ miles in length—one-half of the city lying to the south, and the other half to the north of it—and through 8½ miles of its whole length it would be an open-cut road, depressed so as to pass under all intersecting thoroughfares.

In no way can the city of Brooklyn ever become a great centre for commerce and manufacture, or become what her geographical position in the port of New-York entitles her to be, namely, the great terminal depot in the port for the internal traffic of the country, until she has a great trunk railway such as this, extending from the shore through the centre of the city with branches spreading out to its boundaries.

New-York City never can have such a railway service. It is so restricted in space, and is of such a shape, and is already so compactly built up, that its physical conditions will not permit of it.

ONLY ONE TRANSFER BRIDGE.

As illustrating and in proof of this statement, there is not on Manhattan Island to-day a single transfer bridge, except at Sixty-fifth-st., on the North River, by means of which railroad cars containing freight can be transferred from car floats to the surface of the city.

It is fortunate that the waterfront lying between Twenty-eighth and Thirty-ninth sts., and adjacent to the terminal depots of this railroad and to the Thirty-ninth Street (Brooklyn) Ferry, has not yet been improved.

This unimproved plot is still a virgin shore, having a space of 200 acres, a frontage of ½ a mile on the Bay of New-York, and a depth inland of ½ a mile.

This space is now entirely overflowed by water, and is available and specially well adapted for improvement, by constructing thereon broad piers of land 250 feet in width, with intervening slips of deep water of like width, suitable for the use of ocean-going vessels of the largest class.

Upon these piers storage warehouses can be built of the most extensive and substantial character, which would stand immediately at the water's edge and fronting on the slips; and tracks from the railway can be laid upon the piers and extended into and around these buildings, and at the ends of the piers bridges can be placed for the running of freight cars directly from the car floats on to the piers, and thence into the warehouses, or over the railway into any part of Brooklyn or Long Island.

By this method of improvement, a waterfront can be secured upon the slips aggregating in extent upward of 5 miles, or a space equal to the distance between the Battery and Seventieth-st., on the North River. This location would thus become a vast magazine of supplies, and a distributing point for all of Brooklyn and Long Island by means of this railroad running back from it.

Into this vast depot for supplies, all the great trunk lines reaching the harbor of New-York at Jersey City, or upon the New-York side of the North River, will pour their vast quantities of freight and supplies, brought over in floats in the cars in which they were originally shipped, thus effecting a delivery into the very heart of Brooklyn of freight and supplies from all parts of the country without any breaking of bulk from the place of shipment to the point where they are finally to be used or consumed.

This mode of delivering merchandise and commodities in Brooklyn would relieve them from the burdens of terminal storage and handling charges, which are now sufficient to destroy all margin of profit.

This application presents to the authorities and to the citizens of Brooklyn the first genuine opportunity ever presented for making Brooklyn a great railway terminus.

Without the construction within her municipal limits of an adequate central trunk line of steam railroad, leading from tidewater, and with branches extending to various parts of the city, she will continue to be what she always has been—merely a huge dormitory for the city of New-York.

No city in this country has ever become great or influential commercially or industrially without the concentration within it, or at it, of a system of railways leading directly to all parts of the country. This truth is perfectly illustrated by the cities of New-Jersey, such as Newark, Paterson, Elizabeth and Trenton, all dependent almost wholly upon great lines of railway which bring commodities directly to their doors, and have thus made them great industrial centres.

While Philadelphia and Chicago, with water facilities not worthy to be compared with those of Brooklyn, have far outstripped her in the race for commercial supremacy and influence, as well as in population, because of the public spirit and foresight that have induced the authorities of those cities to promote by all means in their power the construction within their municipal limits of great trunk lines of railway.

The one and only reason that can be assigned for the growth of these cities is to be found in the fact that railways can run right to the very factory doors with the raw material without breaking bulk or rehandling, and can come to them again for the manufactured article when made up, for direct distribution to distant points.

WHAT THE RAILROAD WILL BE.

No city in the country can show a railroad running through the entire length of it that is so ideal as to its method of construction as this railroad will be when built.

As stated in the company's letter of application to your Honorable Board, the plan is for an open-cut depressed road, so as not to interfere with any of the intersecting streets or avenues; and it is to be built wholly upon property which the company will purchase for that purpose.

All existing thoroughfares that intersect the roadway of the company will be bridged at the expense of the company.

This plan throws no expense upon the city or upon the taxpayers, or upon property owners along the line of its route, and while the road will be below the surface, yet it will not be through a dark, gloomy or bad-smelling passageway, but, being in an open cut about 90 feet in width at the surface of the ground with easy sloping sides, and having its roadbed only 18 feet below the surface, it will be practically as light, cheerful, wholesome and convenient for passenger travel as any surface road, while far more desirable in many other material respects.

While it will be built upon the best conceivable method for affording safety to the persons who use it, as well as to the citizens dwelling along its route, or who have occasion to cross it by any of the thoroughfares that intersect it, its method of construction will be such as to permit of the most rapid movement of trains and still no injury result to human life, unless persons shall deliberately come down on to its roadbed.

With its passenger stations only one-fourth of a mile apart, and its freight stations at only one-half a mile apart, and having no obstructions to meet with from the streets or highways of the city, all of which will pass over it, it will be equipped for, and will be adequate to handle efficiently and expeditiously, any amount of passenger or freight traffic.

Until within ten years past, the retail business of the people of Brooklyn was almost all done in the city of New-York. Since that time merchants have come to the front in Brooklyn, who, by their energy, enterprise and broad-gauge views, have succeeded in securing to Brooklyn the bulk of the retail trade that formerly sought New-York.

Now, what is to prevent men of enterprise in wholesale trades and industries from pursuing the same course?

The wholesale business that naturally pertains to the city of Brooklyn with its 1,000,000 of people is a matter of enormous magnitude; and it can all be retained, controlled and carried on within her own limits if her public authorities will take advantage of the opportunity that is now afforded for that purpose, by granting the application on behalf of which I appear before you.

By means of this railway running from tide-water on New-York Bay through the very heart of Brooklyn, with as many lateral extensions as may be needed, and through freight cars brought over this railroad and its branches into all parts of the city from all the trunk lines that come to the port of New-York and from the ocean steamers from Europe, the merchants and manufacturers of Brooklyn will then have it in their own power to control all of the wholesale trade that properly pertains to the present population of Brooklyn.

FACILITIES FOR RAPID DELIVERY.

Not only so, but the facilities thus presented for the economical and rapid delivery into Brooklyn of wholesale freight and merchandise, which would be much superior to any facilities existing in the city of New-York, would soon enable Brooklyn to compete with and outrival New-York in the wholesale trade and business that comes to this port, as well as in the manufacturing business which is the natural outgrowth thereof, and which is now so very largely done in the city of New-York.

It is well known that New-York City has no steam railroad starting from tide-water and running up into or through the city, whereby any of the freight arriving by the trunk lines from the West or by the great ocean steamship lines can be brought into its interior. All of the merchandise that now comes to her wharves is of necessity taken by trucks to her storehouses or factories located at points more or less remote from her shores, at an annual expense for breaking bulk, rehandling and truck hire which, it is estimated, reaches to the enormous total of at least $25,000,000 annually.

Brooklyn can rapidly withdraw this wholesale trade from New-York and gather it to herself, with all its vast benefits, if her public authorities will realize the fact that the establishing of such a trunk railroad leading from tide-water through the very centre of her territory will be sure to bring it here; for, by means of the railroad, the enormous expense of breaking bulk, trucking and rehandling of merchandise which attends the conduct of the business in New-York can thereby be wholly avoided.

This statement has been limited mainly to Brooklyn and the Twenty-sixth Ward because of the fact that your jurisdiction does not extend beyond the city limits. But I beg of you, gentlemen, that you will not, and that the public will not, lose sight of the fact that this enterprise contemplates a building of a railroad through Long Island that shall far surpass any railroad at present on the island, and shall be unrivalled in the character of its roadbed, rolling stock, depots and general equipment by any railroad in this country.

And it will follow, as a necessary sequence, that such a road will be tributary to Brooklyn, and will bring to this city a vast increase of travel, traffic and population.

The first 50 miles east of Brooklyn can be built at a cost not to exceed the cost of the one mile already constructed, which begins at the ferry and cuts through the great hill at the south of Greenwood Cemetery.

In my judgment, gentlemen, the far-reaching results of the completion of this railroad, which will be seen in the rapid increase in population, in the promotion of industrial activities, in the increased prosperity of business and in trade, both retail and wholesale, will far surpass in extent the results of any enterprise of any kind ever before established in the city of Brooklyn.

E. F. Linton urged the need of the railroad as a benefit to the greater part of the Twenty-sixth Ward. The company proposed to buy its way, instead of stealing it. Walter Thorne represented South Brooklyn in the matter, and said the company had already done much for that part of the city, and it could do much more, by going ahead with the road according to the plans. George M. Olcott, of the Hamilton Club, as a property owner in Flatbush, favored the road. Others who favored the application were E. D. T. Malley and W. H. Wilson. The only opposition was voiced by H. D. Young, but he had little to say save that it would injure a small piece of property he owned. The hearing was adjourned for two weeks.

STOLEN FROM THE ARION SOCIETY.

A box, supposed to contain about $2,500, was stolen from the office of Frederick Schickfuss, the caterer of the Arion Society, at Park-ave. and Fifty-ninth-st., some time between 1 a. m. and 2 p. m. on Sunday. The box had been used at one of the ticket offices at the Madison Square Garden on Friday night, when the Arion ball was in progress there. It was a champagne box securely nailed, with a slit at the top to receive the money, tickets and checks. Fifteen such boxes were used at the ball, and about midnight Mr. Schickfuss took them to his office in the clubhouse and locked them in there. The door of the office was locked when he went back in the afternoon, and a ventilator blind over the door was broken.

As soon as he missed the box he called in the police, who made an examination of the broken blind and said the thief did not enter the office that way. It was plain that the thief had a key to the office, the police said. Detectives were searching yesterday for a discharged employe, who was suspected of the theft of the box.

A PAPER CHASE AT LAKEWOOD.

Lakewood, N. J., Feb. 19.—The largest cross-country chase which has ever been held here took place this afternoon. It was a paper chase, the trail leading through ten miles of a most picturesque country, many fences and ditches being taken by the riders. Forty-four men and women left the Lakewood Hotel, from which place the start was made. The prizes were a silver-mounted riding crop and a p