AFFAIRS AT THE NAVY YARD.

CHANGING THE COLOR OF THE RAM KATAHDIN.

PROGRESS IN CONTRACT WORK—RUMORS OF CHANGES IN COMMANDS—TO FLOAT THE PURITAN—NOTES OF INTEREST.

One of the most curious sights in the Brooklyn Navy Yard at the present time is a vessel of the United States Navy, in commission, which has for her final and business coating a layer of paint of a dull green color. This vessel is the ram Katahdin, peculiar on account of her build and more so on account of the radical departure in color which has been made by order of Assistant Secretary McAdoo. The object of this break from the traditional white of the Navy is to make her less liable to detection by an enemy's vessel. It is understood that the torpedo-boats are to be treated in the same way. At present, however, the green of her hull is offset by the vivid red of the interiors of her ventilator hoods, which are more than ordinarily brilliant in contrast to the rest of the ship. The conning tower of the craft, which made a gallant attempt to lose itself in the mud of the Wallabout Channel, has been put in place, and yesterday the ship was covered with workmen, who were putting the bridge in place and painting everything that brushes could reach. She is rapidly approaching readiness for sea, and it is expected will go out for a trial trip in a short time.

The Terror is also on the high road to completion, and no reason is now known why she should not go into commission on the day appointed, April 15. The assignment of the command of the monitor to Captain Purnell F. Harrington was somewhat of a disappointment to those who expected that after Captain J. R. Bartlett's orders had been revoked Captain J. F. Higginson would receive the billet. Captain Harrington is to be succeeded as president of the Steel Board by Captain B. F. Day, who was only recently relieved from the command of the Baltimore, which is now out of commission and undergoing repairs at the Mare Island Navy Yard. The appointment of Captain Harrington has given rise to some speculation as to who will succeed Captain Merrill Miller in command of the Raleigh when that officer's term of sea duty expires, as it had been expected that the new commander of the Terror would have that assignment.

The trouble over the dummy bolts used in the construction of the causeway between the mainland and the Cob Dock is still a long way from settlement. The Board of Investigation, which is composed of Commander Charles S. Sperry, chief of the Bureau of Ordnance, at the yard; Lieutenant Albert G. Berry, of the receiving-ship Vermont, and Lieutenant Robert E. Peary, of the Civil Engineer's staff, has been in session all the week, and will make a full and detailed report to the authorities in Washington. One result of the discovery of the sham work has been the inspection and sounding of all the bolt work in the various jobs now under way in the yard, and so far the result has been satisfactory. The president of the company having the contract for the work has offered to the yard officials every assistance at his command in the way of placing the responsibility for the faulty work, but the officers interested are inclined to smile at any excuses offered at present, and, so far as can be learned, have not accepted the offer.

More delay is announced in connection with the new gate at Sands-st., and the contractors have received an extension of time to July 6, with the understanding that no further extensions are to be applied for. That long-drawn-out job, the main seawall, is advancing slowly, a part of the cribwork being in place. Extensions of time seem to be the order of the day all around, and those who are anxious for the completion of the works are consoling themselves with the reflection that they will have to be finished—some day. The job which is giving the most satisfaction is the new timber dock, known as No. 3. The Department recently called for an estimate of the cost of materials and labor necessary to complete it, and the figures submitted were $107,000. This estimate was afterward cut down to $85,000, and as a payment on account is expected soon, there is every prospect that the big job will be rushed through in short order. The caisson for the dock is on its way to the yard from Newburg, and is an enormous piece of work. It is a double-ended hull, each end being formed similar to the forward end of a ship; keel and stems will be straight, stems to rake forward at each end, so that the caisson shall be longer on the upper deck than on the keel. There will be an upper deck of wood with longitudinal steel stringers, a main deck of steel and a lower set of deck beams with longitudinal tie stringers. The principal dimensions are:

	Feet.	Inches.
Length over all at top of waterways	108	8
Length over all at bottom of keel	21	1½
Extreme molded breadth	23	—
Molded breadth on top	16	—
Height from top of waterway to upper-deck beams	—	10
Height from main-deck beams to top of upper-deck beams	11	4
Height from top of main-deck beams to top of lower-deck beams	11	—
Height from top of lower-deck beams to bottom of keel	12	2
Height from top of waterway to bottom of keel	35	4

MORE ENGINEERS NEEDED.

There is much regret expressed among the engineers over the unfortunate breaking down of Chief Engineer G. M. L. Maccarty, fleet engineer of the European Squadron, who is partially paralyzed. The case is cited in support of the urgent appeals made by the Engineer-in-Chief of the Navy for an increase in the number of engineers, and it is pointed out that the strain on the corps since the new navy came into existence has resulted in a larger number of casualties in the way of breaking down from stress of work than fell to the lot of any regiment in the war among its officers of corresponding grade in battle. The appeals of Chief Engineer Melville seems to be a long way from being answered, and as time goes on the ranks of the chiefs are becoming thinner and thinner, the engines outlasting the men who run them. Mr. Maccarty was one of the old-time engineers. He was originally a machine boy, had a good common-school education, and by dint of study and hard work won promotion to the highest grade in the corps. Like many others in his grade, he was not so much troubled by the long hours and arduous duties of his post as by the constant nagging of the officers of the deck. There is a rumor current which has it that the Admiral not only instituted the drill of periodically removing the coupling bolts of the San Francisco's engines, but at one time went into the engine-room and took charge of the tab himself.

The Admiral also, so the story goes, was once on a gunboat which was provided with a clutch coupling, which was used to release the line shaft and to let the propeller revolve freely when he wanted to sail the vessel, and he thought that the modern San Francisco must be able to do the same. It happened, however, that the San Francisco has the same couplings as merchant ships, held by bolts of "a driving fit," as the engineers say.

The retirement of Chief Engineer Albert W. Morley on Friday will result in the promotion of Passed Assistant Engineer George S. Willits, of the Minneapolis, to be Chief Engineer, and William W. Bush, at present inspector of machinery for the torpedo-boat being built at Seattle, Wash., to be passed assistant engineer. Chief Willits has been transferred from the Minneapolis to the San Francisco, and will probably remain in charge of her engines until she returns home.

RUMORS OF A "SHAKE-UP."

Gossip is busy with rumors of coming changes in high naval commands, and the name of Rear-Admiral Bunce, of the North Atlantic Squadron, is mentioned in connection with other commands. In this one point, however, it is more than likely that rumor is wide of the mark.

Secretary Herbert has been so well pleased with Admiral Bunce's administration of the North Atlantic station that we doubt whether he could be relieved, except at his own request, and he has been in command less than a year. Rear-Admiral Beardslee's tour of sea duty expires in August next. The changes gossiped about include his early detachment and assignment to shore duty. In that event vacancies will exist in the commands of the Pacific station and the South Atlantic station. The gossips at the Department still assert that the South Atlantic billet lies between Commodore J. N. Miller and Commodore J. A. Howell. It is now said the officer who fails to get the assignment will stand a good chance of succeeding Rear-Admiral Beardslee. But for the fact that he retires in 1897, Commodore R. R. Wallace would probably be sent to the Pacific station. Captain J. J. Bartlett has been retained on the Lighthouse Board upon the suggestion of Rear-Admiral Walker, and Captain Harrington has been selected for the Terror in his stead. Captain Harrington was intended to succeed Captain Merrill Miller in command of the Raleigh. It is now expected that instead of being detached in April Captain Miller will be retained in his present billet for a few months longer. Captain Edwin M. Shepard is to be relieved of the command of the San Francisco in all probability before the summer is over. Captain Nicoll Ludlow had been intended for this vessel, but it was found necessary to send him to the Monterey. No one has yet been definitely selected for the San Francisco. It is rumored at the Department that in the changes to take place, Captain Robley D. Evans will be relieved of the command of the battle-ship Indiana. Captain Evans was first assigned to duty in his present grade in command of the cruiser New-York, but was afterward transferred to the Indiana when that vessel went into commission. He went to sea in August, 1894, so that his two years' tour of duty will expire this summer. Great pressure is being brought to bear upon the Department for the commands of the battle-ships, and it is questioned whether Captain Evans will be able to withstand it. In this event, the slate which is being prepared will have his name included for detachment and assignment to shore duty. The Massachusetts, Oregon, Texas and Baltimore will be placed in commission shortly after the first of the fiscal year, it is now believed, in which event commanding officers will have to be detailed for these vessels. Only the Massachusetts' commanding officer has been decided upon—Captain Frederick Rodgers. The chances of Commander F. A. Cook securing the Oregon are still considered excellent, and his friends are anxious that one of the new battle-ships should secure so desirable a commanding officer as Captain Cook on her initial cruise.

THE PURITAN TO BE FLOATED.

The monitor Puritan, after a long stay in the stone dock, during the course of which she has been carried well along toward completion, will be floated, according to the present programme, at high water to-morrow forenoon. This is for the purpose of placing her thirteen-inch guns and their mounts on board without danger of a breakdown, as the travelling crane is not sufficiently strong to lift those ponderous pieces of metal. Just how soon the Chicago will take her place in the dock for a general tearing up is not known, as, although there is plenty of money on hand for the work on the engines, there is none available for the necessary work on her hull. It may be that the Atlanta will go into dock before the Chicago does, as it is understood that there is a portion of a previous appropriation available for use on her repairs. The scheme of making her a twin-screw cruiser has been abandoned, and she will remain as she is as far as her propeller is concerned.

A movement has been begun toward gathering men on board the Vermont. All the recruits on the Wabash, the Boston receiving ship, and on the Richmond, at Philadelphia, have been ordered to the Brooklyn vessel, and the enlistment of apprentices has been resumed. The crew of the Terror is already on board the receiving-ship, and the new detail, it is expected, will be assigned to the Massachusetts or the Texas. The Marine Corps has also been authorized to enlist twenty men.

A board has been ordered to meet at the Naval Hospital on April 2 to examine Lieutenant Samuel Seabury for retirement. The board will consist of Captain Silas Casey, of the Vermont; Captain F. J. Higginson, Commander C. S. Sperry, Medical Inspector A. F. Price, Surgeon Howard Wells, and Passed Assistant Surgeon R. P. Crowdall as recorder. Captain Casey has gone to Rhode Island to attend the funeral of his brother, Brigadier-General Thomas Lincoln Casey, U. S. A., retired.

The training-ship Essex, which left the yard a few days ago for Newport, will start on her summer cruise on April 1, her itinerary being Southampton, England, arrive May 5, sail May 19; Havre, arrive May 20, sail May 30; Lisbon, arrive June 17, sail June 27; Funchal, Madeira, arrive July 5, sail July 12; Las Palmas, arrive July 16, sail July 26, returning to Gardiner's Bay, where the cruise will end.

TO INVESTIGATE THE TURRET QUESTION.

Further experiments with the Indiana are to be conducted for the purpose of assisting the Walker Naval Board, just appointed, in its investigation of the comparative value of the single turrets as located on board the battle-ships of this type and the turrets as designed for the Kearsarge and Kentucky. When that vessel leaves Port Royal she will be placed at the disposal of the Walker Board, and, if it desires, there will be a repetition of the firing experiments which were conducted by the Board of Inspection and Survey. The Board assembles on March 31. It would appear from the tenor of the Secretary's letter that he is desirous of fortifying himself with data relative to double-deck turrets, in order to supply it to the Senate Naval Committee, which is directed by a Senate resolution to inquire into the value of the superposed turret for men-of-war. The Board will also pass upon the question of armament for the proposed ships. There is no doubt that the vessels will be supplied with four 13-inch guns, and, if superposed turrets are retained, with four 8-inch guns; otherwise with eight 8-inch guns.

In connection with this Board, Chief Engineer Farmer, of the yard shops, has been ordered to Washington. Work in the shops is going along steadily, however, and one of the low-pressure cylinders for the Chicago's engines has been set up in the room where they will be tested. The second of these big cylinders is now under the finishing lathe, and will be cut in about two weeks.

MR. SERVISS'S LECTURES.

REPEATING HIS NEW COURSE—"NAPOLEON" A RARE TRIUMPH.

The size of the audience which greeted Garrett P. Serviss yesterday afternoon, when he gave in Association Hall for the second time this season his talk on "Mont Blanc," the first of his six new lectures, demonstrated the wisdom of Professor Hooper in arranging for an immediate repetition of the course. The "overflow" attendance was about as large as the fortunate throng that secured seats to the first set. In fact, these contributions to the intellectual life of cultured Brooklyn have proven so exceptional as to be a source of increased pride, as well as of rare enjoyment, to the city of which Mr. Serviss has long been a "favorite son."

Those few people who knew with what modest hesitation the lecturer consented to include "Napoleon, the Modern Caesar" in the list of topics this winter awaited his treatment of the subject last Wednesday evening with peculiar interest. It was, in a certain sense, an experiment, something like the extension of his field of discourse a year ago from the familiar ground of science so as to include travel in foreign lands. But the result was the same in both cases—a distinct and gratifying success. In the judgment of some of his admirers, this lecture was the finest of all Mr. Serviss's achievements. It possessed, of course, those same charms of vivid description, lofty sentiment and inspiring fervor that characterize his talks on adventure, landscape and works of art; but it exhibited a riper scholarship than his other lectures, and a judgment of motives and character not required in any of his work hitherto. In the new territory invaded, a large and substantial conquest has been effected. It ought to be added that the lantern-slide illustrations on this occasion showed a great deal of research as well as taste.

ALTERNATE CONSOLIDATION HEARINGS.

THIS, IT IS SAID, IS THE ARRANGEMENT BETWEEN MAYORS STRONG AND WURSTER.

Mayor Wurster's continued illness and his absence from his office shut off all possibility of new developments in the career of the consolidation bill yesterday. Mayors Strong and Wurster have talked with each other about the hearings which must be had in both cities, and have agreed upon the plan of holding hearings on alternate days, in order that each may attend the other's public meetings. No dates have been selected, but it is believed that notices will be given out on Monday that the first in the series of joint hearings will be on Wednesday. It has not been decided whether the first hearing will be in New-York or in Brooklyn.

Mayor Wurster is as silent as ever regarding his intentions. His anti-consolidation friends, nevertheless, say confidently that, whatever may develop at the hearings, the bill is already as good as condemned. Mr. Wurster, they say, will surely withhold his approval, and the Legislature will respect his wishes, despite the appeals of Platt's followers, and the consolidationists are by no means outspoken in their denials of these statements.

Commissioner Willis's avowed opposition to the bill is said by many persons to be a positive indication that the bill will go back to Albany with Mayor Wurster's veto.

RAINES LAW IN FORCE.

BROOKLYN WILL SAMPLE THE NEW MEASURE TO-DAY.

ALL LIQUOR STORES MUST HAVE THEIR CURTAINS UP AND SCREENS REMOVED—METHODS OF PROCEDURE THAT MUST BE FOLLOWED UNDER THE NEW ORDER OF THINGS—POLICE WILL BE ACTIVE.

For the first time in the history of their existence, the liquor shops of Brooklyn will positively be closed to-day. The sidedoor will not swing and the disguised "growler," a feature of Sunday life in the poorer sections of the city, will be missing. There will be no exceptions to this foreshadowed condition of affairs, if the members of the police force can prevent it. There was a meeting of the captains of precincts at Headquarters yesterday morning. Commissioner Welles, Superintendent McKelvey and Jacob Brenner, counsel to the Excise Board, were present. The subject discussed was the new Raines law.

The matter would not have received a thought had not the District-Attorney's office suddenly awakened to a sense of realization as regards the many mandates which the lately enacted measure contains. The criminal branch of the city government was heard from in the form of a letter which read:

District-Attorney's Office.
Brooklyn, Kings County, N. Y. March 27, 1896.
William J. McKelvey, esq., Superintendent of Police.

Dear Sir: I respectfully call your attention to Section 31, Subdivision H, of the Raines bill, which is as follows: "To have during the hours when the sale of liquor is forbidden any curtains, screens or blinds, opaque or colored glass that obstructs the view, from the sidewalk, alley or road in front of or from the side or end of the building, of the bar or place in such building where liquors are sold or kept for sale."

The Raines bill is now the law of this State and should be enforced to the letter from the time it became a law. The saloons where opaque or colored glass is in the front doors or windows should be notified at once to change the glass and to place the fixtures in the front part of the stores in such a position that full view of the bar may be had from the street during the hours of closing and on Sunday. Your officers should be notified, where the curtains are down or the vision obscured, to call the attention of the proprietors to the evasion of the law, and if the law is not complied with, the officers should report the next morning at the District-Attorney's office.

I also call your attention to Section 35 of the Raines bill: "All officers should be instructed to report to the District-Attorney all violations of the law, where complaints will be received and first laid before the police magistrate by the District-Attorney. If it appears on the examination before the police magistrate that a crime has been committed, the police magistrate has no other power than to hold the defendant to await the action of the Grand Jury, where further prosecution will take place."

I have the honor to remain very respectfully yours, WILLIAM O. MILES,
Assistant District-Attorney.

Commissioner Welles explained that under the Raines law the carrying out of its provisions rested with the District-Attorney. Later Mr. Welles dictated and sent this letter to the Superintendent, which seems to be a reminder of the sworn duty of the latter:

Commissioner's Office,
Department of Police and Excise,
Brooklyn, N. Y., March 28, 1896.

Mr. W. J. McKelvey, Superintendent of Police.

Dear Sir: The communication this day received by you from the District-Attorney of the county, informing you that the provisions of the Raines bill are in force, and requesting that information of the violation thereof be lodged with him at once, is before me. You are hereby directed to issue such orders to the force as will carry out his instructions. Respectfully, LEONARD R. WELLES.

WHAT MUST BE DONE.

Superintendent McKelvey then sent a letter to the District-Attorney's office, setting forth that he had received instructions from the Commissioner and proposed to carry them out. Mr. Brenner informed the captains as to the methods of procedure open to them. The law, he said, was plain; the bars must be exposed and the side entrances locked. All violations of the law will be reported to the District-Attorney, and immediate action will be taken against the offenders.

At midnight last night the police were hurrying around, telling the liquor-dealers that they must keep their doors locked and their curtains raised until 5 a. m. to-morrow. Superintendent McKelvey left Headquarters early yesterday, and Captain Cullen, of the Hamilton-ave. station, was in charge for the remaining portion of the day. He said that the Raines law would certainly be carried out to-day.

SEASIDE RESORTS TO SUFFER MOST.

Coney Island liquor men will probably feel the effects of the new law more than the other people in that business in and around the Greater New-York. The season of '96 will soon open, and many of the men engaged in the liquor traffic there have already begun to make alterations to their places of business. An effort was made to have the bill so amended that it would not affect the hours of closing and the sale of liquor at seaside resorts on Sunday.

Jacob Brenner gave his opinion to the Excise Commissioners yesterday on the Raines law. It is supposed to conflict in many details with that of the District-Attorney. Mr. Brenner refused to discuss the matter when seen by a Tribune reporter. It was asserted, however, that Mr. Brenner was in favor of continuing until April 30 under the old law.

GATHERED ABOUT THE TOWN.

A bill for $3,000, as part payment of $30,000 due Frederick McMonnies, the sculptor, for work on the Slocum statue, was approved by City Auditor Sutton yesterday.

A man, who said he was the Rev. John Barry, a missionary attached to a South Brooklyn Church, was fined by Judge Tighe in the Butler Street Court yesterday for being drunk.

The people of the south end of Twenty-ninth Ward are anxious to have the Board of Education establish a school in their neighborhood. A delegation will shortly consult with the Board on the subject.

Charley Higgins, better known as Maloney, who has served many terms in prison, handed a note to a member of the Grand Jury when that body visited the Kings County Penitentiary a few days ago. Yesterday a sub-committee of the Grand Jury, consisting of two members, went to the prison to have a talk with the man.

The internal revenue authorities yesterday arrested Mrs. L. Conte, of No. 23 Prospect-st., on the charge of having fourteen boxes of unstamped cigars in her rooms. The woman confessed that she bought them from Isaac Saunes, who was arrested a few days ago on the same charge.

A German, who said his name was Frederick Beck, was arraigned before Justice Goetting in the Lee Avenue Police Court yesterday for being a suspicious person. He was arrested late on Friday night in Grand-st. by Policeman Jackson, of the Bedford-ave. station, who saw him trying doors of houses. Beck told Justice Goetting that he had no intention of robbing anybody, and was going to sit down on the stoop of a house when he was arrested. He was discharged.

William Kirschner, a barber, at No. 390 De Kalb-ave., was accused yesterday in the Lee Avenue Police Court of allowing a policy-shop to be conducted in a room back of his store. Robert T. Griffin and John Straub, who were found in the place, were also arrested and arraigned in court. All pleaded not guilty, and were paroled for examination.

On Friday night Albert Oliver was arrested by Officers Dolan and Dennedy, of the Tenth Precinct, charged with stealing bicycles from the store on the corner of Ninth-st. and Sixth-ave. The police say he went to Frank Perry, of No. 502 Flatbush-ave., with a number of tires, which Perry purchased. Then he made several other calls on Perry with more tires for sale. Perry became suspicious, and called in the police, who arrested him. Justice Tighe held him for the Grand Jury.

CHURCH AND PRIVATE FUNDS MIXED.

The late Dr. Richard L. Van Kleek, at one time a well-known member of the Gravesend Board of Health, seems to have mixed up his personal bank account with that of the Gravesend Reformed Church, of which he had been treasurer for many years, in a way likely to cause trouble. John S. Bennett, who succeeded him as treasurer, withdrew from a local bank $761 57, which was on deposit to the credit of the treasurer of the Sunday-school. Mrs. Van Kleek claims that the entire sum except $71 57 belongs to her, and has made a demand accordingly upon Mr. Bennett. The Rev. P. V. Van Buskirk thinks the money ought to be paid over to the widow, but some of the members of the school do not take that view, and a meeting has been called in the church on the evening of April 6 to decide what action will be taken in the matter.

THE FUTURE OF THE CITY.

LAST OF THE CIVITAS CLUB'S "AT HOMES" FOR THE SEASON.

PARK COMMISSIONER WOODRUFF DRAWS A BEAUTIFUL PICTURE OF WHAT COMING YEARS HAVE IN STORE FOR BROOKLYN.

The second and last of this season's "At Homes" given by the Civitas Club took place at the Pierrepont Assembly Rooms last evening. There were no floral decorations. Miss Edna S. Doughty, president of the club, was in the chair, and the hostesses were Mesdames L. Hastings, Arnold, Tunis G. Bergen, Timothy L. Woodruff, George W. Chauncey and Samuel L. Doughty, assisted by the officers of the club. The programme included "Words of Welcome" by the president, an address by Park Commissioner Woodruff on "The Resources of Brooklyn," the "Civitas Easter Story" by six members of the club, two sketches by Clarence Herbert New—"Le Mond S'Amuse" and "A Question of Personal Bravery." Henry Gaines Hawn sang Marzial's "My Love Is Come," Vannah's "Goodby, Sweet Day," and Strelezski's "Day Dreams."

The interest centred about the Easter story, which has been copyrighted. The six chapters which compose the story were written by as many members. The first chapter being written, the author of chapter No. 2 read the first chapter and then went on with the story in her own way. This method was followed out all through the composition of the story, each writer reading only the preceding chapter.

At the close of the programme an informal reception and dance followed. Among the guests were Mr. and Mrs. St. Clair McKelway, Mr. and Mrs. F. W. Hinrichs, Mr. and Mrs. F. W. Bellamy, General and Mrs. Alfred Barnes, Mr. and Mrs. Withelmus Mynderse, Mr. and Mrs. William Maxwell, Mr. and Mrs. Felix Campbell, Mr. and Mrs. Edwin Packard, Mrs. C. C. Dike, Miss Louise Van Anden, Miss Elizabeth Darrow, Norman Dike, Duncan Edwards, John Powers and Mr. Gates, son of President Gates, of Amherst College.

WHAT BROOKLYN WILL BE.

Park Commissioner Woodruff, in his address, said in part:

Ladies and Gentlemen, Members and Guests of the Civitas Club: "The Future of Brooklyn in Its Natural Resources," the theme of my address this evening, is a subject made doubly interesting by reason of the widespread consideration of consolidation, which has occupied the attention of our people so closely during the winter days of dulness.

From this already practically established point of view, there is no doubt as to what will be the ultimate destiny of the present city of Brooklyn. It will, in 1930, constitute at least a half of the greatest city the world has ever known. It will excel in wealth, magnificence and in the arts Rome and Athens, ancient mistresses of the world; surpass in commercial importance and financial power London, the pulse of the world of to-day, and embrace a larger, a more enlightened and more prosperous population than has ever been gathered within the limits of any one municipality.

But, even when this union of the two cities shall come to pass, Brooklyn will still proudly retain her peculiar and attractive individuality. The older portion of the Greater New-York will retain its commercial aspect, just as truly as the old City is the heart of the great metropolis now bearing the name of London, while Brooklyn will continue to be the city of churches and homes, made better and more delightful by reason of the improvements that will come with the better financial conditions that ought to accompany consolidation.

ROSY PLANS UNFOLDED.

I presume I have been requested to discuss the future of Brooklyn in its natural resources from the point of view of a Park Commissioner, and therefore let me invite you to study the subject from some of the vantage points reserved for park purposes.

Let us begin by viewing the city from the tower of the Litchfield Mansion in Prospect Park, once the princely home of the family whose name it bears, but now dedicated to the use of the Department of Parks. Looking from this tower to the west and to the south we behold a water front that is unexcelled in the world, reaching, as it does, from Newtown Creek, along the front of the city to Fort Hamilton, thence stretching along easterly, made beautiful and safe by the attractive bays of Gravesend, Sheepshead and Jamaica, in all a distance of over thirty miles. This immense stretch of water front will in the future be lined with great warehouses, factories, shipyards and wharves, providing occupation for thousands of residents of the city; the scene of activities productive of wealth, greatness and constantly increasing prosperity. The Federal Government is about to widen and improve Newtown Creek, an undertaking of vital importance, whether regarded from a commercial or sanitary or olfactory point of view.

In the near future we shall see stretching along our superb harbor from Bay Ridge to Fort Hamilton an esplanade that will make this community world-widely famous. Most of the property has been purchased through the efforts of my predecessor, Mr. Squier, and all we now need is the means for its ultimate development. As we hold the riparian rights, public piers will be located at intervals below this new parkway, the income from which will more than pay for the cost of the parkways maintenance. The National Government will continue this driveway from Fort Hamilton to the Duker Meadow, where a seaside park is to be created, so unique, so original in conception as will challenge the admiration of the world. From the Park Plaza to Bay Ridge and Fort Hamilton and back again we will have a chain of parks and parkways, and parkways and parks where now we are forced to wend our weary way over roads better adapted for obstacle races or the steeple chase.

Changing the vantage point to Ridgewood Park, and looking to the south, we see a panorama that is seldom equalled. Beneath one's feet is a ward that is a veritable city, which sprang into existence with the magical swiftness that characterized the productions of Aladdin's lamp. Beyond is the beautiful bay of Jamaica, dotted with islands, some day to be covered with summer homes—perhaps the creation of another Venice.

IN THE FUTURE.

In judging of the future, we must be guided by the lesson of the past. Not only has the city stepped into the front rank in point of population, park development, educational and social advantages, but it also leads the way in manufacturing and commercial enterprises. It is estimated that the capital invested in manufacturing industries alone is over three hundred millions of dollars. The shipbuilding industries, the sugar refineries, the warehouses, the drydocks and the grain elevators along the river front are all carrying on a profitable business and giving evidence of greater things to come.

And all this great aggregation of wealth in the city of Brooklyn has been virtually the growth of less than a hundred years, or the space of a strong man's lifetime, and this being so, what may we not expect in the coming century? Looking into the future with a prophetic eye, I see upon this side of the river a community of many millions, connected with the older city of New-York by numerous bridges, over which shall pass to and fro the busy people conducting the vast enterprises in which they are engaged. I see a community with the most approved sanitary conditions, with magnificent pleasure grounds, beautiful drives, well-paved and well-lighted streets, with stately churches, with schools sufficient in number to meet all demands, with public libraries and museums of arts and sciences, with railroads operated by stored electricity, with streets free from the disfigurement of poles and wires and beautified everywhere by trees; in fact, a city in which every condition shall exist to make the people happier, healthier and better.

In bringing this result to pass, I am sure that the Civitas Club will be a most potent factor.

DEATH OF EDWARD KING.

THE WELL-KNOWN WRITER AND WAR CORRESPONDENT DIED AT THE HOME OF HIS BROTHER-IN-LAW IN BROOKLYN.

Edward King, the well-known war correspondent, died on Friday night after an illness of two weeks at the home of his brother-in-law, John McGhil, No. 151 Hewes-st. He was born in Middlefield, Mass., on July 31, 1848, and at an early age he

EDWARD KING.

developed a taste for writing, both in prose and verse. When he was still a boy he was the city editor of "The Springfield Republican." For many years he lived in Paris, and while there he made a specialty of the physical characteristics and present condition of the Southern States and French subjects. During the Franco-Prussian war he was the correspondent of "The New-York Evening Post," "The Boston Journal" and "The Springfield Republican." He was also in the Balkans with the Russians in the war against Turkey. He was an intimate friend of Henry M. Stanley and Archibald Forbes.

Among his principal works are "My Paris; or, French Character Sketches," "Kentucky's Love," "The Great South," "Echoes From the Orient," "French Political Leaders," "The Gentle Savage," "Europe, In Storm and Calm" and "A Venetian Lover." Eight years ago Mr. King made his home in Brooklyn.

While he was sitting near his brother-in-law on Friday night he fell forward suddenly and died before the arrival of a doctor. The funeral will take place to-day, and burial will be in Bridgeport, Conn., to-morrow.

THE REPORTS WERE UNFOUNDED.

FALSE RUMORS REGARDING MR. VON DER SMITH'S FINANCIAL AFFAIRS CORRECTED.

Samuel Birdsall Von der Smith has called at The Tribune office and flatly denied the statements made in The Tribune and other papers over a month ago concerning the causes which resulted in the granting of a divorce to his wife. The Tribune, on February 20, published a report of the divorce based upon information received from Fargo, N. D., and from persons in Brooklyn. It was rumored that Mr. Von der Smith had incurred the dislike of his wife's relatives by his frequent appeals to them for loans of money. Mr. Von der Smith says that the rumors concerning his borrowing money are absolutely false. He says that the gossip which has been circulated against him is absolutely groundless and uncalled for.

There does not seem to have been any grounds for representing Mr. Von der Smith other than as an unpright man in his financial dealings. He and his friends are indignant over the loose reports spread broadcast about his financial standing. Mr. Von der Smith was not fully aware until a few days ago to just what extent these false reports had been circulated. The newspapers are now desirous to set him right again before his friends and the public.

THE DUMB MAN SPOKE.

HE PLEADED IN REMARKABLY GOOD ENGLISH WHEN ARRAIGNED IN COURT.

It is not often that a deaf and dumb man is to be seen pleading his own case in a police court, but that was the scene presented yesterday in Justice Harriman's court. The defendant was J. A. Anderson, of No. 330 Third-ave., who was arrested for vagrancy on Broadway yesterday afternoon. He wore a sign which read: "This is to all whom it may concern as charitable friends. The bearer is deaf and dumb. Having no trade, is unable to make a living only by charity. J. A. Anderson, No. 330 Third-ave." The court officers and spectators nearly had spasms when he began to plead his case in remarkably good English.

"Yet you exhibit this sign and plead your own case," remarked the astonished Justice.

"I am guilty, Your Honor," the man said.

"This is one of the worst cases of fraud I have ever known," Justice Harriman said. "You go around and work upon the sympathy of the charitably disposed! Six months in the penitentiary."

ANOTHER STORY OF THE TROUBLE.

THE PICTURE OF GOVERNOR MORTON WAS NOT DESTROYED BY THE TWENTY-FIRST WARD CLUB—ITS OWNER TOOK IT BACK.

Another version of the story relative to the alleged destroying of Governor Morton's picture in the Twenty-first Ward Lincoln Club was given yesterday, and doubtless was much nearer the truth than the first one. The club met, it seems, in the saloon building of Henry Diemer, at No. 36 Hopkins-st. Recently the club borrowed a picture of Governor Morton, and one day last week, it appears, the owner wanted his picture back. He got it without difficulty, leaving the frame empty. Mischievous boys hung a poster saying: "We mourn our loss" on the frame, and cut up "monkey shines" with it. This was the only foundation, so the members of the club said yesterday, for the story relative to the demolition of the picture by members.

ABRAHAM AND STRAUS
Brooklyn, N. Y.

Easter Attractions

THROUGHOUT OUR ENTIRE ESTABLISHMENT.

Leaders in Taffeta Silk

Cannele Striped Taffetas, in twenty-one first-class combinations, not a poor color in the lot, all in three tone effects. This is without doubt one of the best Silk values offered this season. Imported to retail at 1.00; Special, 57c

Black Brocaded Taffetas, new designs; just received, these are the 75c. grade only.....49c

Silks—main left center.

Millinery Department.

Added exclusive styles daily.

Millinery Flowers Fresh From Paris.

Early Paris advices stated that flowers and foliage are to be used for Millinery, this Spring, in larger quantities than ever before. We immediately placed our orders with the best manufacturers, securing ample time to have all goods finished properly. A few leaders are as follows:

Fine imported Rose sprays, three in bunch, value 35c.....15c
Rosebud sprays, three buds in foliage, all colors, value 75c.....45c
Imported Lilac sprays, all colors, value 85c.....59c
Imported American Beauty Rose sprays, value 1.35 and 1.75.....98c. and 1.25
Silk Poppy Sprays, with large flowers, buds and foliage, all colors, value 95c.....65c
Rosebud foliage, all color buds, value 45c, 65c, 85c & 1.25.....29c, 42c, 67c, & 95c
Imported Velvet and Muslin Rose and bud sprays, all colors, value 25.....12c
Fine imported Silk Poppy Sprays, twelve flowers and six buds in bunch; value 65c.....45c
Imported Violet Bouquets; value 50c.....39c
Large assortment of French Montures, from 98c to 3.50 each
Full assortment of Horse Hair Laces, Quills, ornaments, bands and hats.

Main, right aisle.

Women's Gloves For Easter Wear.

Cluze patent thumb Gloves, here only in Brooklyn, with 3 rows embroidery, black, white and colors.....98c. and 1.25
Marsy, Cluze thumb gloves, nervura stitching, 4 buttons.....1.50
Marnoz, Cluze thumb gloves, 2 clasp fancy embroidery.....1.85
Marnoz, Cluze thumb gloves, pique seam, Suede embroidered.....1.63
Foster Kid Gloves, in combination embroidery, new.....1.50
Perrin Freres, 4 button, Dresden embroidery, 1.50
Trefousse Suede, embroidery in two-tone effects, 4 button.....1.50
Trefousse 8 inch Mousquetaire.....2.00
Our special Easter offering of the genuine "P. & L." Paris made Gloves, in Blacks, Tans, Modes, Camille, Slates, Beaver, Fawns, and in self and combination embroidery.....98c

Main center.

Black Dress Goods.

Mohair Figured Brilliantines, very lustrous (42 in. wide), medium and large designs, remarkable value for.....48c
English Mohair Sicilian, two qualities (50 & 54 in. wide), regular value 89c, special price.....64c
1 case French Clay Twill Storm Serge (44 in. wide), Monday only.....44c per yd

Black Goods—left, rear.

Silk Waists.

Superior quality of changeable Taffeta Silk Waists, in beautiful colorings, made tight fitting, with full front, and trimmed across the yoke with two rows of batiste inserting; collar and cuffs trimmed to match the lace; extra full bishop sleeves; something entirely new, at..7.90

Second floor.

Marquise Corsets.

We are sole owners of the celebrated "Marquise" Corsets. They are made on the same principle as a well-fitting dress, being gored. The best of whalebone is used in their manufacture. Special appointments for fitting.....5.00 to 28.00

Second floor.

Women's Underwear.

Plain, well-made, good muslin Gowns.....39c
Gowns with pretty embroidery and new designs, extra large bishop sleeves.....97c
Gowns, Empire effects, handsomely trimmed..1.98
Cambric Corset Covers, with embroidered edges, 19c; elaborately trimmed.....39c and 58c
(In buying Underwear, it is well to examine widths and size of sleeves.)

Second floor.

Lawn and Percale Shirt Waists.

Very large assortment of Lawn and Percale Waists, in pretty Persian and Dresden effects, with soft front and stock collar, large bishop sleeves, also laundered collar and cuffs, prices, 49c., 79c., 97c. and upward

We call special attention to our exclusive styles in the "Star," "Sylvia" and "Stanley" waists, made of the choicest imported material. Prices, 1.25, 1.69, 3.98, 5.90.

Second floor.

1.79 pr. for Women's Vici Kid Shoes.

500 pairs Women's Vici Kid Button and Lace Shoes, Hand turns and Welts, Opera and Common Sense lasts, regular 3.00 grades, on Monday at.....1.79

Second, rear.

Easter Vases.

The grandest display of cut, engraved and decorated glass vases ever made in this country. All are advance samples of the latest artistic productions of leading European manufacturers. No two pairs alike—which ensures exclusiveness—yet an overwhelming variety to choose from. All marked at less than half regular stock prices.

Main, rear.

Grocery Special---To-morrow we will sell, as long as they last, 10,000 lbs. of best cold smoked sugar cured hams, and 2,500 lbs. of sugar cured boneless bacon, usually sold at from 14c. to 16c. lb., at..... 10c. lb.

No Mail Orders Filled.

Groceries—fourth floor.

ABRAHAM AND STRAUS. | ABRAHAM AND STRAUS.

MATTHEWS.

Easter Novelties in Endless Variety

REASON OF SUCCESS—All Goods Marked at Smallest Possible Profit and All Sized Pocket Books Considered.

FULTON STREET, GALLATIN PLACE and LIVINGSTON STREET.

SMOKY FIREPLACES

MADE TO DRAW OR NO CHARGE.

Examinations and Estimates free.

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J. WHITLEY, "