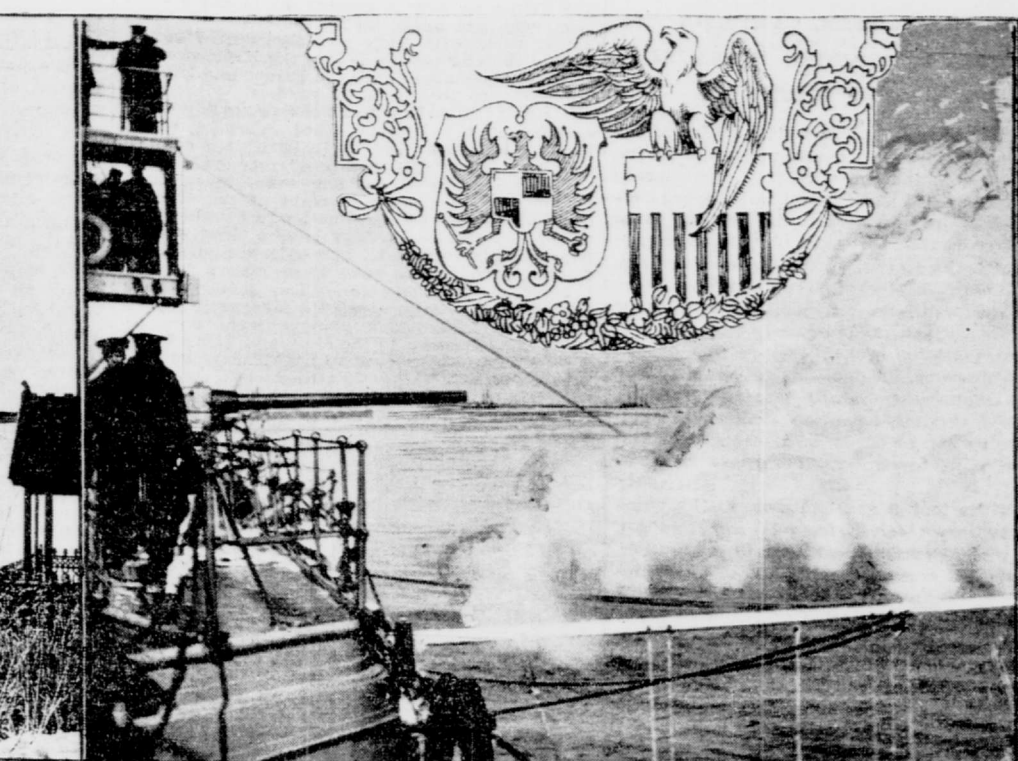


AT QUARTERS ON THE BATTLESHIP ILLINOIS, WAITING TO SALUTE PRINCE HENRY.

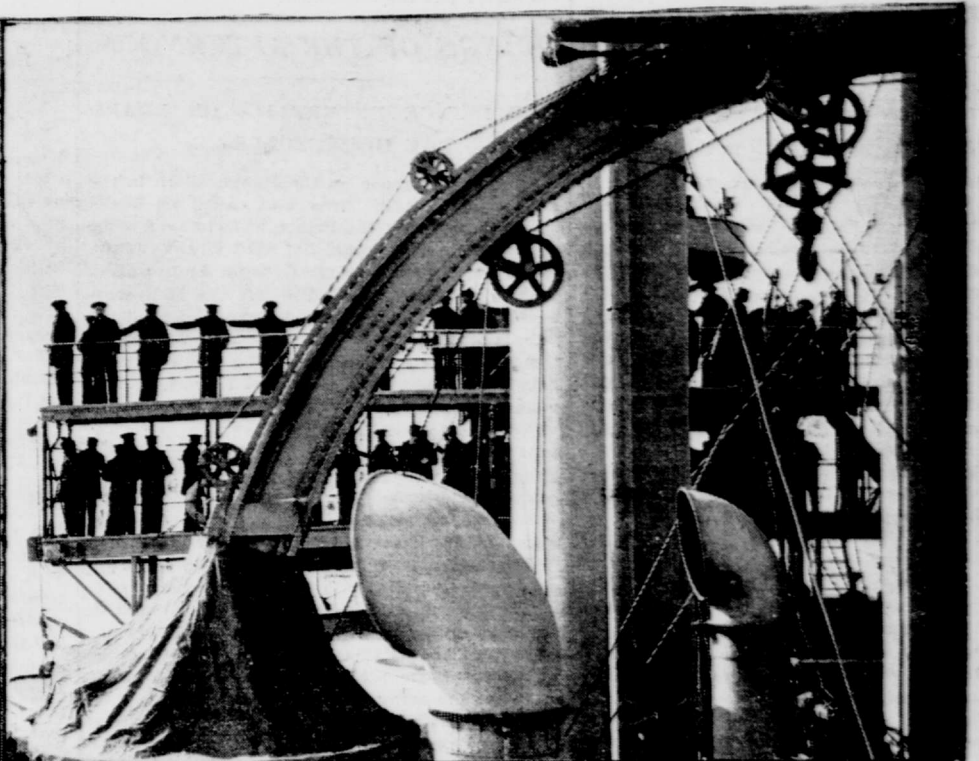
SCENES CONNECTED WITH THE ARRIVAL OF PRINCE HENRY.



THE FIRST SIGHT OF THE KRONPRINZ WILHELM AS SHE APPROACHES FORT WADSWORTH AND THE NARROWS.



THE BATTLESHIP ILLINOIS SALUTING PRINCE HENRY AS HE PASSED.



MANNING THE TOPS ON THE BATTLESHIP ILLINOIS.

SHIPS ROAR A WELCOME.

THE SQUADRON FIRES TWO NATIONAL SALUTES.

WITH GERMAN FLAG DISPLAYED AND TARS AT ATTENTION WARSHIPS GIVE NAVY'S GREETING.

With the booming of cannon and the dipping of colors the ships of Rear Admiral Evans's squadron, their sides, turrets and fighting tops manned with swaying lines of blue clad sailors, gave their official welcome to the German Prince, whom the American Navy honors not only as the representative of Emperor William, but also as a gallant sailor. As the Kronprinz Wilhelm, with its royal passenger aboard, came abreast of the bow of the Olympia a starboard gun on the Illinois crashed forth the first salute. At the same moment the German naval flag broke forth from the foretruck of the warship. In rapid succession the four ships of the squadron rang out their salutes, while the white smoke from the discharges half veiled the turrets and fighting tops of the ships. As the last of the eighty-four shots sounded the German flag dropped from the foretruck, the lines of marines on the quarterdecks of the ships presented arms and the bands played "America." Slowly the big German steamship dipped her colors, three times the flag dropped and rose, and then the Kronprinz Wilhelm passed on up the bay.

When at sunrise yesterday morning the officers and crew of the squadron off Tompkinsville saw the clouds dispelled and the evidences of Saturday's storm vanish, their doubts and fears were relieved. For thirty-six hours their eyes had been fixed on the narrow entrance to the upper bay with eager anticipation. As the drifting ice had pounded and boomed against the steel sides of the ships, and the sleet and snow, whirled by a strong nor-easter gale, had beaten upon the decks and shut off all view of the black and inhospitable shore, they had shaken their heads mournfully and imagined the first impression Prince Henry would receive of this country. But as the sun rose clear and bright the view from the fleet was one of such beauty as to remove the last unpleasant memory. On the nearby Staten Island shore the trees bent under their burden of ice, and as their branches swayed in the radiant sunlight they flashed and glistened brilliantly. Hill, ledge and field shone brightly; even the ugly warehouses and ferry slips were covered with a heavy mass of shining ice. The whole island looked as if nature had decided to contribute its share to the decorations in honor of the royal visitor, and had far outdone all the feeble efforts of the official world.

A HAZE FROM THE LOWER BAY.

In the bay the fresh northerly wind sent the whitecaps dancing merrily and flashing in the sun. It also broke up the mass of heavy ice floes which had hung for days along the shore and started it seaward. From the ocean a thick haze drifted in before 9 a. m., shutting off the lower entrance to the Narrows and cutting off the view of the thousands of anxious watchers. Somewhere behind that fog the Kronprinz and her royal passenger were hastening to the end of their long voyage. From the squadron and from the hills and piers on the Staten Island shore thousands of eyes were straining to penetrate the mists.

The warships were in column formation, the flagship at the head and nearest Manhattan. On both sides above her deck line the Illinois bore in huge white letters the words, "Welcome, Prince Henry." Above her pilot house, in similar letters she showed her name, "Illinois." Astern the Illinois lay the Olympia, her sides and turrets white and trim after her recent overhauling. She also showed her name in letters stretched between her stacks. Astern of her lay the Cincinnati and the San Francisco, each bearing her name in similar lettering. In this order the ships lay at anchor, swinging with the tide, their saluting battery cleared for action and their white hulls shining brightly, the Illinois the type of the latest, the Olympia of the most famous, of the ships of the American Navy.

BUSTLE ON THE FLAGSHIPS.

On board the flagship there were still signs of the recent storm. From the rails and davits long slender icicles in regular lengths added a touch of beauty to the grim and bare lines of the vessel. Bustle and preparation were evident on every side. Officers in brilliant gold striped uniforms, wearing gold trimmed chapeaus, hurried back and forth over the deck giving sharp orders which sent the jackies scurrying over the decks. The interest and attention of all were centered on the man in the lookout, who was

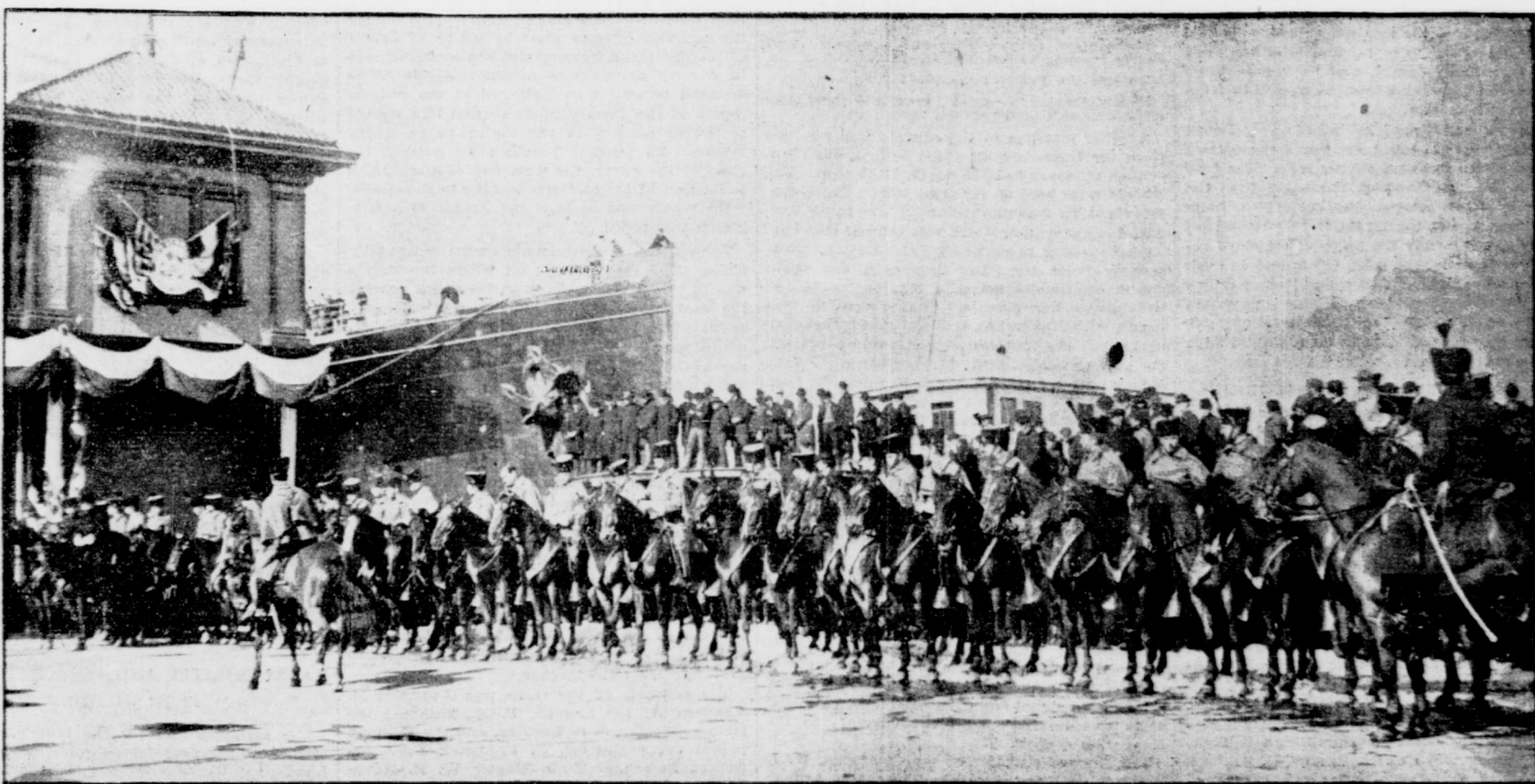
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TROOP WAITING TO ESCORT PRINCE HENRY TO THE WALDORF FOR LUNCHEON.

carefully studying the entrance to the harbor through a glass.

A 9 o'clock there was a little interruption to the nervous tension of the watch. A tugboat came alongside the vessel, and with a few notes from the bugle and a salute from the guard, the German Naval Attaché, Captain von Rebeur-Paschwitz, came on board and was greeted by the officer of the deck and Commander Usher, the executive officer of the flagship. Captain Paschwitz was taken to Admiral Evans's quarters. A few minutes later the word was passed around that Admiral Evans was about to leave the ship. The marine guard was drawn up on the quarter deck, the four side boys dressed the gangway, and, accompanied by Captain G. A. Converse, of the Illinois; Flag Lieutenant Chapin and his son, and Ensign Evans, of his staff, Rear Admiral Evans received the salute of the marines and followed Captain Paschwitz on board the ship's launch. Admiral Evans wore the regulation full dress uniform, with broad gold stripes and a gold trimmed chapeau. His uniform was eclipsed, however, by the German officer's raiment. In addition to a perfect mass of gold the latter wore a broad sash covered with jeweled decorations. A moment later he boarded the tug Nina and, raising his rear admiral pennant on the tug, proceeded down the bay to meet the Kronprinz.

The Rear Admiral's departure heightened the excitement on the Illinois. With ever growing excitement officers and men alike studied the horizon or fixed their eyes on the man in the lookout.

THE KRONPRINZ SIGHTED.

Quarters had just been sounded when the lookout, whose glass had for a long time rested on the Narrows, suddenly shouted to Commander Usher:

"The Kronprinz is in sight, sir."

There was an instant rush to the bridge, and after a long search a thin line of smoke was discovered. With the aid of the glass this grew to a head-on view of the expected steamship moving slowly up the channel.

It was just 10:07 a. m. when the guns of Fort Wadsworth boomed out their first official greeting to the Prince. As the first shot was fired the flag was lowered. Hardly had the echoes of Wadsworth's guns died away when those of Fort Hamilton began to crash out a greeting.

WHEN THE LINER ANCHORED.

As the Kronprinz came off Quarantine the mail boat and the revenue cutter Gresham met her and followed her to her anchorage. When she stopped opposite the health tug Dr. Doty, the health officer, boarded her. A moment later Rear Admiral Evans went on board from the Nina. As the official representative of President Roosevelt, the Rear Admiral welcomed Prince Henry.

Meanwhile on the flagship a careful lookout was maintained in order to catch the first sign of a movement on the part of the Kronprinz. "Keep your eye on her forefoot; watch for a feather," shouted Commander Usher to the man in the top. As the squadron swung with the tide, it was almost impossible to tell whether the German liner was moving or at anchor.

Suddenly the Kronprinz Wilhelm blew three long, deep whistles, great clouds of smoke poured out of her funnels and a white line



THE PRINCE'S BEDROOM.

On the special train he took to Washington.

showed under her stern where her screw began to revolve.

"The Kronprinz is moving, sir!" shouted the lookout after studying the ship intently with a glass.

"Attention!" came the quick command. Musket butts struck the deck with a thump; the long lines of sailors manning the sides stiffened. Then, as the tide had swung the ship round, there was a hasty change to the port side.

Slowly, as if conscious of her royal passenger, the big liner moved up the bay, flying the German merchant flag from every point. From the deck of the Illinois only the indistinct outline of the passengers was discernible. At 10:50 the Kronprinz Wilhelm passed abreast of the Olympia and the guns of the warships sent out the greeting of the navy to the nation's guest.

THE CAPTAINS FOLLOW IN A TUG.

Soon after the saluting was finished and the Kronprinz was proceeding on her way to the city a tug took off the captains of the squadron, who went up to the city to make their official call on the Prince.

After Prince Henry had left the Kronprinz and boarded the Hohenzollern the royal standard was raised on the imperial yacht. This fact was telephoned to the lighthouse by Ensign Williams, of the Illinois, who was detailed to inform the squadron. From the platform of the lighthouse a flag was dropped. This signal was seen by the lookout on the Illinois, and a second afterward the squadron fired another national salute of twenty-one guns. Before the smoke of these discharges had cleared the officers and men on the squadron, their official duty over, had settled back to their Sunday rest. The "smoking lamp" was lighted, and over their plum duff the jackies swapped many an incredible yarn about their comrades of the German navy.

EAGER CROWDS LINE SHORES

FROM QUARANTINE TO AND AT THE BATTERY THOUSANDS WATCH THE ARRIVAL.

Eager, intensely peering knots of people lined the Staten Island, Narrows, Quarantine, Brooklyn and Jersey shores as the Kronprinz Wilhelm, bearing Prince Henry, ploughed along toward the Battery. At that point the waiting and watching crowd lined the seawall from the Barge Office to the Aquarium, and over five thousand persons—men, women and children, most of them Germans—watched the big ship steam slowly up to her pier.

Just as the Kronprinz poked her nose off Liberty Island the guns began firing from the big fleet of small vessels, tugs, steamers and pleasure craft, which were hovering about in the vicinity of the Battery, let loose with their shrapnel. The great crowd on the seawall took up the salute, and the Kronprinz passed up the river amid shrieking whistles, roaring cannons and waving handkerchiefs. The band on board the Kronprinz was playing "The Stars and the Stripes."

The crowd did not begin to arrive at the Battery in force until after 10 o'clock. Then it seemed that all elevated roads and car lines had the Battery for a terminus. Armed with glasses and cameras, the crowd swarmed to the seawall, and taking up the best points of vantage obtainable, eagerly awaited the ship. After 10 o'clock the Staten Island ferryboats and the Liberty Island boat did a rushing business. Hundreds took the trip across to Staten Island, hoping to catch a closer view of the

Kronprinz and, if possible, the distinguished passenger. Several tugs hovered about the landing near the Barge Office. At the rate of fifty cents a passenger they took people down the bay to meet the Kronprinz and follow along in the procession to the dock. Several of the tugs did a rushing business.

After the Kronprinz had passed from view up the river the crowd turned and wended its way through the slush and mud back to the cars.

GERMAN WINE TO BE USED

BOTTLE FOR THE LAUNCHING BROUGHT OVER ON KRONPRINZ WILHELM.

Washington, Feb. 23 (Special).—It has been settled at the White House that Miss Alice Roosevelt will break a bottle of German wine in naming Emperor William's new yacht. The wine was brought to this country on the Kronprinz Wilhelm. Discussion about this phase of the ceremonies has been for the most part rubbish, because, according to an old tradition in the German navy, a certain brand of wine is always used when vessels are named. The talk of using beer or American wine was nonsense, it is said. Miss Roosevelt will speak in German. It is not regarded as likely that Prince Henry will make a formal address while on the platform at the launching.

One of the interesting incidents in connection with the reception of Prince Henry by officials in Washington is the care which the proper custodian has taken to secure sets of sixteen cockades, identical with those in the hats of President Roosevelt's driver and footmen, to be worn by the drivers of the carriages in which Prince Henry and his suite will ride while in Washington. Readers of The Tribune will recall a description of these red, white and blue cockades, ordered by the President soon after he went into the White House. The design is unique. Of course, when Prince Henry and his suite are President Roosevelt's guests they will ride in the President's carriages.

Ex-President Cleveland expressed his regrets in declining to attend the dinner at the White House in honor of Prince Henry on Monday, but it is understood that at another time Mr. Cleveland will meet Prince Henry.

The decorations of the East Room for the dinner to Prince Henry will probably be more brilliant than ever before. The work has been begun, and the electric lighting has already been supplied.

Several thousand little electric lights of all colors, arranged into various designs, will brilliantly light up the historic room. Over the windows and mirrors are stars and anchors of incandescent lamps, the latter emblematic of Prince Henry's duties as a sailor.

From little porcelain shades made into the shape of lilies and other flowers hang electric bulbs. The little lights vary in brightness from one to three candle power.

TO EXPLORE THE AMERICAS.

GERMAN OFFICER WHO ACCOMPANIES THE PRINCE UNOFFICIALLY TO MAKE A LONG TOUR.

Another passenger on the Kronprinz Wilhelm was Lieutenant Commander von Restorff, of the 4th Imperial German Artillery. He is on leave of absence for a year, especially granted to him by the Kaiser. Commander von Restorff was at the head of an African expedition. The party consisted of two German officers besides himself, and sixty native, or black, soldiers. Three French officers accompanied it, for the purpose of arriving at a settlement of the boundary dispute between the French Congo and the German possession adjoining, and for exploration. Commander von Restorff had the fever eight times, one of his staff died and the other returned home an invalid. He will travel in the United States with Prince Henry's party, but he is not officially a member of it. Afterward he will make an extended trip throughout the Eastern States. Then he will go to South America, touching first at Rio de Janeiro. From there he will go to Para and ascend the full length of the Amazon River. He will be accompanied by a detachment of the Peruvian army. After the boats are left, Commander von Restorff will cross the Andes on muleback until he reaches the railway, when he will proceed to Lima. He will then travel northward along the coast by steamer, and after travelling in Mexico for a short time will go by rail to San Francisco. The early part of next year he will spend in Alaska and British Columbia, after which he will return to Germany.

THE SQUADRON ILLUMINATED.

OUTLINES OF THE WARSHIPS SHOWN WITH THOUSANDS OF INCANDESCENT LIGHTS.

The last official courtesies paid Prince Henry yesterday came, like the first, from Admiral Evans's squadron off Tompkinsville. Early in the evening the electric current was turned on, and four thousand lamps lighted the squadron. The lights were so arranged as to show the deck lines, the turrets and the masts. In addition to this, the flagship Illinois showed on either side, in letters over six feet high, the words "Welcome, Prince Henry." Across her pilot house, in a wide crescent, she bore her name. The Olympia carried her name in still larger letters on a cable stretched between her stacks. The Cincinnati and the San Francisco also exhibited their names in letters of light. There were over fifteen hundred incandescent lights on the flagship alone.

Seen from the shore, this illumination was impressive. The reflection from the lights flashed in the waters of the bay, rivaling the moonlight. Along the shore the light illuminated the nearby hills. On the Tompkinsville pier where the government launches land, objects were almost as clearly visible as in the daylight. At St. George, on the Staten Island Rapid Transit pier, hundreds of persons gathered to see the display. From there the effect was beautiful. The remarkable display tempted many people to make the trip on the Staten Island ferryboats for the water view.

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