

THE DOCK COMMISSIONERS.

GEN. CHARLES K. GRAHAM APPOINTED CHIEF ENGINEER.

At a meeting of the Dock Commissioners yesterday afternoon, Gen. Charles K. Graham was appointed Chief Engineer of the department, in the place of Gen. George B. McClellan, resigned. Gen. Graham is the son of David Graham, an eminent lawyer, who emigrated to this country from Ireland in 1806, and who, throughout his residence in this City, was one of the most able counselors of the period. He was the contemporary of Jones, Emott, and Chancellor Kent. Charles Graham was born in 1824, and, after receiving a liberal education, entered the United States Navy as midshipman. Soon after his enrollment on the books of the Navy Department the Mexican war broke out, and the vessel to which he was attached was ordered to the Gulf of Mexico to take part in the war. During the contest young Graham had ample opportunity of witnessing great engineering feats, and during the latter part of the struggle he devoted himself assiduously to the study of engineering science. At the close of the war he returned to this City, and after a few years of close study under the best engineers of the country commenced private practice. After being in business for himself twelve years he was appointed Constructing Engineer of the Brooklyn Navy-yard; and it was under his supervision that the landing "ways" and the dry dock were constructed. He had held this position for four years when the war broke out. Immediately after the firing on Fort Sumter he announced his intention to volunteer to defend the United States Government. Over 400 of the men in his employ at the navy-yard, on hearing of his resolution immediately determined to follow his example, the result of which was that the "Excelsior Guard" was organized, and Chas. K. Graham was elected Major. Throughout the early part of the struggle Major Graham and his volunteers were actively engaged. At Gettysburg, Major (then Col.) Graham was seriously wounded, and was carried off the field for dead. Happily, however, his wounds were not so serious as had been anticipated. He soon recovered, and immediately afterward again offered his services to the Government. Secretary Stanton ordered him to report at Gen. Butler's headquarters. On reporting to Butler he was immediately placed in command of a flotilla of gun-boats, and instructed to proceed down the James River to Bermuda Hundreds, and to hold that station until the navy came up. This he did, and was afterward present at several other engagements, besides giving valuable aid to both the army and naval forces in different sections of the country. At the close of the war he had attained the rank of Brigadier General, and Brevet Major General of Volunteers. Soon after the surrender of Lee to the Union forces, he returned to this City and resumed his private practice. He was the engineer of the Broadway Pavement Company, of the Beach Pneumatic Transit Company, as well as being connected with many surveys and improvements for the Board of Public Works and the Commissioners of Public Parks. It may be stated that Mr. Graham is the brother of Mr. John Graham, the well-known criminal lawyer, and of Mr. David Graham, another eminent lawyer of this City.