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GUIDE

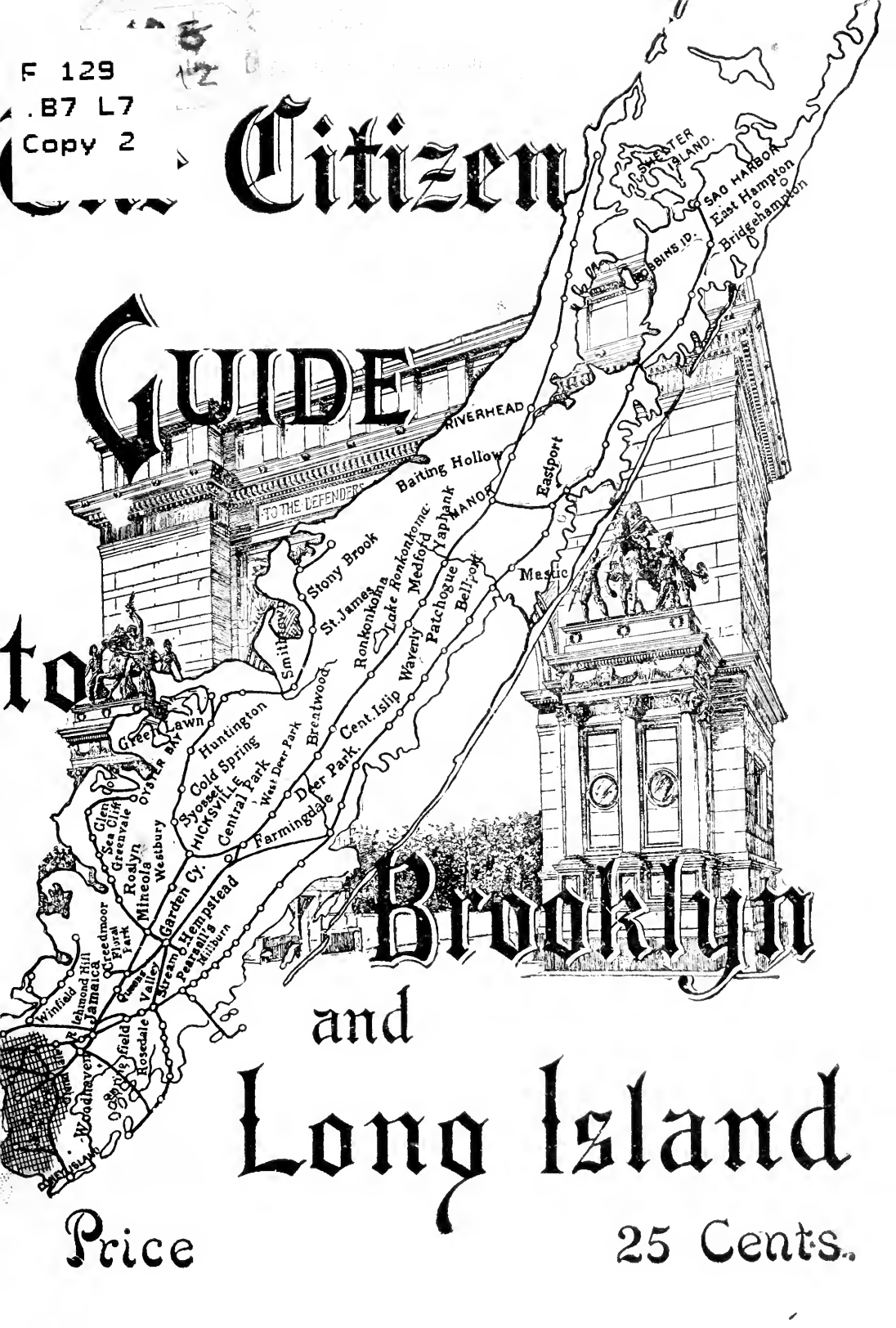
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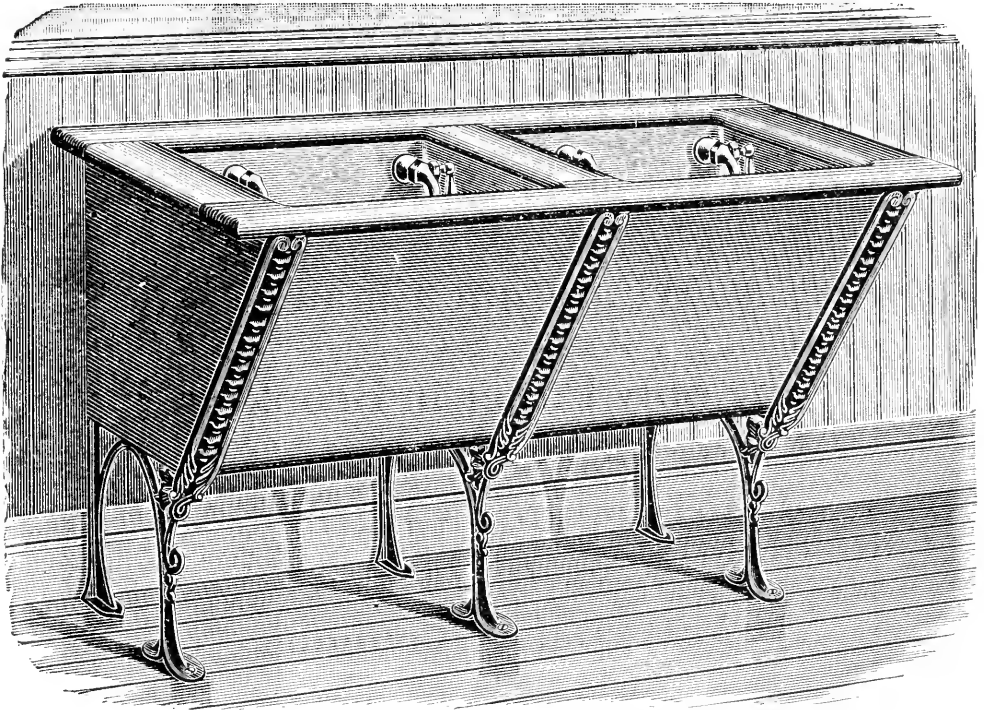
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Wm. H. Livingston
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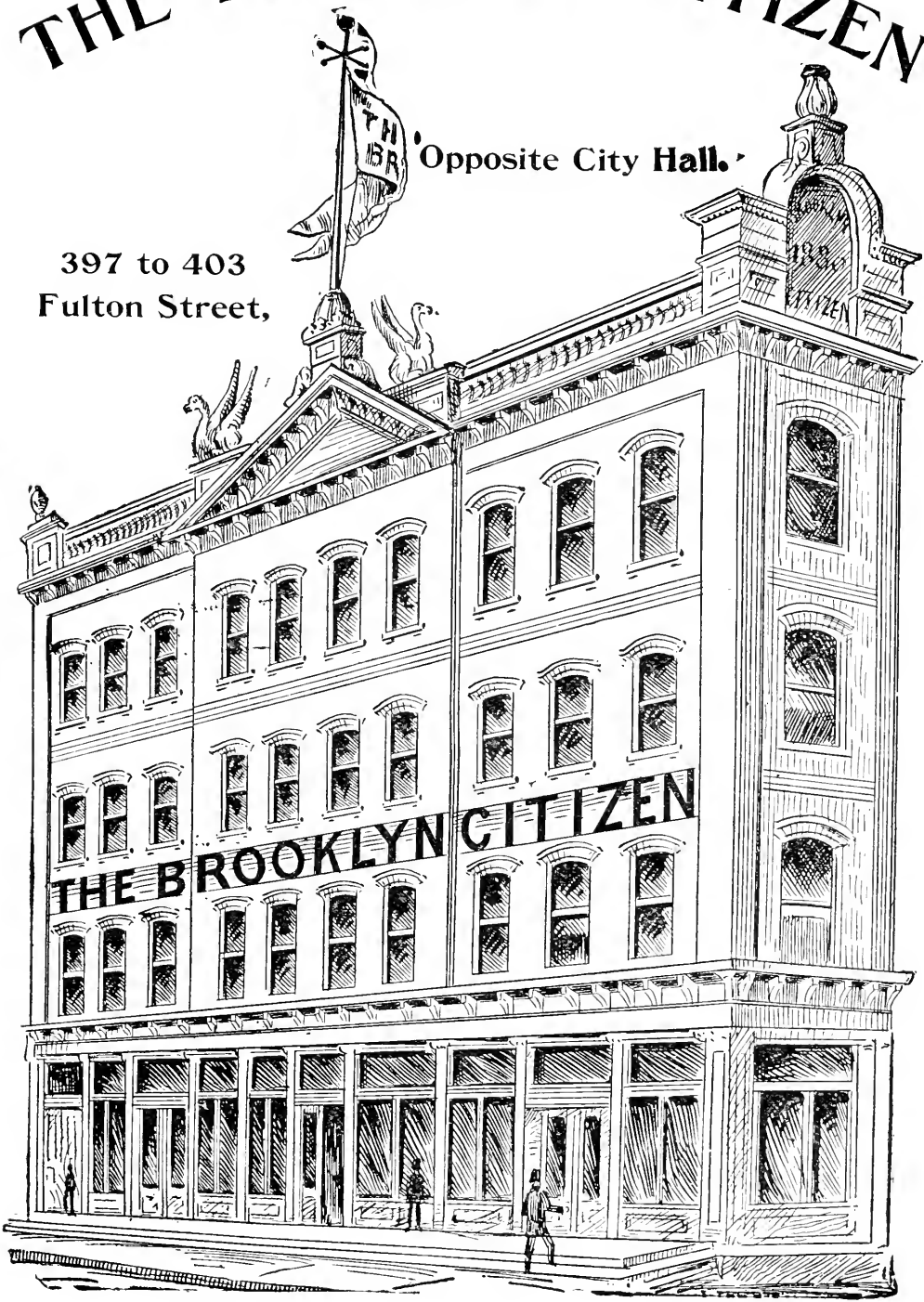
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INTRODUCTION.

Brooklyn has grown into greatness so unobtrusively that few even of its residents realize the nature of the miracle that has been worked on their shore of the East River. To say that Brooklyn's population has passed the million mark, that it is the fourth city of the United States in population, wealth, manufactures and commerce, hardly conveys an idea of its importance and vastness. The multitudes still look upon Brooklyn as the home-half of New York. They ignore the fact that it has an independent life and would be a great city without the crowds who go to New York every business day and do their work on Manhattan Island.

A very large proportion of the residents of Brooklyn have no more concern with New York than Philadelphians have. Their property, means of livelihood, homes and family and social ties are all on Long Island. In these citizens is Brooklyn's vitality, her strength and power. They attend strictly to their own affairs and care not if the outside world fails to observe the manifestations of their activity. Brooklyn in fact has distinct financial, commercial and manufacturing interests, and these are of vast extent. The real property of Brooklyn is assessed at \$470,000,000, and is probably worth at current prices six hundred and fifty million dollars. In the ten years between 1880 and 1890 the number of factories in Brooklyn increased from 5,201 to 10,561 and the capital employed from \$61,646,749 to \$125,849,053, the number of operatives from 47,587 to 103,683, and the value of the products manufactured from \$177,223,142 in 1880, to \$248,750,184 in 1890. A proportionate increase in the amount of banking capital was also made. The population almost doubled in those ten years and this rate of progress is being maintained. The number of houses in Brooklyn is not definitely known. The area of the city is about 57 square miles. It is proposed to extend this by annexing the adjoining towns, and ultimately no doubt the city limits and those of Kings county will be the same. With this object in view, all the streets and roads in the unannexed portions of the county have been laid out so that they will be continuations of Brooklyn's streets after which the new highways have been named. Thus annexation will bring little or no confusion, and as it has been discounted by all the real estate owners and business men whom it will affect, it will cause no economic derangements.

Meantime, the vast and unexampled development of Brooklyn has burdened its local government with tasks of improvement and construction such as have seldom fallen to the lot of civic officials. Impatient citizens sometimes grumble because all parts of the city machinery do not run smoothly or at greater speed. To bring Brooklyn in a few years to as good municipal condition as New York could not be done without a rate of expenditure which the taxpayers would not tolerate. But marvels have been done and no city in the country has more to show for the money expended. It is unfortunate perhaps that the improvements made have necessarily been scattered over a large area, but the time is within sight when all will dovetail and Brooklyn will be a city second to none in the country. As it is to-day,

no citizen can feel ashamed. The municipal buildings are imposing, the roads good, the city properly drained and lighted and well supplied with water. Order is maintained and the persons and property of the citizens thoroughly protected.

For the future, Brooklyn's prospects are very bright. Along her shores must be the natural extension of the great port of New York. Her property is steadily enhancing in value, her industries multiplying, her residence sections becoming more sought after. The scattered portions of the city are being brought into closer communication with each other by elevated and surface roads, the latter operated by electricity in several cases. Every indication of continued rapid growth is presented. Tunnels and bridges are projected and being built to overcome the salt water barrier which divides the city from the continent, and much of the travel from north to south and from Europe to America is destined to pass over the great railway system which now makes the whole of Long Island its tributary.

As to the island itself, its development is along two distinct lines: industrial on the north shore near Brooklyn and New York, and residential throughout the rest of the island. All the shore remote from factory towns is already studded with summer hotels and the cottages of the rich. Many of the latter have built substantial homes wherein they dwell all the year round.

There are many picturesque sites overlooking the ocean or inland still unoccupied, however, and these are fast being taken up. All sorts of neighborhoods are to be found in the village towns that abound in the island—exclusive, democratic, quiet and gay. Of scenery, too, there is much choice, and even of climate. Ocean, infinitely changeable, makes the coast attractive. There are the Sound shore and the great bays of still water for those who dislike the roar of the surf; there are inland lakes, forests, stretches of naked sand, scrub and sparse grass and meadows and hills carpeted with verdure. Every variety of sailing, from canoeing to yachting in ocean ships; of fishing, from angling for brook trout to swordfish spearing, of bird shooting, of riding and driving, can be had. The details follow in their appropriate chapters. What impresses one as being odd about the island are the contrasts presented between manufacturing hives, gay excursion resorts, luxurious country seats, and modest hermitages all within very short distance of each other. The island is only 117 miles long by 24 miles broad between outside points. Its area is about 1,450 square miles. After Manhattan it is the most densely populated island in the world, having 828 residents to the square mile. The total population of the island is about 1,200,000, of whom over three-fourths reside in Brooklyn. In summer there is also a vast floating population, numbering perhaps a quarter of a million, drawn from all parts of the country by the surf and cool, strong air of the south and east coasts. Statesmen, bankers, merchants, brokers, lawyers, doctors, writers here renew their vigor, and thus the island adds much to the prosperity of the nation. It seems to have been designed as the resting place and playground of the people. So it will always remain, except in its far western end, where business holds sway as imperious as its rule on the other side of the East River.

HISTORIC LANDMARKS.

Early History of Brooklyn—Notable Districts and Buildings—Interesting Episodes and Facts about Each.

Brave though they were, the love of personal adventure was not a feature of the character of either the Hollanders or the Walloons, who founded New Amsterdam. They preferred village life, and were slow to lay out farms beyond the stockade at the lower end of Manhattan Island. With much caution they made boat journeys in and out of the inlet that wound behind Red Hook, from the East River, and crept thence around to Gowanus Bay, and along the Long Island shore, back of Coney Island, to Jamaica Bay. Even more diffidently they approached the steep, dark face of Iphetonga (Columbia Heights), covered with big cedars up to its brow. They were broad-bowed fellows, reluctant to climb. Level land, cut up by creeks, and with abundant meadows, suited them best, reminding them of the flatness and wetness of Holland.

Yet there were some, more venturesome than the mass, and it is traditional that these, even as early as 1624, had explored the cove of Meryckawick, as far as to the eastern side of the "bend," now known as Wallabout Bay, and had gone thence up the Rennegackonck, that ran through salt meadows, delightful to them. And it is sure, although no written record of it is extant, that some of them began, prior to 1630, to lay out little farms at Meryckawick south of the indentation where the shore tried to follow the droop of Iphetonga to the lower and more sloping hills that ran to the eastward. This is where Fulton Ferry now is. The settlers here intended to be wayfarers. Their ultimate destination was the Wallabout, but they were afraid to go so far without precaution; so they lingered, until bolder Dutchmen made settlements in other parts of the island, and used their locality as a means of approach to New Amsterdam, thereby making it advantageous not only for them to stay, but for others to join them.

In 1636 the first patents for land within the present limits of Brooklyn were granted by Governor Kieft to William Adriaense Bennet and Jacques Bentyn. The land extended from the present line of 27th street in Gowanus, as far as the present New Utrecht line, and comprised 930 acres. Bennet soon acquired absolute ownership of it, and built his manor-house about where 27th street crosses Third avenue. This house was destroyed by the Indians during the war precipitated by the cruelty and rapacity of Governor Kieft in 1643. The next patent was procured in 1637, by Joris Jansen de Rapalje, for 335 acres of land within the "bend of Meryckawick," westward from the west side of the Rennegackonck, now known as Wallabout Creek or Canal. Exactly why this region is known as the Wallabout, is hard to determine. By some it is said to mean "the shore or beach of the cove;" by others, "the bay of the foreigners," while still others insist that it means "the bay of the Walloons," from the fact that Joris de Rapalje and his family were Walloons. Even de Rapalje was reluctant to go to this region for years after he had procured his patent, and it is probable that he did not settle there until about 1646. In the year prior to that date, Brooklyn was really founded; for it was then that Jan Evertsen Bout settled in what

were known as the "maize lands of Meryckawick, on the kill of Gowanus." This had been a favorite home of the Indians prior to the war of 1643, and when, as the result of that conflict, they were either exterminated or driven farther into the island, the Dutch, led by Bout, took the land for themselves. Huyck Aertsen, Jacob Stoffelsen, Peter Cornellisen, Joris Dircksen and Gerrit Wolphertsen Van Couwenhoven, were the principal of the followers of Bout, and with him they established the village of Breuckelen, in the neighborhood of where Hoyt and Smith streets now meet Fulton street. They acted under the advice of the Colonial Council, that the Hollanders should follow the example of the English, and establish villages, instead of keeping together in or near New Amsterdam. The name of their settlement they took from a town in Utrecht, Holland.

On May 21st, 1646, Jan Evertsen Bout and Huyck Aertsen were chosen Schepens of the village "to decide all questions that may arise," and in the following month the Colonial Council commissioned them and empowered them to select two or more persons to assist them in the labor of government, should they find that labor too onerous. They evidently did find it too onerous. In a few weeks they appointed Jan Tuinessen as the Schout, or constable, or sheriff.

In 1638, the West India Company, through Governor Kieft, bought from the Indians all that part of Brooklyn east and southeast of Renne-gackonck Kill, and extending to the present Newtown. A few settlers soon went there to live on the creeks that ran in from the East River, and, perhaps as early as 1642, they erected a block-house on the headland about where the foot of South Fourth street now is. This bluff was known as the "Keike" or Lookout. Desiring to keep in sight of New Amsterdam, they sought, in 1660, permission to lay out a village on the "Kieke," but this was refused them by the Colonial Council. It was not until 1661 that a village settlement was made on the land purchased by Kieft in 1638. The privilege to establish it was then given to some Swedes and Frenchmen, who were out of sympathy in religion with the sturdy Dutchmen. It was made in the neighborhood of where North Second street and Bushwick avenue now join, and was called Boswijck, that is, the "town of the woods.

These settlements of Gowanus, Breuckelen on the "maize lands," the Ferry, and Boswijck or Bushwick, were the beginnings of the present great city of Brooklyn.

The Old Ferry.

It is impossible in a brief narrative, such as this, to make a tour of so great a place, pointing out all the spots of historic interest. We will, therefore, take a rapid run, noting on the way such places and things as are of special attractiveness. Let us begin at the "Ferry," which was for many years the real centre of life and activity in Brooklyn. Even prior to 1636, there was a boat-ferry, maintained by Cornelius Dircksen, to Peck Slip from what is now the corner of Fulton street and Elizabeth place, for in those days the beach ran in from the present bulkhead line, making a deep cove. A settlement speedily sprang up in the neighborhood of the ferry, mainly on the east side of the road, and lanes were laid out, whose lines are now followed by Front and Water streets on the east, and by Doughty street on the west. There was also a lane, afterward known as Everit street, which ran diagonally from the present corner of Columbia and Doughty streets, to the line of Furman street, which was then the beach. It was along this beach that communication was kept up for years between "The Ferry" and

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BROOKLYN.

the settlements of Frederick Lubbertsen, on the neck lying between Gowanus Kill and the East River, and of Adriaense Bennet at Gowanus. Lubbertsen's Neck took in all of what is known as South Brooklyn, excepting the Red Hook region, which was taken in 1638 by Governor Van Twiller, who was the first of our official land grabbers. After the establishment of the community in the present neighborhood of Smith, Hoyt and Fulton streets, a narrow road was broken from there to "The Ferry." This path, for it was hardly more, was widened in 1704, and is now Fulton street. From Breuckelen, also, a path was broken to the Gowanus Kill, and one to, and through, Lubbertsen's Neck to Red Hook. A part of the latter yet remains in what is known as Red Hook lane, which runs out of Fulton street between Boerum Place and Smith street.

The big bridge overshadows what was known as "The Ferry" for years. In fact, that structure has in great part crushed out the place, and as one wanders there now, between Fulton and Main streets, and York street and the river, he can get no idea of what it was. The people had small holdings, and up to the Revolution their houses were bunched on Front street or in the small lanes that afterward became known as Dock, James, Mercein and Garrison streets. They were a happy-go-lucky lot, heavy of head, obstinate, and inclined to hard drinking. A wedding or a funeral were alike opportunities for revelry. It was the ambition of every man to procure a cask of wine, which should in part be consumed at his wedding, and finally be disposed of at his wake, for wakes were a part of their customs, and at them pipes and wine or schnapps were served without stint. This custom continued in vogue among their descendants until a late date. Rev. Evan M. Johnson, whom many Brooklynites can yet remember as the "Dominie Johnson" who was so ready to perform a marriage ceremony, was a powerful factor in doing away with it. Indeed, his willingness to marry, when notice had not been given of their intention by the parties to the ceremony, was the result of his desire to stop the drinking which always accompanied public functions.

Most of the land near "the ferry" on the east side of "the ferry road," and extending almost to the Wallabout, came into the possession, prior to the Revolution, of Jan, or John, Rapelje, grandson of the original patentee at the Wallabout. His home was at the corner of Front street and Fulton street, just above the Corporation House, a building owned by the municipality of New York, which was used as an inn, the fish dinners in which were the pleasure of the British officers and are dilated upon in many a diary yet extant on the other side of the "big water." Attaching to John Rapelje is a specially interesting historic fact. He was a Tory, and, when the British left the country, he was banished, although it was admitted that "he had an honest heart and never oppressed a Whig." It is said that he took the Dutch records of Breuckelen with him to England, where he died. Some years later his descendants came here and made an unsuccessful attempt to recover his estate. When they returned to England they took away all their papers, and it is believed that among them was the original Dutch patent for the entire town of Breuckelen. Whether it was or not, it is almost certain that there was such a patent, for, by inference, rights conveyed by it were confirmed by a patent issued by the English Governor Nicolls on October 18th, 1667, which included Gowanus, Bedford, Wallabout, and "The Ferry" in the town of Breuckelen. These rights were again confirmed by a patent, granted by Governor Dongan, on May 3d, 1686.

A great part of the land owned by John Rapelje was bought by Comfort and Joshua Sands, for twelve thousand four hundred and thirty pounds sterling, in 1784. It extended from Gold street to Fulton street. Joshua Sands lived in a mansion in Front street, at the corner of Dock street. Opposite there, on the south side of Front street, in Mrs. Chester's long coffee-room, public entertainments were first given in Brooklyn, other than those given by British officers during the Revolution. "Yankee" Hill was the entertainer, and was famous in his day. In later years the drama had a temporary resting place in the Brooklyn Museum, and the variety stage long flourished, with the accompaniment of drinks and pretty waiter girls, in Burtis's Varieties. The Brooklyn Museum is yet standing at the northwest corner of Orange and Fulton streets, and the building in which Burtis's varieties flourished is at the northwest corner of Pineapple and Fulton streets. Dramatic performances were also given occasionally at the Brooklyn, or Military Garden, kept for many years by the Du Flon family, on the site of the County Court House. In this garden the reception to Lafayette was held in 1824.

"The Ferry" section of Brooklyn had no church until 1785. It is believed that Philip Embury, and that valiant one-eyed exhorter, Captain Webb, of the British Army, made occasional trips over from New York, after founding the John Street M. E. Church there, and preached in the open air, after the manner of the Salvation Army enthusiasts. But this is a matter of tradition. As matters of history, we know that in one day, in 1785, Woodman Hickson put a wooden slab over a barrel-head at a point in the present Sands street, nearly opposite the lower corner of that street and Fulton street, and that he there preached and pounded until he interested a number of his hearers. Among them was Peter Cannon, the cooper, and thereafter the Methodists met in his cooper-shop, near the foot of the Ferry Road, until 1794, when they built a church about where Hickson planted his barrel. The Sands street M. E. Church stood there until within a few years ago. The East River Bridge caused its abandonment and destruction. On the lower side of Sands street, at the corner of Washington, in a handsome grove, stood St. Ann's P. E. Church from 1808 until only a few years before the Bridge usurped its site. It was named for Ann Sands, the wife of Joshua Sands. Fashionable St. Ann's-on-the-Heights is its successor in lineage. How little thought of the great future of Brooklyn the early residents had is shown by the fact that the cemetery of St. Ann's was laid out along Fulton street, opposite Clark street, and was maintained there until the city was built far beyond it, and it had become a bleak, dismal, rubbish-strewn plot, where from time to time practical jokers, with weak minds, used to "play spook" to interest and terrify the crowds of passers-by.

It was, by the way, on this cemetery plot that the first Episcopal Church stood. An Episcopalian congregation was organized in the house of Marvin Richardson, where Charles Johnson's resort for "sports" now is, at the corner of Fulton and Middagh streets, in 1784. The Independent Meeting House, on the plot of which we have been speaking, having been taken possession of by creditors, the Episcopalian succeeded to the ownership of it, and worshipped there until they built in Sands street.

But we have moved some distance from the "Old Ferry" in our discussion of the churches. Let us go back, stopping for a moment about midway between High and Nassau streets in Fulton street. Here, until May, 1832, stood the Van Syclen House, as it was called, an ancient structure, which in 1752 sheltered the Colonial Legislature when that body fled from

New York in fear of the smallpox, then raging there. It was the headquarters of Gen. Israel Putnam, who commanded the patriot forces on Long Island in 1776. Its oaken timbers blunted many a modern implement when it was torn down, and most of those timbers were used in the construction of the houses now standing on its site. Only a short distance below, at the junction of Main and Fulton streets, and running back a quarter of a mile, were the British army's work-shops during the Revolution. Main street was then but a path, leading up from the big tulip tree on the river bank—a favorite resort for picknickers. This wide-spreading tree was partially hollow, so that eight persons could stand comfortably within it. The picknickers used to cook in it. One day some of them forgot to put out their fire, which attacked and destroyed the tree, much to the regret of those who used to resort to it and to enjoy themselves cheaply but as satisfactorily as the wealthy club men enjoyed themselves over the river at the famous Belvedere, on the hill near Corlear's Hook.

Main street was not opened until 1795, and was then named New Ferry street, because of the ferry then established there—now Catharine Ferry. Prior to that date there had also been a ferry from the foot of Joralemon Hill to Coenties Slip. But it was of little account, as most travelers preferred the livelier journey by way of the "Old Ferry," and for some time after the steamboat began to run in 1814 the "Old Ferry" was a practical monopoly. One block down Main street, and you reach York street, a direct passage from Fulton street to the main entrance to the United States Navy Yard. To your left, as you look toward the river, and nearer to Fulton street, is, or was, an irregular space. Here was for years the principal market of Brooklyn. A market was established at "The Ferry" as early as 1675; and in later years one was held near the New (Catharine) Ferry. Both were abolished in 1884. Brooklyn was incorporated as a village on April 12th, 1816, with boundaries as follows: From the foot of Joralemon street to Red Hook Lane, thence to the Jamaica Turnpike, thence to the Wallabout Pond and the East River. The villagers soon desired a village hall, and proposed to build one with a market underneath the offices of the village authorities. It was not until 1826 that they undertook to carry this plan into effect. The irregular space through which York street now passes was selected as the site of the hall and market, and then the authorities undertook to open a way to it from Fulton street; but they met with an obstacle, which confronted them for years, in the person of Jacob Patchen, a leather-breeched, slow, conservative old Dutchman. He lived in an ancient shingled house, with its gable end to the street, situated just where Market street had to run; and he chose to live there, luxuriating under the shade of the big locusts that stood in front of his house, and careless of what seemed to others the need of public improvement. When the authorities condemned his land they were unable to make a tender of the money to him. After playing hide and seek for a long time, they went to his house with a cart loaded with 6,750 silver dollars, of which to make a public offer; but Jacob had escaped and evaded the offer. They, therefore, invaded the house, sold it by auction, and when fat Jacob sought to hold the dwelling against all odds, they had him carried out. The courts again put him into possession of the land, although the house had been torn down, and Market street had been opened and paved. He built a fence across the street, and a small house, in which he lived, and started the fight afresh. The public had by this time got used to making its way to the market through Market street, so they tore down the fence and kept it down, against all

Jacob's protests. But he kept up the fight until he died, in 1840, or for more than fourteen years, and finally the City of Brooklyn, which had been incorporated on April 8th, 1834, was compelled to pay for his land more than double what had been originally fixed as its value. Opposite where old Jacob's house stood a narrow, dark lane runs from Fulton street to Poplar street. It used to be known as Buckbee's Alley, but is now known as Poplar place. The old hay-scales stood there, and on its roof was the first fire-bell owned by Brooklyn. At the head of the alley, in Poplar street, was Poplar Hall, a great resort for dancers fifty years ago. It is now the Newsboy's Home.

From the Heights to the Navy Yard.

The easiest way to reach the plain on the top of Ithetonga—"The Heights"—is from Fulton street by way of Hicks. Until you arrive at Cranberry street there is no place of special interest. There, turn to your left, and in the middle of the block, on the south side of the street between Hicks and Henry streets, is where the first Presbyterian Church was erected in the City of Brooklyn in 1822. Its site is now occupied by the Sunday school of Plymouth Church, whose congregation was so long ministered to by Henry Ward Beecher. On the corner of Henry street formerly stood the Apprentices' Library. The City Armory succeeded that edifice, and during the war was the scene of constant activity and interest. From there the famous "red legged devils" of the Fourteenth Regiment went to the front. There the Thirteenth Regiment had its beginning, and at various times other State military organizations have been quartered there. Opposite to it, in Henry street, is the old Firemen's Hall, the scene of many a lively time in the days of the Volunteer Fire Department; and around the corner from Firemen's Hall, at Orange and Fulton streets, is the old Brooklyn Museum, where the Twenty-third Regiment was organized. Pass down Orange street to the brow of the "Heights," and you get, through the fence of a little park laid out on the top of a building in Furman street far below, a magnificent view of the harbor. You are now where the British officers used to enjoy themselves to the top of their bent during the Revolution. It was on this plain they raced their horses, baited bulls and had festivals of various kinds. Just above here, at Clark street, the patriots erected a battery in the Spring of 1776. It is probable that the terrace, on which now stands the house of Henry C. Bowen, at Clark and Willow streets, is a part of the elevation of that fortification. The British maintained the battery there throughout their occupancy of Long Island.

This was for many years, and is yet, the "swell" residential part of Brooklyn, although many boarding-house keepers have crept in. Here yet live the Lows and the Pierrepoints and many other families, whose names have been identified with the progress of Brooklyn. All the land here, lying between Court street and the river, Atlantic avenue and Clark street, passed into the possession of Joris Remsen, son of Rem Jansen Vanderbeek, in 1706, and he built a mansion on the brow of a rocky promontory, just south of the present Remsen street, or about where the Prentice house has been in recent years. The Remsen mansion was occupied as a hospital by the British. In later years it was tumbled from its lofty situation, down into Furman street, where it long stood. Philip L. Livingston, a member of the Continental Congress, became possessed of a part of the Remsen estate about the middle of the eighteenth century. He built a mansion near where Montague and Hicks streets now cross, which, for its day, was the most

magnificent in the neighborhood of New York, and perhaps in the country. The gardens about it were the finest in America. The woodwork in it was carved, the ceilings of every room were ornamented, and the marble chimney pieces were all sculptured in Italy. Like the Remsen house, it was used as a hospital by the British. It became the property of Teunis Joralemon in 1803. It was to be moved to make way for the opening of Hicks street, and the fine carving in it had all been taken down and packed, when it took fire and was destroyed with all its contents. Joralemon street will now lead you straight to the City Hall and County Court House. The City Hall was planned in 1834 on a magnificent scale. Its cornerstone was laid on April 20th, 1835. The work of construction went on until the panic of 1837 paralyzed every kind of business. After ten years of delay its construction on a diminished scale of architectural grandeur was begun again and carried on to completion. It is but a short walk from the City Hall through Fulton street, lined on both sides with magnificent stores, to where the old village of Breuckelen was established in 1646. Here in the middle of the roadway (Fulton street), between Smith and Hoyt streets, stood the first Dutch Church. Prior to 1659, Brooklyn was ministered to by the Rev. Joannes Theodorus Polhemus, who also preached at Midwout (Flatbush), Amersfort (Flatlands) and Gravesend. In that year the people of Brooklyn, for various reasons of inconvenience, petitioned Governor Stuyvesant for leave to procure a minister from Holland, and as a result, the Rev. Henricus Selwyn was installed at Brooklyn, in 1660. His preaching soon became famous in the colony, and Governor Stuyvesant agreed to pay part of his salary if he were allowed to preach occasionally in his chapel in the Bowery, which is now known as the Episcopal Church of St. Mark's. Two years later the people of Brooklyn insisted upon having Mr. Selwyn to themselves, and in 1666 they built for him the first Dutch Church—a square edifice, with thick walls and high, narrow windows. It was a damp, dark and gruesome building, but it continued to be used until 1810, when the highway was widened and repaired. Then a new church was built on Joralemon street, near the corner of Court, where the congregation of the first Dutch Church continued to worship until very recently.

Passing on a short distance, to where Flatbush avenue runs from Fulton street, you reach the southeastern-most limit of Brooklyn, as it was when incorporated as a village in 1816. It is impossible now to follow the village line, which then skirted the hill on which is Washington Park, or Fort Greene, and crossed the country to the western bank of the Rennegackonck and the eastern limits of the original estate of Joris de'Rapalje on the southern shore of the "bend" of Meryckawick. This is true historic ground. Along this "bend" from the Rennegackonck to Marchwyck, the headland which marks its western limit, were buried thousands of patriots whose lives had been sapped in the noisome prison-ships. Out in the Wallabout lay, from 1776 until the close of the Revolution, the prison-ships Jersey and Whitby, and a number of others from time to time. Several of these others were burned, and many prisoners of war found in the flames a happy release from the slow death by suffocation, starvation and general misery which they had been undergoing. It has been estimated that eleven thousand persons died on the prison-ship Jersey alone. How many died in all is only a matter of conjecture. For years their bones were cropping out of the meadows and headlands. In 1808 the Tammany Society of New York, moved by that patriotic feeling which has always characterized it, had the bones of many of them disinterred, and buried them in thir-

teen immense coffins in a mausoleum erected on the eastern side of Hudson avenue, which runs on the ridge of Marchwyck. This headland was thereafter known as Martyrs' Hook—a corruption of the name of Martyn's Hook, which very naturally resulted from the fact that Jan Martyn, one of the original proprietors of the headland, was easily forgotten, while the memory of the martyrs of the prison-ships must always remain fresh.

If you wish to visit the Wallabout region, you may take, at Fulton avenue, opposite the mouth of Flatbush avenue, an elevated railroad train which will carry you to Myrtle avenue and Bridge street, from where, after two transfers, you may arrive within a short distance of the entrance to the Navy Yard from Navy street. You are now in the centre of the Fifth Ward, or "Irishtown." It is a rude change from one to the other, but Irishtown was originally a part of Olympia. When Joshua and Comfort Sands bought the land of John de Rapalje in 1784, they laid it out in streets and plots, and called it Olympia. John Jackson, who owned much land adjoining theirs, and running to the southeastward, joined them in the enterprise. But it was a slow movement, so, after the Irish revolution, Jackson made a bold bid to get Irish refugees to settle on his land. He called an eminence on his land Vinegar Hill, after the place of their last fight at home, and his plan succeeded. The Irish flocked to him. But an enmity grew up between them and the Dutch at the Wallabout, and continued alive between the people of the two sections—particularly the young men and boys—until the Volunteer Fire Department went out of existence. Even to the present day there is a restraint in the relations between the people who live north and those who live south of Concord street. City Park, up to which Concord street runs at Navy street, used to be a great battle ground for the "Bucks" of Irishtown who "ran with Seven Engine," and the "Forty Acres" who "ran with Five Engine." In this park the dastardly murder of the Spaniard Don Jose Otero by his treacherous fellow-countrymen took place on Nov. 23, 1865. "Irishtown" has always been a turbulent neighborhood. During and for years after the war it was not uncommon to see United States troops surrounding sections of it, while Internal Revenue officers were raiding illicit distilleries, which abounded there. The strange name of "Forty Acres" had its origin in the fact that the predecessors of the belligerents who prided themselves on it lived on or near the forty acres of land along the Wallabout sold to the United States Government for a navy yard site by John Jackson in 1801.

The Navy Yard will well repay a visit. It is filled with things of interest connected with the past, and instructive respecting the present. Leave it by way of the Flushing avenue exit, and pass up Cumberland street to Myrtle avenue. There you will find Washington Park, or Fort Greene. Its latter name comes from the title of a fortification erected in 1814. A Revolutionary predecessor of this defensive structure was known as Fort Putnam. The eminence on which Washington Park is laid out has never been the scene of conflict, yet it is more intimately than any other part of the city associated in the minds of most of our citizens with the idea of war. One reason for this is the fact that the bones of the martyrs of the Revolutionary prison-ships are in this park, in a vault on the side of the hill facing the corner of Myrtle avenue and Canton street. They were removed from the Hudson avenue mausoleum, which had fallen into ruin, on June 17, 1873.

Brooklyn's Battle Field.

When it became apparent early in the year 1776 that the British pro-

posed to make Long Island the place from which to send expeditions to crush the rebellion in detail, Generals Lee, Putnam and Greene preceded Washington hither. They first built Fort Defiance on Red Hook, a battery on Governor's Island, and Fort Stirling at Columbia and Clark streets. These were to combat the British fleet. Then, beginning with Fort Putnam, they built a line of defences across the narrow neck that separates the Wallabout: a redoubt on the hillside just to the northward of where Cumberland street and Myrtle avenue cross; Fort Putnam, on the top of the hill; a small oblong redoubt on the southwestern slope of the hill, about where DeKalb and Hudson avenues meet; Fort Greene, a star-shaped structure mounting six guns, east of the present line of Bond street and between State and Schermerhorn; Fort Box (named after Major Box of Gen. Greene's staff), a diamond-shaped structure about Pacific and Bond streets; and a redoubt on the hill where Court street and Atlantic avenue intersect. The last mentioned hill was known locally as Punkiesberg, but the patriot soldiers who had been at Boston dubbed it Cobble Hill, from its likeness to an eminence near that city. The fort here was built to check a rear attack from the East River side, or a flanking movement by way of Gowanus Cove. It was peculiarly constructed, with trenches running spirally from the bottom to the summit of the hill, and was commonly known as the Corkscrew Fort. Besides these defences there was a small redoubt at Degraw and Bond streets, commanding a mill-dam on Gowanus Kill. So the village of Brooklyn was well defended on the land side.

To defend the approaches to the Jamaica and Bedford Roads, which led to the village, the greater part of the patriot army was thrown out along the ridge of hills which runs from the Narrows to the eastward, with the special duty to guard the coast road and the Flatbush and Bedford (Clove Road) passes. The British, who had crossed the Narrows from Staten Island to Fort Hamilton, then known as De Nyse's Ferry, on August 22d, 1776, soon learned of the occupancy by the Americans of the hills and of the passes already mentioned. For three days they skirmished in a desultory way. On the night of August 26th the British began to move forward from New Utrecht in three columns—one along the coast road to Gowanus, and another—composed of Hessians—to the front of the American position at Flatbush. The third, made up of the main body of the British Army, and commanded by General Howe, with Sir Henry Clinton, Lord Cornwallis and General Percy as aids, made its way to East New York, through the Jamaica Pass, which had been left unguarded, and by way of the Jamaica road to the left flank of the American position. As soon as this body began the attack on the flank and in the rear, the other two columns assailed the Americans in front. The fight began at three o'clock on the morning of the 27th of August. By two o'clock in the afternoon it was ended in a decided defeat for the patriots. But, raw and untried as they had been, they had proved themselves able to cope with veterans. The British, with the advantage of a surprise, lost as many in killed and wounded as the patriots. Prospect Park is hallowed ground, for it was the scene of the greater part of the fighting done in the first great battle fought after the Americans declared independence to be their aim. Not less holy is the ground from 23d street and Third avenue to Gowanus Creek, where Lord Stirling, with his brave Maryland and Pennsylvania regiments, maintained an unequal fight for hours.

Gen. Putnam was in command of the patriot army in the fight. Washington was in New York. When his defeated forces arrived within the line of intrenchments he took command and made arrangements to repulse the enemy, who, apparently, made ready to build intrenchments for themselves and to advance by degrees. Their headquarters was at Baker's Tavern, afterward known as Bull's Head, about where Atlantic avenue and Fort Greene place now meet. After some skirmishing in the neighborhood of Clinton, Vanderbilt and DeKalb avenues, and after two days of heavy rain upon his unsheltered men, Washington and his advisers, at a council of war held in the Cornell-Pierrepont house, situated where Montague street and Montague Terrace cross, decided to abandon Brooklyn. This decision they carried into effect on the night of August 29th, without arousing the suspicion of the British. When the latter awakened on the morning of August 31st the forts confronting them were untenanted. They entered Brooklyn speedily, and for seven years thereafter made Long Island their base of supplies. Having strengthened the line of fortifications built by the Americans, they projected an inner line, the main feature of which was a fort 150 feet square at Pierrepont and Henry streets. The remainder of the line was an earthwork running over to the brow of the Heights, and a series of works, with connecting trenches, stretching from the fort across Johnson, Concord, Nassau, High and Sands streets to the Wallabout. The fort was built but the connecting works were not.

The original fortifications were reconstructed in 1814 by the voluntary labor of the citizens of Brooklyn. Old Fort Putnam was then christened Fort Greene, which is yet the popular name of the eminence on which it stood. Even the redoubt on Punkiesberg or Cobble Hill, at Atlantic avenue and Court streets, was then rebuilt, and its trenches and terraces remained until District street was broadened and lengthened into Atlantic avenue. In 1836 the Brooklyn and Jamaica Railroad, starting from South Ferry, cut through the base and core of Cobble Hill. The tunnel then made was closed about thirty years ago. But only its ends are filled up. The last time public attention was called to it, was when the revenue officers discovered that some enterprising illicit distillers were making whiskey in it.

They Emulated Gargantua.

While the British were in New York they made Long Island their special resort for amusement. For hard drinking and good eating no place was more attractive to them than the "Corporation House," or, as it was variously known to them, "The Kings Arms" or Brooklyn Hall. This was a building on the old ferry road below the Rapelje mansion, about the middle of the block between Front and Water streets. It belonged to the city of New York, which then claimed jurisdiction over the Long Island shore as far as the high-water mark. It was always an inn, and in the time of the Revolution was kept by one Loosley, a bitter Tory, but a good cook, whose fish dinners were the delight of the British officers. Loosley also kept a tavern at Ascot Heath, or Flatlands Plain, where the "red coats" raced their own horses, or the best stock they could procure from the farmers of Long Island, New Jersey and Connecticut. Between racing at Ascot Heath, fox-hunting toward Hempstead, and bull-baiting on the Heights, they prepared themselves well for the good things that Landlord Loosley set before them in the "Kings Arms." Loosley was a clever advertiser in his way. He lost no opportunity to tell his little world what good things he had to serve; and if ever an opportunity came to illuminate his house,

or otherwise express his extreme loyalty, he never failed to improve it. One of the most interesting of his methods of advertising is still extant in a newspaper which he called "The Brooklyn Hall Super-Extra Gazette." This was the first newspaper printed in Brooklyn. It was a sheet of dingy letter-size paper, very closely printed, and made up of matter showing the merits of the Tory cause and of his own establishment. A copy of it is in the Lyceum in the Brooklyn Navy Yard.

The impress of the thirsty British was put upon the character of "The Ferry" deeply enough to stay there for many years. Besides the "Corporation House," there sprang up many less aristocratic drinking places, and it was long afterward a question whether there was a better reason for visiting "The Ferry" than to get a drink. Indeed, the embryonic "City of Churches" was in the past a cluster of dram-shops. In 1796 there was one tavern-keeper to every four persons living between Fulton and Main streets. In 1822, when the village of Brooklyn had 7,500 residents, there were ninety-six places where liquor was sold. There were then four distilleries, or one for less than two thousand people, men, women and children. Now that this city has over 900,000 people, there ought to be, if the ratio had kept up, nearly five hundred distilleries here. In 1826 the excise fees amounted to \$3,627. In the same way these fees ought now to be one hundred times as large, or \$362,700, but as one dollar in 1826 could buy as many of the necessities of life as three dollars now, the real sum, to be proportionate, should be \$1,088,100. Yet this hard drinking of our predecessors—which used to be done by the Dutch at home before the British soldiers caused the establishment of tap-rooms—need not be considered to their discredit. They were used to liquor, and they were not light-witted people, likely to be made either hilarious or quarrelsome. Besides they had but narrow roads to reel in and many a fence to cling to. The "Ferry Road" was so narrow until 1817, when it became Fulton street, that a drunken man could stagger from side to side without falling for lack of a house or a fence to support him. It was not until 1848 that Fulton street acquired its present width. The opportunity to widen it was procured through the great fire of September 9th, in that year, which burned over the territory bounded by Pineapple, Concord, Sands, Fulton and Henry streets.

The Eastern District.

Our discourse has been altogether about what is now known as the Western District of Brooklyn. The Eastern District, formerly called Williamsburgh, has but a meagre history. From the purchase of the land east of the Wallabout by Governor Kieft in 1638, and the establishment of the town of Bushwick, to which we referred in the beginning of this sketch, that region was slumbrous, its restfulness being broken only by occasional forays by the patriots from Westchester or Connecticut during the Revolution. The name of Boswijck or Bushwick, "town in the woods," was coined by old Peter Stuyvesant, when he visited the settlement in March, 1661. He then conferred certain town privileges upon the community, and appointed Peter Janes Wit, Jan Cornelis Zeeuw, and Jan Tilje to be its magistrates. From its beginning until 1700 there was no church in Bushwick. Most of the settlers were Lutherans. The Dutch did not allow them to have a minister not of the Reformed Dutch Church, so they went without one. But Dutch families entered among them, and had services in their houses from time to time, whenever a preacher could be procured from New York, Brooklyn or Flatbush. About 1705 the first church—Dutch Reformed—was built be-

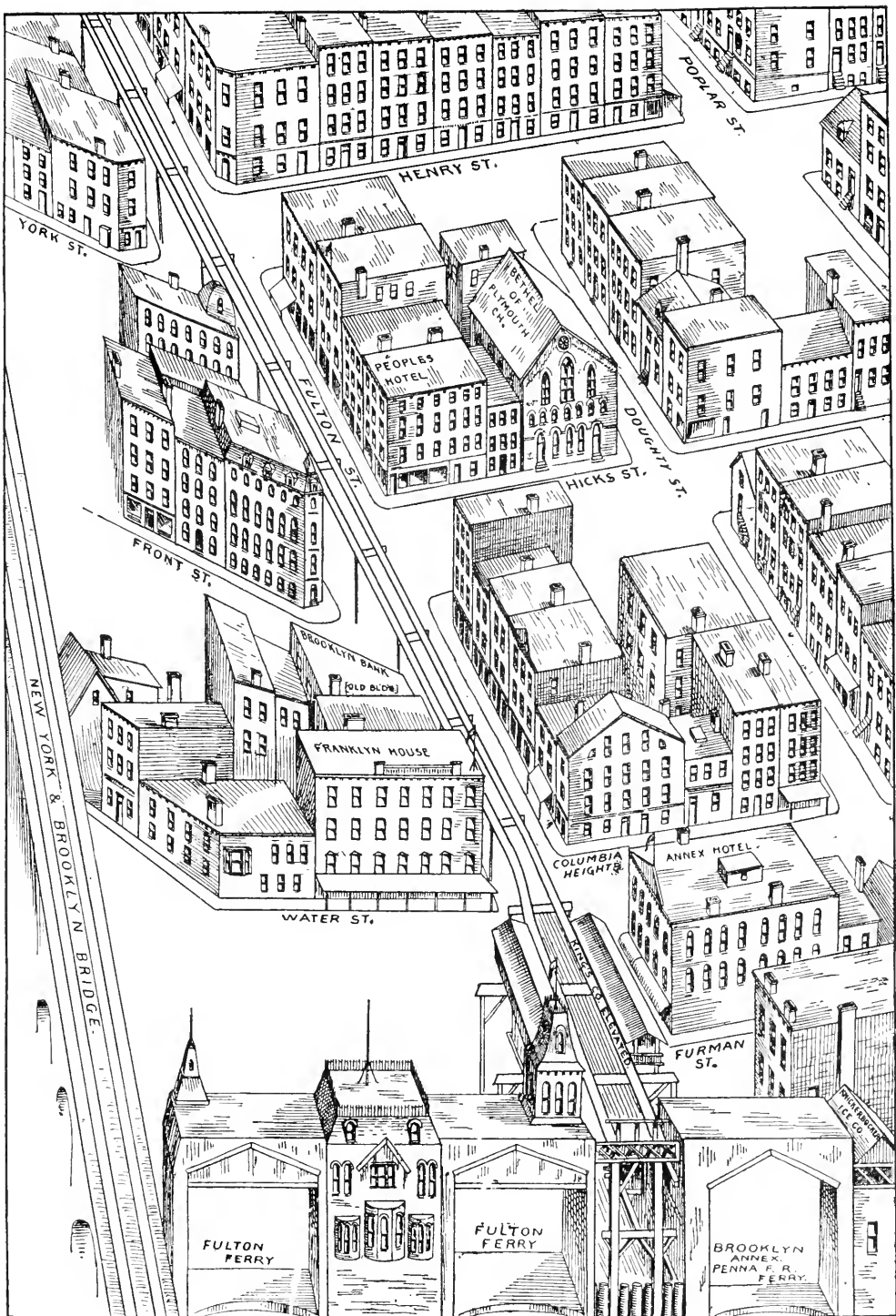
tween Bushwick avenue, North Second street, Humboldt street and Skillman avenue.

Besides being not markedly religious, Bushwick was from the beginning inclined to rebellion. It resented the methods of Peter Stuyvesant, and he had prepared himself to discipline it when the English wrested his domain from him. Throughout the English period the Bushwickers were restless. When the news of the downfall of James the Second reached them, they celebrated the event with great enthusiasm. They were also eager for the Revolution. Theodorus Polhemus, whose descendants are yet well-known citizens, represented them in the provincial congresses. During the Revolution they were kept in order by Hessians, who were quartered on them.

Greenpoint, or Cherry Point, was a part of Bushwick, but was so remote from the village that it was even more slumbrous. In 1833 Dr. Elishalet Nott and Keziah Bliss bought thirty acres of the Peter Meserole farm and laid the land out with streets. The first house was built there in 1839, in India street, by John Hillyer.

Williamsburgh is the offspring of an unsuccessful speculation. In 1800 Richard M. Woodhull, a New Yorker, conceived the idea of establishing a village near the old "Lookout," through which the produce of Long Island should go to New York, instead of by way of Brooklyn. After much difficulty with the conservative farmers, he bought thirteen acres of land in the neighborhood of the foot of the present North Second street, laid them out in city lots, and named the place Williamsburgh, after his friend Colonel Williams, of the United States Army, who surveyed it for him. He established a ferry from Corlears Hook, and sold a few lots. But he did little else, excepting to fail in 1811. Thomas Morrell, of Newtown, had meanwhile laid out twenty-eight acres to the eastward, between North Second and South First streets, and dubbed his place Yorkton. He likewise started a ferry from the foot of Grand street to Corlears Hook. Yorkton was the more prosperous for years, but finally Woodhull's ferry was benefited by the opening of turnpikes to it. Williamsburgh then became known over the island, and the fame of Yorkton departed. Williamsburgh grew, and its prosperity was assured when, in 1819, Noah Waterbury built a distillery at the foot of South Second street, and earned the title of "Father of Williamsburgh." Then David Dunham acquired interests in the village, established a steam ferry and erected a school house. This was in 1820, when Williamsburgh had a population of 934, of whom nearly a quarter were colored. Ropewalks and more distilleries were started later on.

The village of Williamsburgh was incorporated on April 14th, 1827, with these boundaries; beginning at the bay or river opposite to the town of Brooklyn, and running thence easterly along the division line between the towns of Bushwick and Brooklyn to the land of Abraham A. Remsen; thence northerly by the same to a road or highway at a place called Sweed's Fly (Note—probably Swede's Vley, or valley); thence by said highway to the dwelling house late of John Vandervoort, deceased; thence in a straight line northerly to a small ditch or creek against the meadow of John Skillman; thence by the middle or centre of Norman's Kill to the East River; thence by the same to the place of beginning. By the charter Noah Waterbury, Abraham Meserole, Louis Sanford, Thomas T. Morrell and John Miller were appointed village trustees. Miller declined to serve. At the first election, held November 5th, 1827, the same persons were elected trustees, with the exception of Miller, for whom Peter C. Cornell was sub-



· II. FULTON ST. FROM FERRIES TO HENRY ST.

PAPER AND WOOD PULP.

The Glen Manufacturing Co.

The Haverhill Paper Co.



NEWSPAPER

AND

WOOD PULP.



Boston Office:

GLOBE BUILDING.

New York Office:

TRIBUNE BUILDING.

stituted. Then came a period of speculation in land, which finally ended in bankruptcy for many who had blindly sought fortunes. The general panic of 1837 made them its victims. Prosperity did not begin to appear again in Williamsburgh until 1844. In the meantime the villagers gave their attention to establishing churches and improving the educational opportunities of the community, of which Bushwick was made part in April, 1835.

When a new wave of prosperity came into their view, the people of Williamsburgh sought civic rights. After much wrangling they procured the passage by the Legislature of a city charter, on April 7th, 1851. In the following November they elected their city officers, and their charter went into effect on January 1st, 1852. Dr. Abraham J. Berry was the first Mayor of Williamsburgh. William Wall was the second and last. He was a dogmatic and pugnacious man, who made a fortune in ropemaking. He took office on Jan. 1st, 1854, and soon became embroiled with the Aldermen. As they would not do as he wished, he vetoed almost every ordinance they passed. His vetoes in the year he held office were afterward collected in a volume of more than one hundred octavo pages. Being unable to force the Aldermen to do his will, he favored the consolidation of Williamsburgh with Brooklyn, and his influence was largely instrumental in causing the passage of the act of consolidation, which went into effect on January 1, 1855.

East New York and New Lots.

In 1852 the town of Flatbush was divided and the town of New Lots was created. In this town were four villages, viz: East New York, Brownsville, New Lots and Cypress Hills. Its history is not of great interest, excepting so far as it revives memories of the march of the British through its territory to surprise the patriots on August 26, 1776, of the bloody riots that drunken soldiers used to indulge in when they were quartered on the plain now covered by East New York, during the war of the Rebellion, or of the lively times the lovers of trotting had in the days of long ago, when they spurted through the drives of the town, on their way to John I. Snediker's, or Hiram Woodruff's, or to the Union, or the Centreville Course. In those trotting days, when Flora Templeor George M. Patchen was the attraction to the Courses, the roads were thronged with light wagons or sulkies, driven by "whips" who all insisted upon showing the merits of their "nags," no matter who or what they drove over or against. But Hunt-a-fly Road is no longer in the minds of the people, Clove Road is only a historical fact, and few now living knew the joys of Ben Nelson's hostelry at Flatbush, or the delights of Holder's at Bedford. Union Course, built upon the site of Centreville, is practically forgotten, and John I. Snediker and Hiram Woodruff have long been gathered to their fathers. The old town of New Lots is now a part of Brooklyn, having been annexed, and labeled as the 26th Ward in 1887.

Thus compactly, yet with some degree of amplitude, without which this would be but a summary of events and a series of dates, the endeavor has been made to give here the history of Brooklyn. It is not a romantic tale, but the story of the life-time of a city, which, beginning with a foundation of thrift, honesty and conservativeness, has been built up to greatness by the efforts of its citizens, inspired by public spirit and the love of home.

BROOKLYN ENTERTAINMENTS.

Theatres—Opera Houses—Music Halls—Amateur Dramatic Societies—
Amateur Actors.

In a city of homes like Brooklyn, where there is no considerable "floating population," the character and quality of the public entertainments may be fitly said to represent the character and quality of the people. Probably there is no other city of its size in the world in which the people do so much to amuse themselves, and depend so little upon professional entertainers. The musical and dramatic amateur finds genuine appreciation in Brooklyn, and the church entertainments, in particular and private theatricals for the benefit of church societies and charities, bring this talent frequently and conspicuously into play. Brooklyn has more than her share of musical societies, some of them of national reputation, while in the matter of amateur dramatic clubs she has no rival on the face of the earth. The "Thespian Society" did not originate in Brooklyn, of course, but its vogue has been carried here to a limit unheard of in other cities. Wherefore, in taking up the subject of public entertainments in Brooklyn amateur theatricals come first into the mind.

The amateur actor exists, in more or less repute, in every American city, but in Brooklyn he positively dominates. In the last twenty-five years the fame of the Brooklyn amateur has spread over the whole country. Why Brooklyn, more than any other large city, should have taken to private theatricals with so much energy, it would puzzle and take an experienced student of manners to determine. Brooklynites have the New York theatres at their very doors, and they have long had modern, well-equipped playhouses of their own in which the best of the current plays are performed by the best actors in the season. But the recent growth of theatres in Brooklyn has not in the least retarded the growth of amateur theatricals, and in the dramatic forces of the many societies, whose monthly receptions and performances are social events of acknowledged importance, many professional actors and actresses of distinction have had their artistic beginning.

Before the organization of the famous and still thriving Amaranth in 1870, the amateur actors in Brooklyn, though numerous, enthusiastic and reasonably ambitious, were not so conspicuously in evidence as they afterward became. They had few regular performances, and generally appeared in public only for the benefit of some local charity. The old Athenæum, at Clinton street and Atlantic avenue, was the scene of most of their exploits, while the less ambitious among them found publicity enough to satisfy them at Sawyer's Hall, over the music store of Chas. Carroll Sawyer, author of war songs and once popular sentimental ballads, at Fulton and Jay streets. The Athenæum was then much as it is now, and was constantly in use for all sorts of entertainments, assembly balls, and meetings, as well as concerts and dramatic entertainments. Sawyer's Hall was a veritable toy theatre, with a tiny stage raised a foot or so above the floor level of the audience room, a line of twinkling little foot-lights, a painted curtain on a slow revolving and wheezy roller, and a few miniature interior

and exterior scenes that could only be put properly into place by the consumption of much time, labor and patience. When the pioneer amateur actors of Brooklyn did not use either of these public halls they exerted their influence in the back parlors of private residences.

The Amaranth came into existence suddenly and brilliantly. It had a large membership, and its dramatic corps in the beginning included men and women who might have made a mark on the professional stage. John H. Bird, John Oakey, Chas. Bamburg, Henry W. Pope, the Messrs. Hardenberg, Leonard W. Moody, Dr. T. A. Quinlan, W. T. Lusk, Fanny Foster, Mr. and Mrs. St. George and Chas. W. Thomas were among its first tragedians and comedians. Its monthly entertainments in the spacious Academy of Music, followed by dances in the assembly rooms, drew out the best society of the Heights and the Hill, and were revelations of the ability and enthusiasm of the amateur actor. Then began the protracted period of extraordinary activity among the dramatic amateurs of Brooklyn. Dozens of smaller societies sprang up, and the Brooklyn Lyceum, a little theatre in Washington street, became their chief abiding place. This had a real stage, a seating capacity of 500, suitable scenery and a "green room." The Lyceum was forgotten long ago, but the Amaranth, as has been said, still survives, having been the progenitor of other societies now equally well known, of which the Kemble and the Gilbert are the largest in numbers and the foremost in importance. The Criterion Theatre, a well-equipped and handsome playhouse on Fulton street, opposite Grand avenue, is used almost exclusively for the receptions and entertainments of those organizations that do not care to play in the big Academy.

The following is a complete list up to date of the different amateur dramatic societies: Amaranth, Amphion, Ariel, Amateur Opera Association, Armstrong, Aephi Alumni, Alpine, Assumption, Holy Name Booth, Barrett, Bedford Union, Bijou, Barrymore, Confraternity Sacred Heart, Caledonian, Claudian, Columbia, De Long Council Minstrels, Entre Nous, Elliott, Florence, Fidelia, Gilbert, Hawthorne, Irving, Italian South Brooklyn, Jerome, Jefferson, Kendal, Leonardis, Lafayette, Laurence, Laurel, Lutzover, Lyric, Lester, La Salle, Melpomene, Mantle, Midwood, Newspaper League, Nepenthe, Perseverance, Philomathean, Parvows, Portia, Rakes of Kildare, Roja, Salvini, St. Peter's, St. Ann's, Young Men's, St. James' Young Men's, St. Augustine's Holy Name, South Brooklyn, Swedish, St. John's Young Men's, St. Thomas' Young Men's, St. Paul's Young Men's, Ulks, Visitation Young Men's, Lyceum, Vincentian, Warde. Xavier, Young Men's of St. Francis de Sales, Young Men's Sodality, Young Men's of Our Lady of Victory.

Amateur actors who have achieved distinction are Messrs. Frederick Bowne, W. P. Macfarlane, Adam Dove, C. T. Catlin, J. J. Darling, Douglass Montgomery, Burt G. Cole, H. C. Edwards, W. J. Moran, Albert Meafoy, Ernest Jacobson, William Dinsmore, H. W. Noble, W. T. Harris, Frank Norris, H. J. Stokum, John E. Irwin, W. W. Butcher, Chas. Arthur, and J. F. Dyer; Misses Marie Lamb, Dorothy Dearborn, Carlotta Cole, Mamie T. Cole, Ella G. Greene, Edith Elwood, Mary Farley, Blanche Krisler, Elise Louis, Sloat, Butcher, Healy, Turner, Webster, and Paige; Robert Hilliard, Edith Kingdon (now Mrs. George Gould), Blanche Bender (now Mrs. Joe Jefferson, Jr.), Nellie Yale Nelson, Alice Chapin Ferris, Ada Austin, Alice Sheppard, Rose Barrington Clarke, Pauline Willard, Grace Gaylor Clarke, Mamie Bender, C. H. Canfield, Norman Campbell, Willard

Dalton, George Sammis, Miss Billings, Mrs. Buckley, Frederick Suydam, James Wilson, C. De Milly, Bert Andrews, and a host of lesser lights.

The performances of these societies are varied and ambitious. They are not afraid to try Shakespeare and other English classics. They secure the rights to present the most popular modern plays. Lately some of the societies have produced original plays of some merit. Their performances are well managed and the plays are carefully staged. They provide pleasant entertainment for many thousands of Brooklynites.

Still, the public entertainment of the million inhabitants of the City of Churches is hardly confined to amateur theatricals. Music is never neglected, and at least two of the prominent musical societies in Brooklyn, the Philharmonic and Seidl, exert a beneficial influence that is felt far beyond this city. The Philharmonic Society of Brooklyn, now in its 36th year, is formed on a different plan from that of New York. Its members are music lovers, not professional musicians. The President is H. K. Sheldon, and B. T. Frothingham is Secretary. It hires its orchestra for the monthly concerts in the Academy, and lately the excellent orchestra of the Boston Symphony Society has served its purpose. Anton Seidl is the leader of the Seidl Society, an organization composed entirely of women whose aim is to foster an appreciation of modern music, particularly that of Wagner. He was, for a time, the Philharmonic's leader. At the leader's desk in the Philharmonic concerts, the programmes of which are made with rare judgment and taste, Arthur Nikisch has lately occupied the place which was filled for many years by Theodore Thomas, who succeeded Carl Bergman there. Besides the many symphony concerts and other musical entertainments in the Academy during the fall and winter, Brooklynites of good musical taste can frequently find rare enjoyment at Historical Hall, which is particularly well suited to chamber music. The prominent musical societies, chiefly choral, of Brooklyn are the Cæcelian, Mænnerchor, Amphion, Apollo Club, Brooklyn Choral Society, Arbeiter Bunden, Arion and Sængerbund.

The history of the Brooklyn dramatic stage has never been written, but there is good material to be found for an interesting volume on that subject, because Brooklyn has actually had a stage of its own for many years. Brooklynites, of course, are still among the most constant patrons of the forty odd theatres on New York island, and in large numbers, as they always have been. It is very much easier in these days of quick transit to go to a play in New York from one's home in Brooklyn and return at a reasonable hour than it used to be, cold winter nights, when the ferryboats had to make their way through fields of ice and lumbering old stages were the only means of conveyance between the ferries and the theatre. Yet Wallack's, at Broadway and Thirteenth st., and the other principal New York theatres, always had their large nightly contingent of appreciative Brooklyn theatre-goers. There was, however, a good theatre with a fair stock company in Brooklyn as long ago as 1862, when Gabriel Harrison, a man of some renown in theatrical matters, opened the Park Theatre, on Fulton st., opposite the City Hall Park. The theatre was up a long flight of stairs then, and in its decorations and appointments would not compare very well with the spacious, modern house on the same site now managed by Col. W. E. Sinn. But under the Conways the Park Theatre for many years gave performances good enough to keep play-going Brooklynites on their own side of the East River, though many of them would not admit the fact.

Hooley's Opera House, at Court and Remson streets, was the home of a capital minstrel company in those days, and a little later Donnelly's Olympic, a variety theatre altered from a church, on Fulton street, near Hoyt, came into existence. The Brooklyn Theatre, at Washington and Johnson streets, was opened by Mrs. Conway in 1872, and the Park was thereafter managed for a time by A. R. Samuells, who brought the auditorium down to the street level and lost money by trying to compete with Mrs. Conway, though he had a very good stock company. The burning of the Brooklyn Theatre, December 5th, 1876 (after Mrs. Conway's death, and the final disbandment of the last of the Brooklyn stock companies), is a catastrophe inevitably recalled by any allusion to the local stage, but it need not be dwelt upon in a chapter upon public entertainments at the present day. The theatre erected on the same site a few years later, and since torn down, was never popular for obvious reasons. Yet that terribly fatal fire was the indirect cause of the establishment of a new and still popular place of amusement in Brooklyn. There was a market on Adams street in 1876, with an L-shaped extension opening on Fulton street at the time of the theatre fire, and it occurred to two shrewd men, with experience as amusement purveyors, that the spot had a fascination for the general public. They secured a lease of the Adams street part of the building, and established a variety hall there with which they laid the foundation of large fortunes. Hyde and Behman's theatre of to-day is the second structure on the old market site, fire having destroyed the first.

Near the site of the ill-fated Brooklyn Theatre, at Washington and Tillary streets, stands the newest, and, in some respects, the handsomest theatre in Brooklyn, the Columbia, built in 1891, and managed by Edwin F. Knowles & Co., Mr. Knowles' partners in this scheme being Daniel Frohman, of the Lyceum Theatre, New York, and Al. Hayman. Mr. Knowles is also manager of the handsome Amphion Academy, in the Eastern District. Col. Sinn's new Park Theatre, already mentioned, has the best site of any Brooklyn playhouse, and is equipped with the best modern appliances both on the stage and in the auditorium. These three houses are visited by all the best actors and companies in America, foreign and native, and in them Brooklynites can see the plays of the hour done precisely as well as they are done in New York and London, in respect to acting, scenery and stage management.

In another new and skillfully managed house, John W. Holmes' Star Theatre, Jay street near Fulton, popular stars and combinations also appear, while the Grand Opera House, on the site of the old Elm Place Congregational Church, is another favorite resort of well-bred folks. All the Brooklyn theatres are necessarily conducted on the "combination" plan to-day. There are only four or five permanently established dramatic companies in the United States. Actors are now engaged for the run of plays, beginning in New York, generally, and then continuing in all the principal cities; or else they are employed in the support of traveling stars. The stock companies of Daly's Theatre, the Lyceum, the Empire and Harrigan's Theatre in New York, however, appear every year in Brooklyn, and no resident of this city ever need go to New York to see Joseph Jefferson, Helena Modjeska, Henry Irving, Sara Bernhardt, E. S. Willard, W. H. Crane, Stuart Robson, Richard Mansfield or any other famous star under the best possible auspices. In fact, the whole world of theatricals comes to the Brooklynite, if he is willing to stay in his own beautiful and thriving city and wait for it. A complete alphabetical list of the theatres, music

halls and lecture rooms in the city of Brooklyn is appended for easy reference :

ACADEMY OF MUSIC, Montague St. near Court. Controlled by a board of directors of the stockholders; H. K. Sheldon, president ; J. J. Pierrepont, secretary. Music, the drama, social gatherings, public meetings, etc.

AMPHION ACADEMY, Bedford Avenue near South Ninth Street, E. D. Owned by the Amphion Musical Association, leased by E. F. Knowles for dramatic performances.

ART ASSOCIATION GALLERIES, Montague and Clinton Sts. Exhibitions of paintings and works of art by the Brooklyn Art Association.

ASSOCIATION HALL, Fulton and Bond Streets, in the Young Men's Christian Association building. Lectures, concerts, etc.

ATHENÆUM, Atlantic Avenue and Clinton Street. Theatricals, concerts and lectures.

AVON HALL, Bedford Avenue near Fulton. Theatricals, concerts and lectures.

BEDFORD AVENUE THEATRE, South Sixth St. near Bedford Ave., E. D. Dramatic performances.

BEDFORD HALL, Bedford Avenue near Fulton St. Concerts, lectures and amateur theatricals.

COLUMBIA THEATRE, Washington and Tillary Sts. Managed by E. F. Knowles & Co. for dramatic performances.

CONSERVATORY HALL, Bedford Avenue and Fulton Street. Music.

CRITERION THEATRE, Fulton Street and Grand Avenue. Amateur theatricals.

EVERETT HALL, Gallatin Place and Fulton Street. Lectures and music.

GAYETY THEATRE, Broadway and Throop Avenue. Variety performances.

GRAND OPERA HOUSE, Elm Place near Fulton St. Dramatic performances.

GRAND THEATRE, 166 Grand Street, E. D. Variety performances.

HISTORICAL HALL, Pierrepont and Clinton Sts., in the building of the Long Island Historical Society. Music and lectures.

HUBER & GEBHARDT'S CASINO, 10 Elm Place. Variety performances.

HYDE & BEHMAN'S THEATRE, Adams St. and Myrtle Avenue. Variety performances.

JEFFERSON HALL, Boerum Place near Fulton. Lecture, meetings, &c.

KNICKERBOCKER HALL, Clymer St. near Lee Avenue, E. D. Lectures, meetings, etc.

LEE AVENUE THEATRE, Lee Avenue near Division Avenue. Dramatic performances.

NEW TURN HALL, Sixteenth St. near Fifth Avenue. Amateur theatricals, music, etc.

PARK THEATRE, Fulton St. opposite the City Hall. Managed by W. E. Sinn for dramatic performances.

LYCEUM THEATRE, Montrose Avenue, corner of Leonard St., E. D. Dramatic performances.

PROCTOR'S NOVELTY THEATRE, Driggs Avenue near South Fourth St., E. D. Dramatic performances.

RINK, Clermont Avenue near Willoughby. Festivals, revival meetings, band concerts, etc.

RIVERS' ASSEMBLY ROOMS, 143 South Eighth St., E. D. Music and social gatherings.

SÆNGERBUND HALL, Smith and Schermerhorn Sts. Music.

SMITHSONIAN HALL, Greenpoint and Manhattan Avenues. Lectures, etc.

STAR THEATRE, Jay St. near Fulton. Managed by John W. Holmes for dramatic performances.

TURN HALL, 71 Meserole St., E. D. Private theatricals, music, etc.

In addition to the theatres and places of amusements above mentioned, the following are the public halls in Brooklyn: Acme, cor. 7th Ave. and 9th St.; Adelphi, cor. Adelphi St. and Myrtle Ave.; Allemania, 313 Washington St.; Americus, Grand St. bet. Driggs and Bedford Ave.; American, Hamburg St. cor. Greene Ave.; Arcanum, 407 Bridge St.; Arlington, Gates and Nostrand Aves.; Armory, Myrtle and Clermont Aves.; Arion, Wall St. near Broadway.; Arvena, 9th St. and 6th Ave.; Assembly Rooms, Washington near Myrtle Ave.; Assembly Rooms, 19th St. cor. 5th Ave.; Association, 253 Manhattan Ave., Atlantic, 137 Court St.; Aurora Grata Cathedral, Bedford Ave. cor. Madison St.; Bartholdi, Greenpoint near Manhattan Ave.; Bennett's Casino, Alabama and Fulton Aves.; Cecilian, Herbert cor. N. Henry St.; Central, 351 Fulton St.; Chandler's, 300 Fulton St.; Colfax, Bedford cor. Vanderbilt Ave.; Columbia, Union St. cor. 5th Ave.; Commonwealth, 317 Washington St.; Co-operative, Howard Ave. and Madison St.; Cooper, Cooper St. and Bushwick Ave.; Day's, cor. 3d Ave. and 54th St.; Daly's, 9th Ave. and 20th St.; Eckford, Calyer cor. Eckford St.; Eureka, 375 Bedford Ave.; Feltman's Tivoli, 5th Ave. and 2d St.; Fifth Ave. Casino, Fifth Ave. near Union St.; Granada, 128 Myrtle Ave.; Grand Army Hall, Bedford Ave. cor. N. 2d St.; Greenwood, 5th Ave. cor. 9th St.; Gospel Gates Ave. near Marcy; Happ's Neptune, Liberty Ave. and Wyona St. Heiser's Assembly Rooms, Broadway near Bedford Ave.; Humboldt, Humboldt St. and Montrose Ave.; Liberty, East New York Ave.; Masonic Temple, Grand cor. Havemeyer St.; Matthews, Leonard cor. Scholes St.; Meserole, 125 Meserole St.; Maujer's Casino, Maujer St.; Myers, cor. Union and Johnson Aves.; Military, Leonard cor. Scholes St.; Moore's, 5th Ave. cor. 23d St.; New Everett Assembly Rooms, Bridge cor. Willoughby St.; New Brooklyn Turn, Sumpter St. near Saratoga Ave.; Pouch Gallery, 345 Clinton Ave. Pal ace Rink, Grand St. near Berry St.; Park Circle, 9th Ave. cor. 15th St. Remsen, Court cor. Remsen St.; Reese's, 217 Court St.; Renwar, Willoughby Ave. and Broadway.; Ritter's, 83 Barclay St.; River's Academy, State cor. Court St.; Robinson's, Gates Ave. and Downing St.; S engerbund, Meserole cor. Ewen St.; Schiellin's, Atlantic cor. Vermont Ave.; Templars', 467 5th Ave.; Teutonia, Harrison Ave. cor. Bartlett St.; Tietjen's, 154 Broadway; Tivoli, 8th St. bet. 3d and 4th Aves.; Tuttle's, 228 Grand St.; Tossing, Reid Ave. and Jefferson St.; Union S enger, Ewen and Meserole Sts.; Veteran, 123 Smith St.; Veteran, 92 Meserole St.; Washington, Myrtle Ave. cor. Navy St.; Washington, 831 Broadway; Waverly, Waverly and Myrtle Ave.; Weinlander's Academy, 290 Court St.; Wilbur, Fulton St. and Brooklyn Ave.; Wigwam, 4th Ave. near 19th St.; Wurzler's, 315 Washington St.

BROOKLYN'S SOCIAL LIFE.

Its Clubs, Functions and Leaders—History of its Sets—All Merging now Into Gay Harmony.

To understand fully and completely the complex organization of Brooklyn society as it is to-day one needs to have lived in a country town and to have studied its conditions. Within the past ten years social life in Brooklyn has become metropolitan, but its evolution has been that of the village, grown at last out of its childhood. Its society is the most peculiar phase of Brooklyn life, for its growth and its advancement have been unique. Briefly put, in 1870 Brooklyn socially was a collection of little ex-towns or districts, fighting among themselves for supremacy, and all envious of the set on the site of the old village along the water front. The year 1893 sees these elements being fused together and the sectional lines becoming obliterated.

New York, from the days of good old Peter Stuyvesant, had a distinct social standing of its own. It was a city even in those times when Wall street marked the line between farms and streets. But on this side of the river the conditions were just the reverse. In 1834 the village of Brooklyn was incorporated as a city; in 1855 the towns of Williamsburgh and Bushwick were added to it, welding the scattering districts into a harmonious whole. The population in 1860 was over a quarter of a million, its commerce was well advanced, its water front was the center of as busy a life as America can boast of. But, in spite of this material prosperity, the social life remained town-like, and a few old families in a single section held the real keys to it.

As the Dutch took Holland many years ago, so did they take Brooklyn. Nassau Island—that was what Long Island was called at first—was settled by Mynheer and his vrouw, who built and farmed over the whole of what is now Kings County. Their descendants retain much of the same land even to-day. There are farms on the outskirts of the city—in New Utrecht, Canarsie and Flatlands—that have come down to their present owners in an unbroken line. The English domination of Manhattan Island had little effect upon these Dutch settlers. Phlegmatically they submitted to the authority of the Duke of York, and quietly kept on planting and digging. The English soldiery, busy with the affairs of the town across the river, did not find it worth its while to bother with this farming community.

So, rather shut off from the outer world, the Dutch founded Kings County, and the little cluster of houses about what is now the foot of Fulton street became the nucleus of Brooklyn town. Before the Revolution the village amounted to barely more than a country "crossroads" of to-day. In 1790, after Independence was declared, it numbered only 1,600. But about this time the "boom" began. Ten years later the population had increased one-half, and in 1820 it footed up to over 7,000. Twenty years after the town—now a city—was five times that size.

Until the Revolution, the old Dutch families made up all that there was of Brooklyn and of the County of Kings. These old memories are still preserved in the annual dinners given by the St. Nicholas Society of Nassau Island, an association 300 strong, with its membership limited to those

descended wholly or in part from the Dutchmen who lived on the Island previous to 1786. Even after the "foreign element" came in, the Dutch continued to hold the social reins, and remained in a sense "patrons" and the "aristocracy."

Society at first was essentially the society of a rural community. In the old Dutch days the chief amusement and dissipation was that of tea drinking, which, if the historians tell the truth, the men entered into as heartily as the women. It seems somewhat of a return to those times when it is recalled that afternoon teas are the most popular of Brooklyn amusements to-day. The custom of interchanging visits on Sunday afternoons was prevalent, and swains and belles found the Sabbath the time to make hay in matters of wooing. Marriages were then civil affairs and times of great display. Publicly proclaiming the banns had fallen into disrepute, but it was necessary to get a license from the Governor before a wedding could take place. As far back as 1673 an officer was stationed in New York (his jurisdiction extending over the whole of Long Island) his sole duty being the determination of matrimonial disputes. He was known as the "First Commissioner of Marriage Affairs," and the office was kept up for many years.

The amusements of the town and country folk at these times were many and various. Special days and seasons were observed with much hilarity. Christmas was kept after the fashion of "Merrie England," with the Yule log and the Christmas candles. But it was the patron St. Nicholas, or Santa Klaes, that came the nearest to their hearts, and there is one custom of that season that has never been omitted or lost its force in the slightest, since the day the first white man landed on Nassau Island—that of hanging up the stockings on Christmas eve.

The custom of New Year's calls, which, during the eighteen-seventies, was carried on in Brooklyn with an opulence and an enthusiasm co-equal with that on Manhattan Island, also originated with the early Dutch. The Dutchmen, however, made a far greater affair of it. New Year's eve was made noisy by the firing of guns, elaborate refreshments were served, and later people trooped to a common rendezvous where a gala night was made of it. There were athletic sports, all manner of games and shooting at the target. This revelry was finally stopped by legal enactment. Society to-day has cut off New Year's as a time of visits, and very many people spend the mid-winter holidays at the winter resorts, for which dozens of small parties are made up, and the only way the social world recognizes that season is when the chimes of "Watch Night" calls it into the churches.

St. Valentine's Day was known as "Vrouwendagh," and was an hour of high carnival. The maidens carried lengths of cord, knotted, and gave the young men "love taps" as they passed. The custom of "Valentines" arose some years later (it can hardly be traced to Dutch sources, however) and became both expensive and extensive before it went finally out of date.

Easter Day—"Paasch"—a time of religious service and merrymaking, was continued through Easter week, with its chief feature the presentation of Easter eggs. The first Monday in June was observed as a time of great good cheer. "Pinckster Day" (Pentecost) was celebrated with banquets of soft waffles.

After the beginning of the Nineteenth Century the Dutch began to lose their individuality. A strong little town was growing up at their feet. Brooklyn itself was younger than the rest of the county. Flatlands had been settled in 1636 under the name of New Amersfoort, Gravesend in

1640, Gowanus and Wallabout in 1646. Neither Gowanus nor Wallabout can fairly be included in the first settlement of Brooklyn. That was around Fulton Ferry, and as the town grew it extended up along the line of Fulton street, then a cow path, until, at the inauguration of the city government in 1834, City Hall Square marked its boundaries. Beyond that all was field and wood.

These historical details are needed to show the lines along which Brooklyn society has evolved. From early in the century until 1860 the social life was in a state of transition. The village grew, and it became a great city commercially, but still the village life remained. Foreign elements poured in—chiefly the English and New Englanders—taking the edge off of the Dutch customs and finally destroying them altogether. In the new Brooklyn—the Brooklyn of progression—two elements became at once most pronounced, the Quakers and the New Englanders. It was a working town, a town of mechanics and poor people, and the days of society were yet to come. It needed the second and the third generations of these old Brooklynites, with wealth and local family at their backs, to start a social life.

The Dutch farmers for the most part remained quietly among themselves. A fusion of these elements had to come, but it has taken many years. It is gradually growing more complete. There are old families on the edges of the county to-day who hold themselves aloof from the life of Brooklyn and who will never come into the city life until the city reaches them.

In the eighteen-twenties Brooklyn came into her "Lyceum Days." It is a stage that every city, except those magically built ones of the new West, experiences, and Brooklyn's "Lyceum Days" do not differ from those of any other town. But they have this point of especial interest to-day, that in 1829 the Hamilton Literary Society was founded. From 1830 to 1870 nearly every prominent man was at some time a member of this good old debating association. In the forties and the fifties it was very strong and powerful. Its public meetings, when it gave them, were most essentially social red letter nights. It gathered together a library that is now of exceptional value and interest, and then, about 1882, when Brooklyn had come fully into her own socially, surrendered to the new *motif* of the city's life and became the Hamilton Club. The Hamilton, though, was not by any means the first of these social organizations, nor the beginning of the city's club life. Late in the fifties the old Long Island Club was started. Active politics proved its ruin, and from its debris was formed the Brooklyn Club. A touch of politics, but not a distasteful one, clings around this latter organization. Like the Hamilton, its rolls are crowded with prominent names and the two vie with each other in point of exclusiveness.

Through all these "Lyceum Days" the social life was sporadic and without distinctiveness. There was no time, and there was still less money. The great New York merchants, who later on planted themselves on the Heights, and with their sons and daughters started a society that has lived, were then at the very beginning of their careers. The Lows and the Lymans, the Pierreponts, the Whites, the Prentices, the Sangers, the Polhemuses, the Litchfields, and many more, were at that time families to be made. The whole of the city could then have been compressed—this in 1840—into less than what the Second and Fourth Wards now occupy. There was a scattering fringe along the base of the First Ward. The "aristocracy" of the town was massed together on Sands street, and Brooklyn Heights. "Clover Hill," as the early villagers called it, was simply a bluff, with a

magnificent view, without a house, so far as history tells, and covered with a grove of cedar and locust. Yet this was where the Brooklyn society of to-day was born.

The war was the real starting point of the social life of Brooklyn. Fashion had set itself upon the Heights, the houses of the New York merchants, wealthy now, overlooking their warehouses, filled with the precious products of the East. The leading lights of the East India trade were gathered here, and many of those who had not already made fortunes, literally coined money while the war lasted. Nearly "everybody," in a social sense, lived in this part of the town during the sixties. The Bedford section and the Park Slope were merely fields and meadows. If there were "aristocrats" in the Eastern District they certainly did not come over to the Heights, and they had no society of their own. A few fine semi-country mansions stood on Clinton avenue, and were occupied by some charming people. But very few of them were bidden into Heights parlors and the Hill "set" was not yet. But about 1865 the region around Clinton and Washington avenues became much sought after. In an incredibly short space of time these two streets were settled nearly from end to end. Many of these mansions are standing to-day, and it was then that the "Hill" really commenced its building up. "South Brooklyn" at this time was more a name than anything else. It had no set of its own, and the families of the magnates of First Place went in the Heights circles.

Thus the little "set" of the Heights—a set of English, Dutch, New England and Quaker blood—made up the first formal society of the city. They set the ball a-rolling superbly, too, their entertainments being given upon a lavish scale. It was an age of "open house," according to the old Knickerbocker ideas, long before the era of dancing classes and fashionable balls in public halls. The houses were the great mansions of the time gone by, with long, wide, unbroken parlors and big halls. There were no tete-tete corners in the homes of these merchants of the sixties, and their houses seemed built for receiving people and making merry.

Originality and a constant change of entertainment was the keynote of the society of those days. There was nothing fixed and cut and dried about the arrangements of a night. In 1864 (the year it came to New York) the cotillon, then known as the "German," because it was imported direct from the "Vaterland," commenced to be danced in Brooklyn. For any dancing affair it gained absolute domination. People were fascinated with its evolutions, and it went far toward building up society firmly and strongly. Either the old *Entre Nous*, the pioneer of all dancing classes, meeting in Dodsworth's Montague Street Dancing Academy, went to popularize it, or it went to popularize the *Entre Nous*. However this was, the "German" of the sixties was a most elaborate affair, both as regards figures and favors. Flowers were used in profusion and the "properties" were unique indeed.

Another form of amusement of the time was parlor theatricals. The great amateur societies of the town were not in existence then, nor had "play acting" come into general vogue among the people. The social set of the Heights seized upon it readily and with interest. Series after series of quaint little farces, such as "The Loan of a Lover" and "Ici on Parle Francais," were played in Heights drawing-rooms year after year. Later, in the seventies, amateur opera was once or twice attempted and always with success. But, as the big amateur companies formed themselves, prospered, and gave frequent performances in public halls, society rather dropped the "boards."

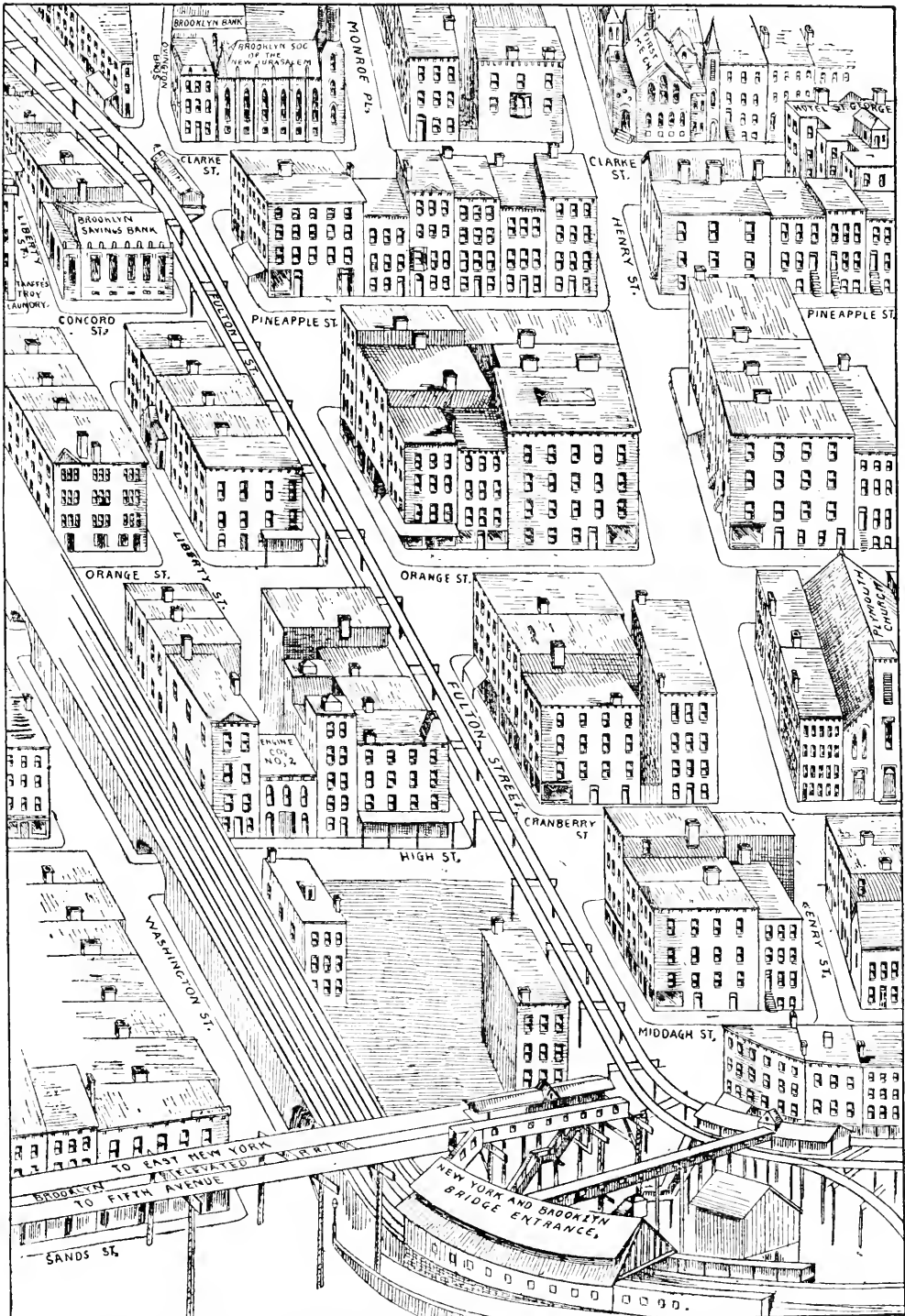
The feature of interest of those times was the early hours kept. As a rule, a dance was over shortly after midnight; it must be a very wonderful and beautiful ball indeed that kept up its revelry long beyond that. One of the most noted and popular houses on the Heights was the home of a typical Quaker. He was liberal in his views, his home was the centre of private theatricals, frequent dancing parties were given there, and his daughter was one of the most brilliant of the Heights belles. But at every gathering, at precisely 11:30, he would instruct the musicians to play "Home, Sweet Home." Of such were the social life and manners of 1860-70.

The Casket Sociables, held at private houses, first organized the social interests. If there were like assemblages earlier than these, they have made no impression and had no real strength or power. The *Entre Nous*, already mentioned, lasted with its large membership for many years. The Sanitary Fair, continuing for some weeks, and held in the Academy of Music and Knickerbocker Hall, over the way, with a bridge spanning Montague street, was the social event, *par excellence*, of the early sixties. Its Board of Directresses included every woman of position in the town; its selling power was enormous; it paid into the treasury of the Sanitary Commission \$400,000. It was the direct progenitor of the Academy fairs for the last twenty years, which have led as social events, and only now have just seen their day. They will be referred to again below.

The Art Receptions and the Charity Balls marked the years of the seventies. These Art Receptions were gorgeous affairs. The Art Association had just completed its handsome Gothic building, the laymen managed the social and financial interests, the artists constituted the hanging committee, and got together fine loan collections each year. The pictures were hung in the Assembly Rooms, the Academy parquet was floored over and made into a brilliant ballroom. A promenade concert always inaugurated the evening. These receptions were continued until about 1876, when other social interests caused them to be dropped.

Of the same era were the brilliant Charity Balls. They rivaled in interest those across the river (it is said that a Brooklyn man, he who headed the management of the first one, was also the originator of these famous New York dances). No finer affairs have ever been seen in Brooklyn. Though not so exclusive as the *Ihpetonga*, they were larger, of more magnificence and the chief events of a very full social era. They were planned by the women of the board of managers of the Home for Destitute Children, and were given for the benefit of all the principal charities of the town, the very large profits being divided proportionately. Thus they appealed to the entire community. Both the balcony and the dress circle of the Academy were cut up into boxes for the very first time in Brooklyn's life. As at the Art Reception, the parquet was floored over, and the view of these many box fronts from the dancing floor was only less beautiful than the floor itself.

The sixties were marked by dignified and charming evening parties; with the seventies "afternoon receptions" came in, the immediate forerunners of the modern teas. Simplicity became the great cry. It got to be the fashion to serve light refreshments. A host on the Heights once declared in semi-ridicule that the whole expense attendant on a certain entertainment was only fourteen dollars. This simplicity extended even to dress. Elaborate toilets were as a rule discarded for plain street costumes, and for a few years "evening parties" were almost lost sight of.



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One of the important minor organizations of this period was a "Book Club," composed of women of the Heights, who, accompanied by their husbands, met fortnightly for literary discussion. Books were purchased by a chosen committee, and went the rounds from house to house.

In the meantime, through all these years, the Hill had been growing and founded a "set" of its own. Clinton avenue was its sectional backbone; it was bounded by DeKalb avenue, Grand and Fulton avenues and South Elliott place. Sectional disputes immediately arose. People of wealth were in the new section, they gave expensive and beautiful entertainments, the parades after church showed the onlooker exquisite frocks, and some of the finest equipages in the city were driven by these uptown families. Very largely the Hill set was made up of new residents; they were not, as the term is, "Old Brooklynites." The cotillon flourished among them, and, in all probability, there were more Germans danced uptown during the seventies than there were on the Heights. In spite of all that could be done, however, the two "sets" would not come together. Oil and water could have been mixed more readily.

These "sets" were so far apart, in fact, that a good deal of feeling was caused. There was rivalry and jealousy, and a decided cliqueism. Society at that period was showing its inland town characteristics, and the remedy has not been found till recently, when metropolitanism has gained hold.

Other "sets" came upon the scene. The South Brooklyn people had a "set"—and a very successful one—of their own. This has since died out, and is known no more. The Eastern District people, about the fountain in Bedford avenue, backed by a literary and musical clique among them, founded a coterie that has a good deal of power to-day. The Bedford section—what might be called the "upper hill"—has its own dances and entertainments and even dancing classes. And, last of all, Prospect Heights, the Park Slope, has won itself social recognition.

More nearly than anything else the Park Slope corresponds to the new West Side of New York. Fifteen years ago the buildings on it were scattering, both few and far between. From the old Litchfield mansion in the Park, now the office of the Park Superintendent, there was a superb view of the bay across vacant lots. Now the streets are lined with handsome houses, two of the leading clubs of the town are located there, and the section has won its social position from the people who live in it.

That the sectional lines are being so thoroughly obliterated to-day is due to the clubs and the big Academy fairs, or their successors, the great dances for charity. There is not an important club in Brooklyn that does not number men from all the social districts. Over cigars or the whist table, in the cafe, or else at one of the Inter-Club Bowling or Whist League meets, these men have become acquainted and learned that there are people worth knowing in the other "sets." Working side by side for charity at one of the great fairs, these men's wives and daughters have learned exactly the same thing. The three or four great Academy Bazaars a season of several years ago have brought Hill, Heights and Slope together as nothing else would have done. These fairs were the successors of the Sanitary Fair and the great Charity Balls. Brooklyn has no great public balls to-day nor has it had for a number of years. The fashion runs to more select affairs. Once each season, though, the Emerald Ball for the Roman Catholic Orphan Asylum and the Hebrew Ball for the Hebrew Orphan Asylum are danced, always with the greatest financial success and in the midst of splendid decorations. The "civic set" is out in full force on these occasions.

From about 1875 to 1890 the Academy fairs went off with unbounded social success. They were a financial success because society had set her seal of approval on them, the leading women of the city were behind the booths, the prettiest maidens in the flower bowers and garbed as waitresses. The Homœopathic Hospital, the Industrial School and the Orphan Asylum were the three leading institutions benefited. To indicate how well charity has drawn the social sets together it is only necessary to glance at the roll of the Homœopathic Hospital's "Ladies' Aid."

For the past two seasons great amateur musical and dancing performances have, to an extent, superseded the time-honored fair. The Heights has given "Fasching Thursday in Venice," the Hill "Living Whist," the Park Slope "The Kirmess." The Carnival of Opera this past season was another of these great affairs and one of much artistic merit. These entertainments call out the best people of the town, both on the stage and in the seats. The list of patronesses marks their social importance and their success. The Academy of Music is always their scene.

The era of dancing classes, the chief and the important events in the social life of the Brooklyn of the present, commenced in the fall of 1881 with a series of Bachelor Germans on the Heights. There never was more of a misnomer than this word dancing class. It smacks of the heel-and-toe school down in the lecture room of the old Brooklyn Institute years ago, where the fashionable little misses and masters all went to learn grace and deportment. That this word does not give these dances their true name has been recently recognized, and the two leading classes of the city—the Heights, meeting in Remsen Hall, and the Prospect Heights, meeting in the Pouch Gallery, now dub themselves "Assemblies."

The Heights "class"—for as such it was known then—was organized in the fall of 1886. Practically the same set as that which made up the Bachelor Germans composed it. The same year the Hill "set" formed a "class" under the name of the "Cotillons" and ran it for four years under the same roof where the Heights danced, in Remsen Hall. In 1887 the Prospect Heights "class" gave its first cotillon up in Johnston Hall. Since that day there have not been many changes to recall. The Heights assembly still meets in Remsen Hall, though last year it held its dances in the ballroom of the Germania Club, and numbers seventy couples. The Hill "class" was absorbed by the Prospect Heights in 1889, and the amalgamated organizations, under the name of the Prospect Heights, now give three dances a year in the Pouch Gallery, with about the same membership as that of the Heights.

There are other "dancing classes" besides—for by this name the smaller must still be called—dances organized only for a season and subscription cotillons by the score. But only one other has made itself permanent and won itself a name—the Tuesday Evening Subscription dances—the dance of the younger set of Hill and Slope, now in its third season, and, while not ambitious in its scope, pretty, jolly and full of life.

Thus the "assemblies" and "classes" stand as the dominating features of social life. Their big cotillons, splendidly led, for there are true masters of the German in Brooklyn, have overshadowed and taken the place of the pretty cotillons once danced by the dozen in private houses. The German of the great ballroom has size and completeness, color and life. The parlor German has not entirely died out, of course, but not nearly as many of them are given as there were fifteen years ago. People's energies

are concentrated now on the assemblies, and each year sees these danced in a more complete and enjoyable way.

The season blocks itself out early in November. The whole social framework reveals itself at a glance by the time December 1st has come. The assemblies and the small "classes" have fixed their dates, the nights of the great "charity performances" are given out, the evening of the Ihpetonga ball, which is to Brooklyn what the Patriarchs is to New York, is named. On this skeleton the fabric of house dances, dinners, "at homes" and "afternoon teas" is built. Dove tailing in with these, wherever they can best be put, are set the annual club receptions "to wives, daughters and sweethearts" and the weddings, so well arranged generally that it is seldom that two important events take place on the same night. The mode of entertaining differs little from that of across the river. Brooklyn is metropolitan from the social standpoint nowadays. By the time the year 1900 comes around it is certain there will not be a vestige of the old-time "sets."

The "afternoon tea" is stronger than ever and the chief house entertainment of the hour. The once popular card clubs have lost their force, and "progressive games" are out of date. An occasional private ball of great magnificence is given, but these are rare, and there is seldom more than one a season.

The power of the clubs in making up the new Brooklyn has already been alluded to. It should be added that this social course is strengthened by admitting women to certain parts of the clubhouses at all times. The Riding and Driving Club, whose members come from every social section of the city, has gained immense power in society. It has the leading men and women of Brooklyn on its rolls, and its music rides and ring evolutions by the members themselves each Wednesday night, are watched from the galleries by a most fashionable throng. This club has not its counterpart anywhere in the world. It is distinctively a Brooklyn organization and one of great influence. Family is largely the key to entering therein. It has recently covered itself with glory by giving Brooklyn's first horse show.

The Ihpetonga is the one great ball of the town, and is danced but once a year. The Patriarchs itself is not more exclusive and select. It is a loosely bound organization, composed of sixty men of the Heights. The subscription fee is \$50, and this gives the management three thousand dollars to spend on a single evening. The Art Association and the Assembly Rooms are completely transformed with the most elaborate decorations. Last season the Art Room was done in red and gold. This season it was turned into an Empire ballroom in green and gold and white, glittering with snowy cornices, mirrors and hundreds of electric globes. An elaborate "sitting-down" supper is always served at little tables in the Assembly Rooms, which are set as a garden with palms and flowers for relief to the eyes, and contrast. The Ihpetonga ball is the night beyond all else of new frocks for Brooklyn women, and the costumes of the town are seen on that evening. The cotillon is danced just after supper, commencing at about half past one. Each subscriber has the privilege of five guests. The association was formed in 1886.

It is through family that admission to the inner circle of Brooklyn society is gained. Money avails not at all, locality of residence comparatively little. Yet a home on the Heights has both meaning and power to it. It is by no means a sure and certain key to the magic door, but it goes a very great ways.

CLUBS AND ASSOCIATIONS.*

The Leading Social, Literary, Scientific and Political Organizations of Brooklyn—Their Character, Membership and Homes.

The clubs and associations of Brooklyn are, beyond a doubt, the most remarkable feature of "the city across the river." They embrace in their scope every possible interest, be it of work or of play. Where the power and the finances of an organization are not extended enough to allow of a permanent abode, its members resolutely meet in leased rooms, or even in each other's houses. It is very rare indeed for a Kings County club to go out of existence. The club and the association are the recognized enthusiasms of Brooklyn life, and chiefest among its amusements.

As a whole, the clubs proper have not the elegance without and within of their contemporaries on Manhattan Island. But they are more homelike and cheery, and the members know each other far better. *Camera-derie* is the essential feature of the Brooklyn club. Science, politics and the arts are well represented in the societies. Literature holds its own, though in a small way. Musically, the singing societies and their continual work have made this the city of choral song.

Clubs that are Purely Social.

ALGONQUIN CLUB.—The leading social organization of South Brooklyn. The club is small, but its membership is carefully made up and nearly all on its rolls are residents of that part of the city. It has the old Lyall mansion on President street; there are ten non-resident and very nearly 150 resident members. It was incorporated in June, 1889.

AURORA GRATA.—The Masons' Club of Brooklyn, and of great success. It was organized in May, 1887, under most unique conditions. Aurora Grata Lodge of Perfection, founded in 1806, bought the Old Dutch Reformed Church and parsonage at the corner of Bedford avenue and Madison street in that month of that year. The church was turned into a Scottish Rite Cathedral, and the parsonage was immediately disposed of by thirty of the master masons forming themselves into a club. It was not until March, 1891, though, that the building was fully fitted up and a "house-warming" given. It is almost as much a woman's club as a man's, since the fair sex have one day out of every week. Only members of Aurora Grata Lodge are eligible to membership; 321 men are on its rolls.

BEDFORD CLUB.—Founded in 1883. Its objects are purely social and fraternal. Present membership 200. House, 634 Classon avenue.

BROOKLYN CLUB.—A most exclusive organization, famed for its cuisine. More elaborate little dinners have been given in its rooms, it is said, than at any other club in town. It claims to be the oldest distinctively social organization in Brooklyn, and this claim has not been as yet disproved. It was incorporated April 24, 1865, and immediately moved into its present quarters at the corner of Clinton and Pierrepont streets. Five years ago the adjoining building was purchased and the whole remodeled and refitted at an expense of many thousand dollars. Its tone is distinctively

*For full list of clubs and associations see Citizen Almanac. The most prominent only are given here.

civic, the judges and city officials being included in its membership. This has given the club a marked Democratic tinge in contra-distinction to the Republican Union League. It numbers 325 members.

CARLETON CLUB.—The first of the Park Slope clubs to come into existence, it being incorporated March 24, 1881. It has a small but tasteful house at the corner of Sixth avenue and St. Mark's place. Its original by-laws at first prohibited the drinking of anything stronger than coffee in the house; they were afterward modified to include malt liquors, and recently the entire proviso was done away with. This club is chiefly noted for having organized the bowling and whist tournaments of this winter, which have completely metamorphosed Brooklyn clubdom. Membership 190.

COLUMBIAN CLUB.—Membership limited to those of the Catholic faith. Exceedingly flourishing to-day, with a membership of nearly 350. It was organized in St. Augustine's parish by about 50 of the worshippers there, in 1881. Its first clubhouse was on Gallatin place. When the Hamilton Club moved to its new building in 1884, the Columbian took possession of its old quarters at the corner of Clinton and Joralemon streets. In May, 1891, the present house at the corner of Hanson place and South Portland avenue was first occupied.

CONSTITUTION CLUB.—A purely social club, but comprised of Democratic politicians alone. Politics are not usually discussed within its walls, though *coups* have undoubtedly been planned there. Location, 48 Willoughby street, near the Hall, "Boss" McLaughlin's old house. Organized, 1869, from the fire company, "Constitution No. 7," of the Fifth Ward. Its membership roll contains many famous local names. Membership 169.

CRESCENT ATHLETIC CLUB.—In spite of its name, its excellent gymnasium and the finest non-collegiate football team in the country, distinctively a social organization. It was founded as a football club in 1885 by twenty Brooklynites, most of whom had played on college teams. Its first rooms were on the southwest corner of Clinton street and Montague, where it was definitely formed into an athletic club. In 1889 it consolidated with the Nereid Boat Club, and purchased the Van Brunt property at Bay Ridge. In the spring of 1890 it moved into its present city house, 71 Pierrepont street. Last spring it absorbed the Alcyone Boat Club (nearly 100 men). The Crescent's present strength is 1,400, which makes it one of the most powerful clubs in the country. Its country house, on the site of the old Van Brunt mansion (Eighty-third street), is hardly equaled in beauty anywhere near New York.

ECKFORD CLUB.—Founded in 1865 as a social club by Eastern District men, but for eleven years previous one of the finest amateur baseball organizations in the Atlantic States. Has adopted the crest of the Eckford family of England for its seal. Its rooms are at 95 Broadway and its membership is 56.

EXCELSIOR CLUB.—Perhaps the most fraternal club of the city. It has been well described as a "tight little corporation," for its membership is only about 100, and the members are old friends of many years standing. Report has it that the Excelsior is the most difficult club in town to get into. It was organized in 1854, but for many years devoted itself steadfastly to the interests of baseball. Its house is at the corner of Livingston and Clinton streets.

FIELD AND MARINE CLUB.—A country club located at Bath Beach, with its membership drawn largely from Brooklyn. The three houses are kept open throughout the year, but only in the summer months are they made

use of to any extent. The club has sleeping accommodations for 70 members. One of its features is an out-of-door dining-room, commanding a superb view of the Lower Bay. There is no initiation fee, and membership is only to be had by buying, with the club's approval, one of the existing certificates of membership. The transfer fee is \$25. Organized 1885; membership 320.

GERMANIA CLUB.—The "swell" Teutonic club of Brooklyn. There is a provision in its by-laws which says that at least 75 per cent. of its members must be able to converse in German. It has on the upper floors of its house the most perfect supper and dancing rooms in the city. The dancing hall is also provided with a stage, 50x30, on which professionals as well as amateurs have appeared. An "open entertainment" is given about once in every three weeks, and there is nearly always a New Year's ball. Masques are also excessively popular. Organized July 26th, 1860; incorporated 1862; house, 120 Schermerhorn street; number of members 516.

HAMILTON CLUB.—The most exclusive and carefully guarded club of the city. It possesses an admirably arranged clubhouse at the corner of Remsen and Clinton streets, and the only adequate library to be found in Brooklyn. This library came over from the old Hamilton Literary Association (founded in 1830, in Brooklyn's "Lyceum Days"), which was merged into the Hamilton Club at its founding in 1882. There is an annual dinner on January 11th, in honor of the birthday of Alexander Hamilton. Membership nearly 700.

HANOVER CLUB.—The leading Eastern District social organization. It occupies the old Hawley mansion at the corner of Rodney street and Bedford avenue, recently added to and embellished. The members' wives and daughters have the privilege of the café and alleys in the mornings. Organized 1890; membership 430.

KNICKERBOCKER CLUB.—Originally a tennis organization founded in the spring of 1889. It has since, however, expanded, and is now a genuine social club. Its little house on the outskirts of Flatbush is being enlarged at an expense of \$10,000. The tennis feature is still kept up on a beautifully cut lawn. There are 162 members, divided into three classes—senior, junior and women. A member's ticket gives all the club's privileges to his family. It is essentially a country club.

LAWRENCE CLUB.—The leading Hebrew social club. It occupies the Dingee mansion, now moved from its Clinton avenue site to the corner of Waverly and Myrtle avenues. The informal entertainments and suppers of the club are its great charm. Organized 1887; incorporated 1890; membership 165.

LINCOLN CLUB.—Located on the "Upper Hill," at 65 and 67 Putnam avenue, and without specially distinctive qualities. Its membership is drawn from all over the city. It numbers many of the most clubable men of the town. Organized December, 1877; membership about 375.

MANHANSET CLUB.—Of recent organization and growth. Its membership is composed of the younger Park Slope element. House, 435 Ninth street.

MIDWOOD CLUB.—The most prominent social club of Flatbush, and one highly regarded by Brooklynites. Its house is the quaint and beautiful Clarkson mansion, built half a century ago, and surrounded by three acres of park. It is noted for its exquisite balls and set entertainments. An idea in the minds of its members is to eventually make it a "Driving Club" for Brooklyn people. Organized 1889; membership 80.

MONTAUK CLUB.—The uptown club, *par excellence*. Its *facade* is the most artistic and unique in the city. A cleverly cut classic frieze showing in bas-relief the exploits of the Montauk Indians adorns the upper stories. Its women's dining rooms are famed throughout the city for feminine luncheons, and the Montauk balls each season are eagerly looked forward to. It is the acknowledged rendezvous of the Park Slope set. House, Eighth avenue and Lincoln Place; organized 1889; membership about 300.

OXFORD CLUB.—The oldest club on the "Hill." It was organized June 24th, 1880, and has a membership of 350, drawing from all over the town. Its members are men of power and standing, and of thoroughly clubable tone. A peculiar but well-working provision has recently been introduced. The initiation fee is \$100, and every man who paid that sum previous to January, 1892, has the "privilege" of bringing in a friend without any entrance fee. Saturday night is "club night," and a formal entertainment takes place each month. House, 109 Lafayette avenue.

UNION LEAGUE CLUB.—As in the case of its namesake across the river, a Republican stronghold. The Brooklyn club, however, has more marked social aims. There is a movement, in fact, to break down the political barrier, and admit members purely on social lines. Its *forte* has been its great commemoration banquets and dinners to noted statesmen. Finest location of any Brooklyn club. Superb women's receptions annually, and the centre of much social "Hill" life. Founded March 1st, 1888; location, Bedford avenue and Dean street; membership 950.

WAVERLY YOUNG MEN'S CLUB.—Organized in the Washington avenue Baptist Church in 1891. The membership is not confined to any sect now, but a majority of the Board of Trustees must be members of that congregation. The keynote of the club is absolute temperance within its doors. Membership, 125; house, 459 Waverly avenue.

WINDSOR CLUB.—An Eastern District organization with purely social aims. Founded 1878; membership 33; house, corner of Lee and Division avenues.

Principal Political Clubs.

BROOKLYN DEMOCRATIC CLUB.—An offshoot of the Young Men's Democratic Club, 100 or more members seceding from that organization in the winter of 1887. Its aim is reform of the tariff and independent Democracy. Amalgamation with the Young Men's Club has been sought for but never reached. Early this year the club combined with the Cleveland and Stevenson campaign clubs of Kings County. Present membership 500; headquarters, 201 Montague street.

BROOKLYN BALLOT REFORM LEAGUE.—An association rather than a club, formed for the purpose of introducing the Australian ballot into New York State. Rather inactive since the fall of 1890, but numbering 850 members, many of great prominence. Founded January, 1890; headquarters, 392 St. Mark's avenue.

BROOKLYN REVENUE REFORM CLUB.—176 Columbia Heights. Owes its greatest fame to having been founded by Henry Ward Beecher, December, 1880. It held for many years great public meetings and debates on the tariff. At present its activity is suspended. Membership 500.

BROOKLYN SINGLE TAX CLUB.—A club with the sole purpose implied in its name. It was organized as the Henry George Land Club in 1887, and passed through many changes of name and difficulties until May, 1890, when as the Single Tax Club it moved into a house of its own at 198 Living-

ston street. An immense quantity of literature is sent out by the club to propagate its theories. Present house, 35 Schermerhorn street; membership 200.

BUSHWICK DEMOCRATIC CLUB.—Formed of the old German Democratic General Committee in the campaign of 1889. It is very largely a social club, but politics is its fountain head. Its strongest hold is upon the upper wards of the city, but many prominent downtown politicians are in its ranks. The club has a very beautiful house on Bushwick avenue at the corner of Hart street. Incorporated October, 1890; membership 383.

LAFAYETTE CLUB.—A strong Republican club confined to Twentieth Ward men, located at the corner of DeKalb and Vanderbilt avenues. Organized 1886; membership 175.

SEYMOUR CLUB.—A powerful Democratic club of social tendencies, devoted during the fall of each year to do effective campaign work. Membership 540; organized 1891; incorporated 1892. (It occupies a fine and new house at 186 Bedford avenue.)

YOUNG MEN'S DEMOCRATIC CLUB.—Founded October, 1880, for the purpose of bringing about municipal reform, tariff reform and personal purity in politics. Headquarters, 44 Court street; membership about 400.

YOUNG REPUBLICAN CLUB.—Organized for the same purpose in April, 1881. Headquarters, Johnston Building, Fulton street and Flatbush avenue; membership 1800.

Art Clubs.

BROOKLYN ART ASSOCIATION.—Established 1862 and incorporated 1864, for the purpose of cultivating the fine arts and founding a gallery of pictures and statuary. This gallery has never been established, but the association has fine loan exhibitions every year, and now, in conjunction with the Brooklyn Institute's Department of Painting, is conducting a most successful art school. In addition, it has an excellent course of art lectures each winter. Its picture hall is frequently used for great social events. The association's "art receptions" in the early seventies were leading social functions. Membership about 250; building adjoining the Academy of Music.

BROOKLYN ART CLUB.—An association of about eighty artists, mainly of Brooklyn, but with some excellent New York names on the rolls, having yearly exhibitions in the picture hall of the Art Association. It was originally known as the Brooklyn Art Social (founded 1862), and after several reorganizations took its present title in 1886. Only self-supporting brush men are admitted to membership. Secretary's address, Hotel St. George.

BROOKLYN ART GUILD.—"For the encouragement of all things artistic" and the keeping up of an art school. Co-operates with the association in this work. Rooms, Ovington Building, 246 Fulton street. Organized 1880; membership 40.

REMBRANDT CLUB.—An exclusive association, limited to 100 men, who meet monthly at each other's houses and listen to papers read by well-known artists. Organized May, 1880.

Literary Clubs.

BROOKLYN CHAUTAUQUA UNION.—Formerly the Brooklyn Chautauqua Assembly. It was organized in 1886, is composed of twenty-nine circles, ruled over by a central committee, meeting every two months, and numbers 1,000 members. Seven lectures and entertainments are given during the

winter, and each summer there is a moonlight excursion and a special train run to Chautauqua and Niagara Falls. Secretary's address, 279 Baltic street.

BROOKLYN LITERARY UNION.—A successful association of Afro-Americans, meeting twice a month in Everett Hall, corner of Bridge and Willoughby streets, for the object of "general improvement." Organized 1886; membership 400.

BROOKLYN PHILOSOPHICAL SOCIETY.—Object, propagation of knowledge, practical and philosophic. Rooms, 118 South Eighth street; membership 50; founded 1878.

BROOKLYN PRESS CLUB.—Fraternal and journalistic. A "Pocket Edition of the New York Press Club." House, 171 State street; organized 1892; membership 120.

BRYANT LITERARY SOCIETY.—Musical and literary in its aims. A series of entertainments are given each winter in Association Hall. The membership includes the best people of the Park Slope, and there are now about 1,000 subscribers. The society at first met in the members' houses, then filled the lecture room of the Memorial Presbyterian Church, and finally had to seek a hall. Organized 1878.

BUSH LITERARY SOCIETY.—Founded 1888; membership 90; meeting place, Phoenix Hall, South Eighth street.

FRANKLIN LITERARY SOCIETY.—The oldest and most famous of such organizations in Brooklyn. Since the absorption of the Hamilton it has taken its place. The Franklin has served its chief part as a training school for many of the best of Brooklyn's orators and statesmen. Its rooms are in the Hamilton Building, 44 Court street, where the Hamilton was for many years. Its vigor to-day is unimpaired. Active membership 90; founded 1864.

LONG ISLAND HISTORICAL SOCIETY.—An influential and valuable association of nearly 1,500 members, founded in 1863. It has a very beautiful building at the corner of Clinton and Pierrepont streets (first occupied in 1880), containing a fine concert and lecture hall, an admirable reference library, and a museum of natural and physical relics of Long Island of incalculable value, and arranged on scientific lines by Elias Lewis, Jr.

MRS. FIELD'S LITERARY CLUB.—A society of well-to-do women, members of Mrs. Mary A. Field's Literary Classes. Meetings are held once a month at the members' houses, when luncheon is served and papers on various phases of literature are read. Annually, there is a reception to some celebrity in the world of books. Marion Crawford was the club's last guest. Organized 1882; membership 84.

Y. M. C. A. LITERARY SOCIETY.—Meets in the association lecture room on Saturday evenings. Organized 1887; membership 30.

Scientific and Learned Societies.

BROOKLYN ACADEMY OF MEDICINE.—A small association of physicians for mutual improvement. Membership about 125.

BROOKLYN ACADEMY OF PHOTOGRAPHY.—The leading camera society in the city, and including within its membership the chief experts with the "little black box." Since its organization in 1887 it has absorbed several smaller organizations, and it now numbers 120 men; women are not admitted to its membership. Frequent lectures and exhibitions are given in the Brooklyn Art Association rooms. Rooms 177 Montague street.

BROOKLYN DENTAL SOCIETY.—For the advancement of the art of dentistry. Rooms, 356 Bridge street; membership 58.

BROOKLYN ETHICAL SOCIETY.—A unique organization meeting bi-monthly on Sunday evenings in the Second Unitarian Church, Clinton and Congress streets. Its purpose is purely that of ethical and philosophical investigation. Papers are read by noted men and a discussion follows. Founded 1881; membership about 200.

BROOKLYN GYNÆCOLOGICAL SOCIETY.—An organization of experts for special scientific study. Membership about 50; rooms, 356 Bridge street.

BROOKLYN INSTITUTE OF ARTS AND SCIENCES.—An association absolutely unique in its broad scope and comprehensive aims. When its new building on the Park Slope is completed and tenanted, it will have the space for a gallery of art and scientific and natural collections, for all of which preparation is now being made. At present it conducts its work by means of lectures and occasional exhibits under the auspices of some one or other of its twenty-five departments. Each of these departments has its own organization, the Institute itself being ruled over by a board of trustees. The departments are as follows: Archaeology, membership 115; architecture, 108; astronomy (once the American Astronomical Society), 113; botany, 154; chemistry, 135; electricity, 215; engineering, 126; entomology, 51; fine arts, 361; geography, 137; geology, 140; mathematics, 47; microscopy, 133; mineralogy, 117; music, 117; painting, 80; pedagogy, 158; philology, 422; photography, 170; physics, 154; political and economic science, 404; psychology, 144; zoology, 67. The general library of the Institute contains about 13,000 volumes.

Its objects are to "provide for rich and poor, educated and unlearned, free access to valuable and well-arranged collections in the realms of science and art, to afford to teachers and pupils otherwise unprovided means to the ends of illustration, and to encourage and aid the specialist."

The Institute had its beginnings in the old Brooklyn Apprentices' Library in 1823. In 1843 its name was changed to that of the Brooklyn Institute, and Augustus Graham, its founder, liberally endowed it. The Institute, however, did not get entirely free from debt until 1887. Now it has started on a new course of prosperity. All the old Institute's property and privileges have been transferred to the new Brooklyn Institute of Arts and Sciences. The total membership of the Institute proper is nearly 200. Its financial resources, including endowments and money from the sale of its old building on Washington street, are not far from \$250,000.

BROOKLYN THEOSOPHICAL SOCIETY.—One of the branches of the American section of the Theosophical Society, receiving its charter in April, 1889, with six charter members. It meets twice a week (Thursday and Sunday evenings), and has 38 full members, besides a number of associates. Its rooms are now at 464 Classon avenue. Its ranking is exactly the same in the American section as that of the Aryan Theosophical Society of New York City.

HOAGLAND LABORATORY.—Object, the fostering of original research in medical science, more especially in regard to bacteriology, histology and pathology. Incorporated, February, 1887. Ruled by board of directors; house, corner of Henry and Pacific streets.

HOMŒOPATHIC MEDICAL SOCIETY OF KINGS COUNTY.—Formed for the mutual study of homœopathy. Rooms, 272 Halsey street; 117 members.

KINGS COUNTY MEDICAL ASSOCIATION.—An organization of general practitioners. Rooms, 319 Washington street; 90 members.

KINGS COUNTY PHARMACEUTICAL SOCIETY.—For the study of pharmacy. Rooms, 339 Classon avenue; membership 180.

MEDICAL SOCIETY OF KINGS COUNTY.—The largest of such professional organizations in the city. Membership 417; rooms, 356 Bridge street. Publishes the Brooklyn Medical Journal, an exceedingly prosperous class organ.

Musical Societies.

AMATEUR OPERA ASSOCIATION.—The only society for the giving of genuine amateur opera that has ever flourished in America. Three performances a year are given in the Brooklyn Academy of Music and frequent receptions at the Remsen rooms. The Association's first performance was given in 1874 in the old Central Hall, corner of Fulton and Flatbush avenues. Members, active (chorus), 75; subscribing, 100.

AMPHION SOCIETY.—Mainly composed of Eastern District men. In 1887 the society built the Amphion Academy for its concerts, but afterward found it more profitable to lease it as a theatre. Has a good amateur orchestra, besides its vocal chorus. Organized 1879; membership 450; rooms, Clymer street and Division avenue.

APOLLO CLUB.—This society, now in its fifteenth season of concert, is conceded to have the finest chorus in Brooklyn, from a social point of view. It was founded by Dudley Buck, who is and has always been its musical director. Musically the Apollo is of the highest ranking. Three concerts a year are given in the Academy of Music. The chorus numbers 70, and there are now about 240 subscribers.

ARION MÆNNERCHOR.—The leading German singing society of Brooklyn, with the exception of the Brooklyn Sængerbund, which holds the same position in the Western District as the Arion does in the Eastern. The Arion is three years younger than the Sængerbund, having been founded in 1865, in a Williamsburgh school house. It has a fine clubhouse on Wall street near Broadway, and an excellent picked chorus. Membership about 300.

BROOKLYN AMATEUR MUSICAL CLUB.—A very recently organized society of musical and cultured Brooklyn women, planned on exactly the same lines as those of the Chicago Amateur Musical Club. The club's doors of admission are definitely closed to professionals, the line being strictly drawn. Afternoon concerts (with the performers chiefly the club's members) are given at Wilson Hall and Brigham Memorial Hall, Y. W. C. A. Building. Organized November, 1892; 60 active and 100 subscribing members.

BROOKLYN CÆECIAN.—Organized in 1881, for the purpose of improving the singing in the public schools. At present it consists of a single class of 100 young women, meeting weekly at Conservatory Hall, Bedford avenue and Fulton street. In past years, however, there have been children's classes under the same management.

BROOKLYN CHORAL SOCIETY.—The largest society of both male and female voices in Brooklyn. Its chorus numbers 400, and is admirably distributed. Three concerts in a year are given in the Academy, and oratorio is nearly always attempted. The financial affairs of the society are managed by a Board of Trustees, but the chorus has its own organization. The society has just been incorporated. Rehearsals are held at the Tabernacle. The system of tabulating the attendance of each singer is an intricate and a very clever one. The seventh season is now in progress.

BROOKLYN SÆNGERBUND.—The status of this society has already been referred to in the description of the Arion. Its object is given as culture of music. Its occasional masques and merry-makings at the Academy have been very artistic. The Sængerbund was founded in 1862, and incorporated four years later. Its membership is 285. It occupies Burnham's old gymnasium at the corner of Smith and Schermerhorn streets.

CÆCILIA LADIES' VOCAL SOCIETY.—Said to be the organization of the "Wives, sisters and daughters" of the Amphion men. It gives two or three private concerts a season, generally in the Amphion auditorium. Founded January, 1885; 125 associate and 70 chorus members.

CHORAL CLUB.—A mixed chorus of forty, consisting of the young society set of the Heights and admirably conducted. It has several fine vocalists and instrumentalists among its members, and recently (in early March) gave its first formal concert in the ballroom of the Germania Club. It was organized in the spring of 1892 and meets at members' houses fortnightly.

PHILHARMONIC SOCIETY OF BROOKLYN.—Relatively the most important musical society in the city. Its performers are always professional, and the finest talent in America has always been brought before its subscribers. Theodore Thomas wielded its baton for nearly twenty years, and gave the Brooklyn Philharmonic national fame. When he was called to Chicago at the beginning of the season of 1891-92, the Boston Symphony Orchestra, under the guidance of Nikisch, was secured in his place. The Philharmonic is ruled by a board of 25 directors. The numbers of subscribers varies annually from 600 to 1,200. Founded 1857; first concert at the Brooklyn Athenæum; headquarters, Chandler's, Fulton street near Pierrepont.

SEIDL SOCIETY.—This association has the direct object of fostering musical culture among the middle and lower classes. It was organized in 1889 by a few enthusiastic women (there are only women in its ranks), and its first work was to enable women and girls to hear Anton Seidl's concerts at Brighton Beach that summer, at a purely nominal cost, the railroad fare and admission being less than the price of entering a concert hall in the city. Each season since then the Seidl has given three practically free concerts which, curiously enough, have been great social successes as well as popular affairs. Classical music only is played at these concerts, and Anton Seidl is in musical charge. Headquarters, Pouch Gallery; membership about 400.

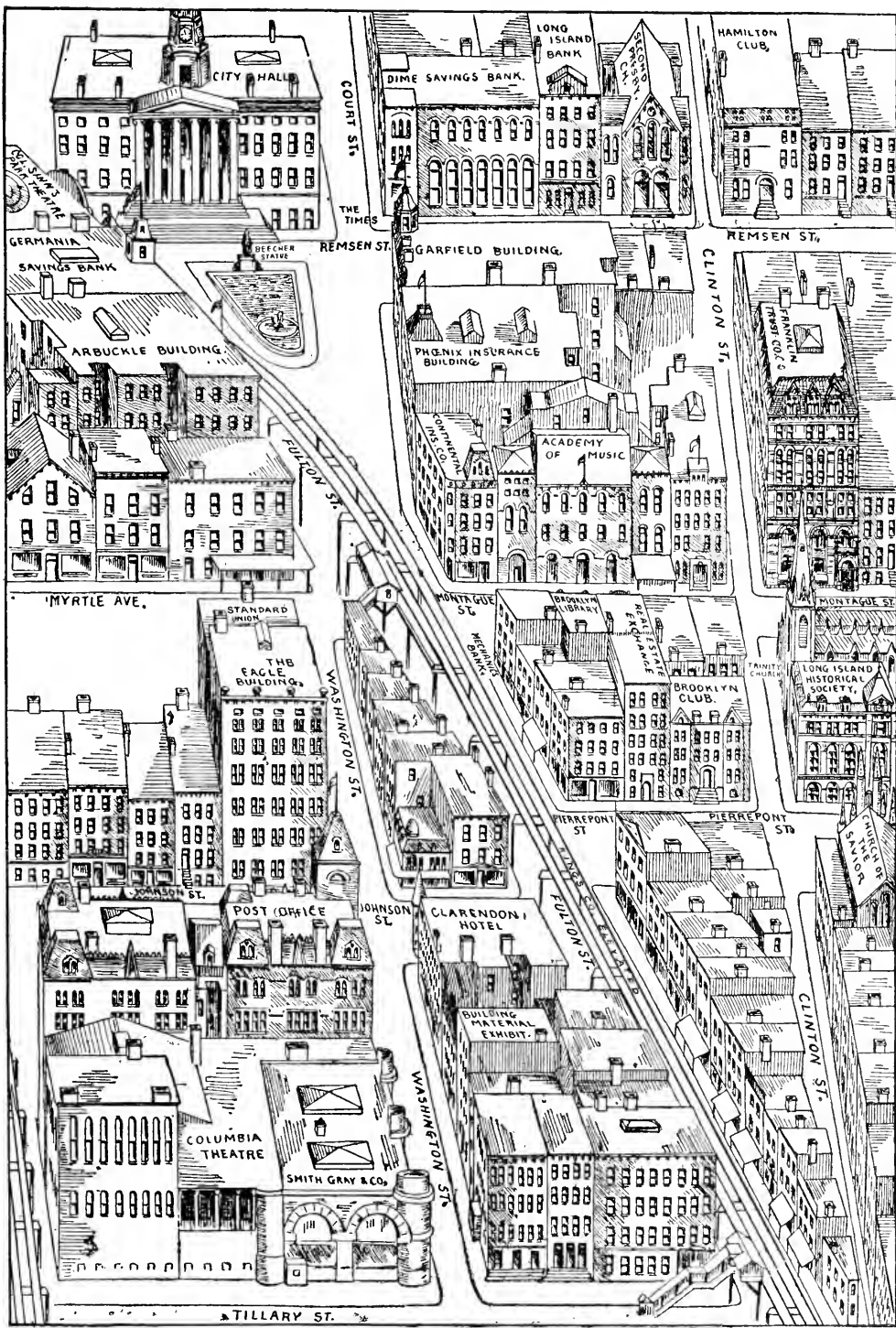
UNITED SINGERS OF BROOKLYN.—Composed of the (active) members of the twenty-five leading German singing clubs of the city. Its complete chorus numbers 934. The association is a branch of the Sængerbund of the Northeastern States, which has a sængerfest every three years, the seventeenth to occur in New York City in 1894. Its general object is the perpetuating of German song and the social ways of the Fatherland; organized 1881.

WILLIAMSBURGH SÆNGERBUND.—The oldest of all the local singing societies. Organized January 12, 1855; membership 250; meeting place, Goetzer's Hall, on Meserole street.

ZOELLNER MÆNNERCHOR.—Founded 1860, and incorporated 1865. Its house was recently destroyed by fire, but the club contemplates building again. Present headquarters, 156 Broadway; membership 400.

Miscellaneous Clubs.

BROOKLYN CHESS CLUB.—This society has no other interest than that of the great eastern game. It numbers practically all of the "crack" players



IV. FULTON ST. FROM TILLARY ST. TO CITY HALL.

Every experienced merchant knows that his first business letters were pretty poor stuff. The epistolary models he now dictates are the result of years of constant practice. Yet, because he does write perfect business communications, it by no means follows that he can write a good advertisement or circular. That is an art acquired after steady work, only by those who have a special talent for it. It is money saved to employ an expert to do writing of this kind, as any merchant may prove, when next about to advertise or issue a circular, by applying to

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23 Park Row,
New York,
for the services of a skilled advertising writer.

of Brooklyn, and the rooms are seldom empty. The enthusiasts of the club not infrequently sit the greater part of the night at the tables. The Chess Club's public receptions are exhibition games of famous visiting experts. Organized 1886; membership 100; rooms, 201 Montague street.

BROOKLYN TURN VEREIN.—A society with a membership that is largely German, with the object of physical and intellectual development. It has about 100 active gymnasts among its members, a dramatic division of 35, a singing division of 50, a fencing division of 20, and a women's auxiliary of about 100. Annexed to the Turn Verein is a German school, where some 300 children are taught the German language after school hours—the boys drawing and modeling, the girls needlework and designing. Founded 1881; house, 351 Atlantic avenue; membership 238.

IMPETONGA.—A club limited to sixty members, wealthy men of Brooklyn Heights, without a house or rooms, and organized solely for the purpose of giving an annual ball in the Art Association rooms in January. Organized 1886.

NATIONAL GREYHOUND CLUB.—To stimulate the breeding and the importation of the greyhound, the Russian wolfhound and the deerhound by offering prizes at various shows and at the American Coursing Meet at Great Bend, Indiana. Organized in Queens County in 1886. The second annual bench show of the club took place in the Clermont Avenue Rink last November, 600 dogs being exhibited. Nearly all of the prominent owners of the hound breed are members. Offices, 148 South Eighth street.

RIDING AND DRIVING CLUB.—Best summed up as without doubt the finest socio-equestrian club in the world. The club building on the corner of Flatbush and Vanderbilt avenues has the largest ring of any riding club in America, with a capacious gallery, parlors, reception and dressing room, baths and stabling accommodations for 180 horses. The ring's dimensions are 90x180, splendidly, shaped and with a fine run. "Club night" is Wednesday, when there is a music ride, rough riding and evolutions, and various equestrian specialties, such as tandem riding, the jeu de barre ("tag"), relay races, football on horseback, skirt and potato races. Many of the women are as expert in the saddle as the men. The club is finely situated just on the outskirts of Prospect Park. Many members stable here, and there is good accommodation for "rigs." Organized 1889; membership 342 (the wives, minor sons and unmarried daughters having equal privileges with the members themselves); cost of building, \$250,000.

ROBINS ISLAND CLUB.—An organization, limited in membership, for shooting and hunting. Clubhouse, Robins Island, Suffolk county; membership 25; founded 1881.

Associations.

ASSOCIATION OF EXEMPT FIREMEN.—(Brooklyn, W. D.) This association aims to keep up, in as great a degree as possible, the spirit of the "old fire laddies" by two reunions a month, and to assist comrades in need. It was organized in 1852 and incorporated 1874. Its meetings are held in the City Hall. The membership is large, including very nearly every exempt fireman in the Western District of Brooklyn.

BROOKLYN BAR ASSOCIATION.—An organization of 100 attorneys, banded together under the Act of 1887 "to cultivate the science of jurisprudence, to promote reform in the law, to cherish the spirit of brotherhood among the members." It sustains the same relations to the Kings County Bar as

the Bar Association of the county of New York does to the lawyers there. A permanent meeting place has not yet been acquired, but will be very shortly.

BROOKLYN SOCIETY FOR THE PREVENTION OF CRUELTY TO CHILDREN.—On the same lines as Mr. Gerry's Society across the river; 1,269 complaints have been heard this past year, 279 cases prosecuted before the court and 237 convictions obtained. In the society's eleven years' work 4,560 children have been removed from evil parents and guardians and cared for, and 2,939 convictions have been secured. Founded 1880; headquarters and "shelter," 105 Schermerhorn street.

BROOKLYN SOCIETY OF VERMONTERS.—Meets annually to dine on "Vermonters' Day" (Jan. 17). The society was organized March 4, 1891, the 100th anniversary of Vermont's admission into the Union. Women as well as men are among its members. Secretary's address, 436 Clinton avenue; membership about 100.

BROOKLYN TEACHERS' ASSOCIATION.—An influential organization of nearly 2,000 teachers, male and female, formed with the aim of mutual acquaintance, improvement and the pushing of professional interests. These objects are accomplished by classes in the languages and sciences and frequent meetings in the Board of Education Building. Organized 1874.

BROOKLYN WOMEN'S CLUB.—This would be considered a purely literary society were it not for its practical work. It founded the Business Women's Union (see below), and now has a free Kindergarten under its charge. Its intellectual work consists of the reading of Present Day Papers on many topics. Meetings are held every other Monday afternoon at the rooms of the Union. Organized 1869; membership 148. Men are admitted to honorary membership.

BROOKLYN WOMEN'S SUFFRAGE ASSOCIATION.—A society for discussion alone. The first meeting was in 1862, and activity only ceased between 1881 and 1883. The meetings are now held in the parlors of the Business Women's Union on the third Tuesday of every month. Eminent women frequently address the association. Membership about 100.

BUSINESS WOMEN'S UNION.—"To furnish a comfortable home for self-supporting women at a low price." Founded in the spring of 1871. Accommodates about 40 boarders. Located at 80 Willoughby street.

THE DAUGHTERS OF THE REVOLUTION.—A "chapter" of the New York society, numbering thirty to forty members, and founded in October, 1891. Its object is primarily patriotic, and afterward social. Papers on local Revolutionary history are read at the meetings. The Regent's address is 46 Willow street. **THE SONS OF THE REVOLUTION** have no association here, though they are well represented in the New York society.

EMERALD ASSOCIATION.—By a brilliant annual ball at the Academy (netting usually some \$6,000 a year), this society raises funds for the Roman Catholic Orphan Asylum. The first ball was held January 12th, 1839. Rooms, 44 Court street; membership 216.

NEW ENGLAND'S SOCIETY IN THE CITY OF BROOKLYN.—Celebrates the Landing of the Pilgrims by a banquet on December 21st of each year. Its other objects are to promote charity and good fellowship, to encourage the study of New England literature, and to establish a library. Incorporated 1880; membership 450.

PACKER ALUMNÆ.—The association was founded in the spring of 1882. About the end of May a luncheon is given at the Packer, and through the

winter Saturday morning lectures are held at private residences. It publishes a paper semi-annually, the "Packer Alumna." Membership 525.

POLYTECHNIC ALUMNI ASSOCIATION.—To keep alive the old institution's fellowship by an annual dinner. Organized in 1869, 19 men present. At the last dinner ('92) over 100 were present.

POLYTECHNIC REUNION.—Broader in purpose, including all ex-students. Founded in 1887. Membership varies from 100 to 150. Dinners in Remsen Hall.

ST. NICHOLAS SOCIETY OF NASSAU ISLAND.—To collect and preserve information of the history, settlements and customs of the early inhabitants of the island, and for social intercourse. Founded 1848; rooms, 30 Court street; membership 300.

ST. PATRICK'S SOCIETY OF THE CITY OF BROOKLYN.—Object, to celebrate the day by a public dinner. Founded 1848; address, 546 Second street; membership 250.

SOCIETY OF OLD BROOKLYNITES.—To preserve the traditions of old Brooklyn. Meets on the first Thursday evening of each month in the Surrogate's courtroom. Only those who have been residents of Brooklyn for fifty years are eligible to membership. The annual dinner occurs in April. Membership over 300. Society calls *en masse* on the Mayor on New Year's Day. Organized 1880.

UNION FOR CHRISTIAN WORK.—"A relief" organization, with employment bureau, laundry providing work for poor women, library and drawing and shorthand classes. The library is the second largest free lending library in the city. The union is supported mainly by voluntary contributions. It was organized in November, 1886, and its first rooms were in the Hamilton Building, 44 Court street. 3,187 persons were assisted by this association during 1892.

VOLUNTEER FIREMEN'S ASSOCIATION.—To provide a headquarters for ex-firemen of the volunteer days, and for mutual aid. Rooms, City Hall. Organized and incorporated 1885; membership 800.

WOMEN'S HEALTH PROTECTIVE ASSOCIATION.—Has the aim of bringing about cleanliness of the streets and public vehicles. No regular meeting place. President's address, 73 Macon street. Incorporated 1890; membership 300.

YALE ALUMNI ASSOCIATION OF LONG ISLAND.—Purely a fraternal organization. Quarterly reunions and annual dinner. Organized in the fall of 1886; membership over 200; 62 Wall street, New York City.

YOUNG MEN'S CHRISTIAN ASSOCIATION.—Udenominational, and on the lines of the New York society, after which it is largely modeled. It has a membership of 3,500 in its Central Association (502 Fulton street) and four branches. Two more branches are on the verge of organization, which will add 500 more young men to the rolls. Its gymnasias and educational departments (eight of the latter) are admirably equipped. The library of the Central Association contains 12,000 volumes. Over 500 young men secured employment this past year through the association's bureau. There are outing, athletic and camera sections, and a large Boys' Branch. Organized 1853; in new building, 1885.

YOUNG WOMEN'S CHRISTIAN ASSOCIATION.—"For the temporal, moral and mental welfare of young women." In its aims and features it closely resembles the Young Men's Association and the New York institution of the same name. Nearly all of the prominent women of Brooklyn are actively interested in its work; 900 young women secured positions through its

employment bureau last year. It has a "Woman's Exchange," with sales-rooms, parlors, hall, gymnasia and baths, besides classes in many branches and a "Vacation House" at Locust Valley, L. I. Attached to the Association is a boarding house at 352 Pacific street, where 30 girls can find board and lodging. Endowment fund, \$122,000. Membership 3,000; organized 1888. House at the junction of Schermerhorn street and Flatbush avenue.

THE ARENA OF SPORTS AND PASTIMES.

Summer Sports and Athletics—Yachting and Rowing—Horse Racing—
Winter Sports—Indoor Games and Pastimes.

We Americans do nothing by halves; it is either the whole thing or nothing with us. Within the past thirty years we have changed from a people who scarcely ever took part in recreative exercises to a condition of rivalry with old England in our natural born love of sports and pastimes. This growth in popularity of recreative physical exercise, too, is not an evanescent thing; we have really become permanently attached to outdoor sports of all kinds, and our desire, as a people, to excel all other nations, and especially England, in every department of manly exercises will not cease until we have carried off championship honors on every field of sport in the civilized world.

There has been a wonderful change in the once staid old "City of Churches"—as Brooklyn is called—within the past quarter of a century in regard to the growth of sports in popular favor in this city, and especially as to field games and athletic sports. Fifty years ago the old English game of cricket was the only field game seen played in Brooklyn in which adults took part. But since those early days a wonderful transformation has taken place, and now Brooklyn more than rivals New York in the popular favor shown the leading field sports of the period.

The sports and pastimes to which Brooklyn people are now devoted may be properly ranked in classes, and these include equestrian sports, such as running and trotting races, driving, riding and the game of polo; and the field games, such as baseball, cricket, lacrosse, football, tennis, croquet, archery, lawn bowls and quoiting. The sports of the several seasons, too, include another variety, such as the summer sports of yachting, rowing, canoeing, fox hunting, angling and swimming; added to which are the winter sports of skating, curling, ice-boating and sledding; and under the generic term of athletics may be named walking, running, jumping, bicycling, hare and hounds, fencing, boxing and wrestling; while the indoor sports in vogue include billiards, chess, bowling, shuffle board, hand ball, and the special exercises of the gymnasium. Every one of these several sports and pastimes of the present period are now in vogue in Brooklyn, each during its special season and some all the year round, and no visitor to the city can fail to find either facilities for the special sport with which he is familiar or for the particular one in which he may desire to become an expert. With this preface we begin our Guide to Sports and Pastimes in Brooklyn for 1893.

There is one thing in which Brooklyn excels all other cities in the way of facilities for the full enjoyment of field games, and that is in its possession of the finest public recreation grounds in the United States, viz., its noted Prospect Park. When this public park was under the superintendence of Mr. John Y. Culyer, it was the model park of the country for the facilities it afforded for the playing of all kinds of field games, alike for winter sports as well as those for the summer season. Since Mr. Culyer's retirement, however, these facilities, though still great, have not been im-

proved as they should have been. In Prospect Park there is the grand parade ground of forty odd acres in extent, on which the amateur baseball players revel in their pet game as they do on no other public recreation ground in the country. There, too, do the cricketers, lacrosse and foot ball players congregate in force during the summer and fall seasons. Besides which there is the great Park Lake with its sixty acres of water surface, on which rowing and sailing and miniature yachting are enjoyed during the summer, and skating, curling and ice-boating in the winter time. Added to these facilities is the extensive common of the Park, with its cut and rolled grassy lawns, on which the tennis and croquet players enjoy their respective games, while near by is the archery field. Besides which there are the Park picnic grounds where the church and school picnics of the summer time are thoroughly enjoyed under the protection of the Park police, free from the evil contaminations of the beer garden picnic parks of the city. What Brooklyn would do without its grand public recreation grounds at Prospect Park it would be difficult to tell; suffice it to say, that in no single respect does New York Central Park equal Brooklyn's Prospect Park in the facilities for the enjoyment of sports and pastimes which are at public command.

The Sporting Clubs of the City.

Brooklyn is now noted for its prominent clubs which are, to a more or less extent, devoted to recreative sports. First and foremost of these is its model outdoor sport organization, the Crescent Club, with its handsome new clubhouse at Bay Ridge, its city headquarters at 71 Pierrepont st., its fine boathouse on the Bay Shore, together with its baseball, cricket, lacrosse, football and tennis fields, and its indoor social attractions. Then there are the wealthy class of social organizations of the city, prominent among which are the clubs with elegant homes, like the Union League, the Montauk, the Hamilton, the Lincoln and the Carleton, together with the Brooklyn, the Excelsior, Aurora Grata, Midwood and Knickerbocker Clubs, all of which foster the most attractive of the indoor sports of the period, such as bowling, billiards, whist, etc. Added to these social organizations are the various bicycle clubs throughout the city, like the Kings County Wheelmen, the Brooklyn Bicycle Club, the Brooklyn Ramblers *et al.*, all of which enjoy the facilities for wheeling which the asphalt paved streets, its parkways and boulevards provide, to an extent which makes the city an exceptional resort for bicyclists.

A finer yachting centre than Brooklyn waters present it would be difficult to provide. Its leading yacht clubs find safe anchorage in front of their respective clubhouses at Bay Ridge and Gravesend Bay, and the best of sailing facilities are afforded by the inner and outer bays of New York harbor. The rowing clubs, too, have at command quiet waters for their regattas in front of their boathouses on the Bay Ridge shores and at Gravesend and Sheepshead Bays, while the canoe clubs simply revel in the facilities for their club races which the waters around South and West Brooklyn afford. The devotees of the rod and gun clubs find good fishing waters and shooting grounds at command in the suburbs of Brooklyn, the angling facilities for salt water fishing being unusually great in the island inlets and bays, while an hour's ride by rail will take them to well-filled trout ponds on the south shore of the island. There, too, the votaries of the turf find in the Jockey Club courses at Sheepshead Bay, Gravesend, Brighton Beach and the Brooklyn Driving Club's Park all that can be desired

in the way of first-class running and trotting race courses. In fact, Brooklyn and Kings County combined is now a sporting centre unsurpassed by any other outside of the great metropolis. In devoting the pages of our Guide to the Sports and Pastimes of Brooklyn, we shall give them in the order of their classifications under the respective heads of the sports of the two separate seasons, and also of outdoor and indoor sports, each sport being given a separate head under its special class.

The Sports of the Summer Season.

We find under this head all of the well-known field games in vogue, as also the special sports of the social club men, such as yachting, rowing, canoeing, bicycling, etc. In this chapter we begin with the field games, giving a special article to each in the order of its position in popular favor, and we begin with the national game.

Baseball.

The facilities for the enjoyment of baseball in Brooklyn surpass those at command in New York "by a large majority." First and foremost comes the great baseball field out at the parade ground at Prospect Park, on which forty-acre field of level turf twenty odd baseball matches can be proceeded with at one and the same time. On the Fourth of July and other holiday occasions, at one time or another, nearly a hundred ball matches have been played there between sunrise and sunset, A portion of the field on the southern side is laid out with three diamond fields for the use of the uniformed clubs of the Brooklyn Amateur Association, in their regular championship games of each season. These clubs, as well as other clubs having uniformed players, are granted the use of the dressing rooms of the clubhouse at the parade grounds, and it is a very attractive sight to see the six clubs of the association engaged in championship contests every Saturday afternoon from May to September, each of the three fields being surrounded by crowds of spectators who specially enjoy the free exhibitions. On school half-holiday occasions every vacant lot or field in the suburbs of the city is utilized for ball games; besides which there is the model ball grounds of the professional class of the country located in the Twenty-sixth Ward of the city at East New York, which is patronized to a very large extent every week day during the League championship season, this baseball park being owned by the Brooklyn Baseball Association, the representative League club of Brooklyn. The facilities for reaching these several ball grounds are as follows: The parade ground is most easily reached by the trolley cars which run from the Hamilton and the Fulton ferries, as they go direct to the clubhouse end of the parade ground, the fare being five cents and the time from the ferries about half an hour. The Flatbush avenue trolley cars also go near the eastern end of the parade ground, passengers getting out at Clarkson st.; the horse cars from the eastern district of the city running through Franklin and Nostrand avenues, with a branch road starting from the Willink entrance to the Park, also set passengers out at the parade ground.

To reach the professional ball grounds at East New York the nearest route is by the Kings County Elevated Railway from Fulton Ferry and the Bridge, the Union Elevated roads taking passengers from the Eastern District to East New York, but not within a quarter mile walk of the

grounds, while the Kings County road runs to the grounds direct. The time to Eastern Park by special trains from the Bridge on match days is twenty-five minutes, fare five cents.

Among the prominent baseball clubs of Brooklyn for 1893 are those representing the several prominent collegiate schools, such as the Polytechnic and Pratt Institute, the Adelphi Academy and the Brooklyn High School and the Latin School. Most of these clubs play their championship contests at Prospect Park, but some of them play at the old professional grounds at Washington Park, located on Fourth and Fifth avenues and Third and Fifth streets, South Brooklyn.

Cricket.

The English game of cricket has been a time-honored sport in Brooklyn for the past half century, and never before has it been as popular in the city as it is now. The facilities afforded for playing the game on the free field at the parade ground at Prospect Park has been a great aid to the local clubs, the park being the field headquarters of the Cricket clubs of the city. Another thing which materially helped the game of cricket in Brooklyn was its adoption by the Young Men's Christian Association, their club being known as the Brooklyn Cricket Club. The oldest existing cricket organization of the city is the Manhattan Club, which has had a special home at Prospect Park since the seventies. The other local cricket clubs for 1893 are the Kings County, the Bedford, Sons of St. George and the South Brooklyn, all of which clubs play their league championship contests on the centre cricket fields of the parade grounds at Prospect Park. The Crescent Athletic Club has organized a cricket team for 1893 which will practice on the club's cricket field at Bay Ridge this summer. For information about reaching the grounds see page 64.

There are in the suburbs of the Eastern District of Brooklyn, and adjoining the Queens County line, and also in Long Island City, several ball grounds which are used by the class of semi-professionals chiefly for Sunday games, the most prominent of which is the Ridgewood grounds near the terminus of the Ridgewood branch of the Union Elevated Railroad.

Lacrosse.

The Canadian national game of lacrosse is practiced at Prospect Park this year mostly by visiting teams from New York, as there is no regular Brooklyn lacrosse club, as there was a couple of years ago, the wealthy athletic clubs of the metropolis having absorbed nearly all of the Brooklyn lacrosse players. The Crescent Athletic Club of Brooklyn, however, has a lacrosse team which promises to make its mark.

Football.

The most prominent football team in Brooklyn is that of the Crescent Athletic Club, which team, composed, as it hitherto has been, of graduates of Harvard, Yale and Princeton Universities, has won championship honors in the American Football Association for eight consecutive years. The other football teams of note in Brooklyn are those of the Adelphi Academy; the Polytechnic and Pratt Institutes; the Brooklyn Latin and High School; the Columbian Eleven, composed of old graduates of Columbia College; the Varuna Boat Club team, and that of the Bedford Prospect teams. The Crescents play their championship games at Eastern Park,

and the school teams at Washington and Prospect Parks. All of these games are played under the college rules. But there are several clubs which play Sunday football at Ridgewood Park and at the Recreation grounds of Long Island City under association rules, besides the clubs which play under the rules of the Gaelic football clubs, a game which is really the only true football now played.

Tennis.

Brooklyn ranks as the greatest tennis centre in the United States. The great facilities afforded for the enjoyment of the game at the public parks of the city—notably so at Prospect Park—has led to the organization of hundreds of local tennis clubs in Brooklyn within the past year or two. Outside of Prospect Park, on “the Hill,” at “Prospect Heights,” and, in fact, in every part of the city where society people reside, tennis grounds abound, every vacant lot at command of the clubs being utilized in the summer time for tennis players by small clubs and coteries of players. But it is at Prospect Park that tennis especially flourishes. On the Common in the summer time over a hundred tennis fields are to be seen occupied at one time on its extensive lawn. The turf is not kept as smoothly cut or rolled as it might be, but the fun and frolic of the game is enjoyed at the Park as it is nowhere else.

Tennis is also played at Washington Park, fronting on Cumberland street; also at Tompkins Park, in the “Hill” district of the city, bounded by Marcy, Tompkins, Lafayette and Greene avenues.

Tennis grounds abound, too, in the neighborhood of the Adelphi Academy and the Pratt Institute on Grand and Classon avenues and between Willoughby and Lafayette avenues. In South Brooklyn, too, tennis grounds on vacant lots are numerous, one of the largest being located on President and Carroll streets near Seventh avenue, this being occupied by the Altiora Tennis Club. The Prospect Heights Club, too, has grounds on Eighth avenue near Tenth street, as also the Stirling Club on Stirling place. Among the clubs on the “Hill” district of the city, exclusive of the academy clubs, may be named the Bedford Club, the Brooklyn Racket Club, the Brooklyn Tennis Club, the Clover Hill Club, the Jefferson Heights Club, the Kings County Club, the Lamont Club, the Lexington, Madison, the Windenmere and a dozen others. All the suburban villages have tennis clubs, that of the Althea Club at Blythebourne being noteworthy. The tennis grounds of the Crescent Athletic Club at Bay Ridge are among the finest in the city. These are reached by the Third avenue steam cars to Eighty-second street. The Marine and Field Club at Bath Beach is another fine tennis resort. Flatbush, too, has several tennis clubs, the most noteworthy for its fine grounds being those of the Knickerbocker Field Club on Eighteenth street and Avenue A, and the Midwood Club on Fulton street. The Flatbush Field Club also has good grounds on Waverly avenue. In fact, it would be difficult to visit any part of the fashionable districts of the city in summer and not meet with a tennis club party enjoying their favorite game.

The following rules and regulations governing the free use of the tennis fields at Prospect Park will be found useful to parties of players made up for a day's outing on a tennis field of their own. The demand for the park fields for tennis is very great during the summer months, and early applications are necessary to get an assignment of a field. The rule is “first come, first served,” each day, except in the case of clubs playing regu-

larly at the park, to whom a degree of preference is shown. The card of rules is as follows:

The following regulations for tennis playing at the parks are established with a view to secure the comfort and convenience of all persons to whom courts shall have been assigned for the season:

The demands for courts at this time are greater than are our accommodations to meet them; for this reason it is necessary that applicants shall select the days and parts of days preferable by them and state them definitely in the application.

No person will be permitted to play in the park without tennis shoes.

All organizations must furnish a small banner or pennant with the name of the club inscribed upon it, and fastened on a small staff to be set up near the court when occupied by players. The object of this is to identify readily the organization to whom the court has been assigned and to avoid any interference or confusion.

Preference in the assignment of courts will be given to those organizations that are most likely to play with some regularity throughout the summer months; discrimination as to choice of ground will be made in favor of adults and more experienced players. Organizations and individuals desiring temporary accommodation will be provided for from the general courts, a number of which will be established for the use of those persons who desire to play for the day. These may be applied for on the ground in conformity with the rules governing their use at the time.

Clubs must make their selections of the days not to exceed four days in each week in order that courts may be made to serve more than one party if necessary. There will probably be no difficulty in accommodating those who desire to play every day in the week, but, in order to avoid possible complaint and dissatisfaction, this condition is imposed upon applicants.

As far as it is possible for us to do so, lockers will be provided to all organizations of four or more members. Our means are limited in this particular, and the intention is to provide only for the storage of nets and other playing apparatus, and players should come to the park in clothing suitable for playing, as but limited dressing facilities can be afforded.

The attention of all persons is specially called to the injunction that valuable clothing, money, articles of jewelry, etc., must not be left in the lockers or upon the grounds, except in the care of their own members, or their friends, and any disregard of this rule must be at their own risk. It is impossible for us to inform ourselves as to the individual membership of the numerous organizations playing at the park. In case of loss of clothing, etc., of any kind, however, report the facts promptly to the keeper or other attendant. Avoid all discussions or disputes on the grounds, and consult the keeper or communicate promptly with the superintendent. The grounds will be ready for use daily from 9 to 6.30, after which latter hour it is not desirable to play.

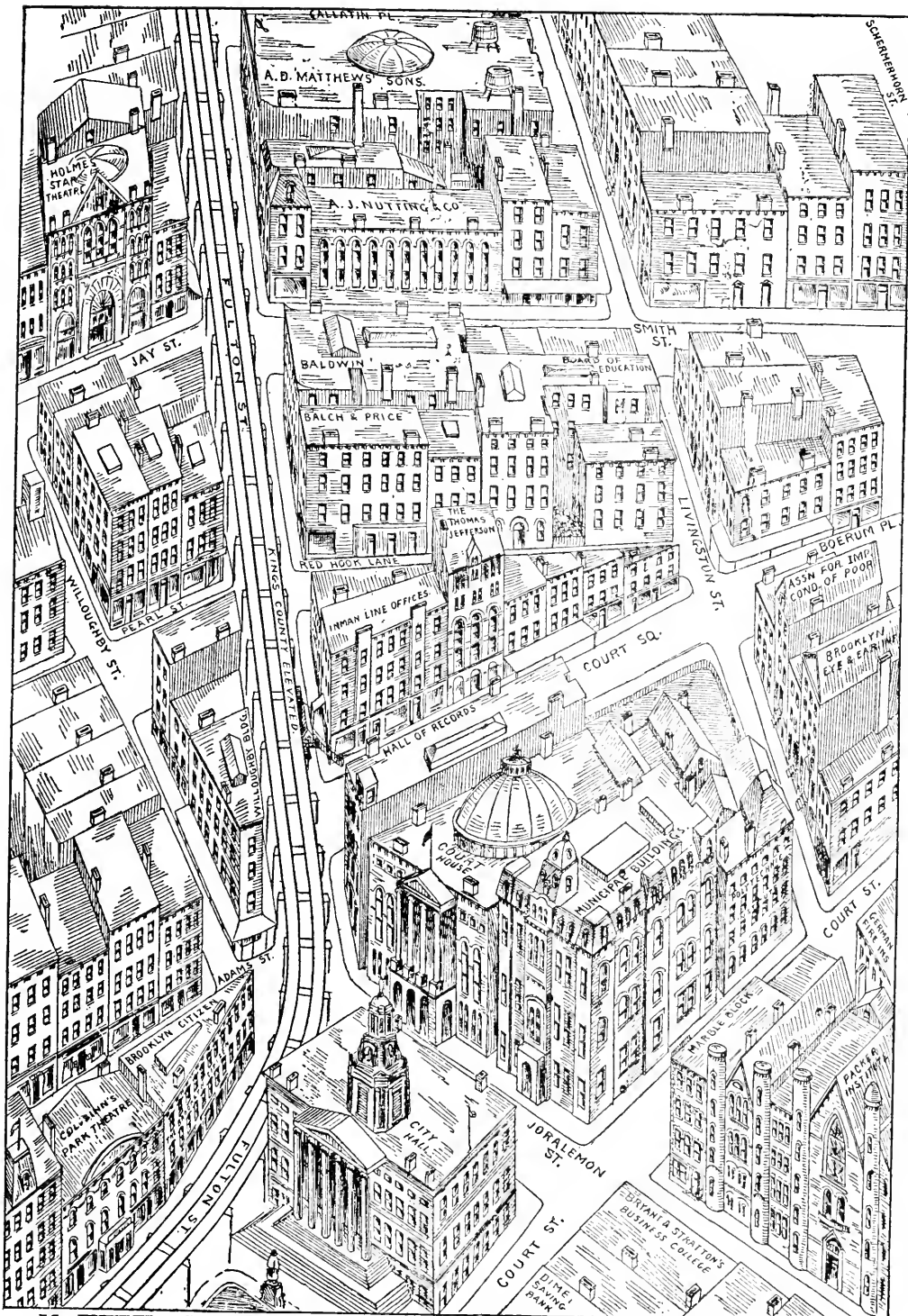
When the turf is in condition for use the card designating the court assigned will be delivered to a representative of the club at the Litchfield Mansion, in the Park, in order that there shall be no miscarriage or misunderstanding.

These rules apply generally to all the parks in which tennis playing is practicable.

The courts will be laid out and maintained at all proper times at the expense of the Brooklyn Park Commission. All the employees are paid for their services while upon the park, and there will be no charge whatever for any work or service performed by them under any circumstances. They are prohibited from taking or receiving any fee or presents for any attention or service performed by them, and the giving of any fees or compensation is alike prohibited on the part of the players, from whom the privilege of playing will be withdrawn in case this rule is violated, while the employee will be subjected to peremptory discharge.

Croquet.

This once most fashionable field game, while it has been superseded by tennis to a large extent, still finds its votaries in Brooklyn, the croquet centre of the city being on the Common at Prospect Park. There is but one croquet club in Brooklyn of any note, and that is the Brooklyn Croquet Association, which plays what is known as the "scientific game," and has its field at Prospect Park, located on the west side of the Common, near



V. FULTON ST. FROM CITY HALL TO GALLATIN PL.

the Third street entrance to the Park. The club is composed of veteran croquet players, who muster at the Park for play the first spring days that the frost is out of the ground, and they play there every fine afternoon until the snow covers the field in early December. They have a beautiful lawn for the game, and a small shelter house erected by the Park officials last year for the storing of club materials, etc. The club has its annual tournaments at the Park, and the members play a very fine game. Of course, there are numbers of croquet coteries which meet at the Park to play the ordinary game; besides which, croquet is played by outing parties and picnics at the parks; but this kind of croquet playing does not compare with the scientific methods of the Association players.

Archery.

The graceful outdoor exercise of archery is still a feature of the field sports enjoyed at Prospect Park, but the furore archery occasioned in Brooklyn some years ago has disappeared. Few votaries of archery in Brooklyn will ever forget the grand archery tournament which occurred on the parade ground at Prospect Park a decade ago under the supervision of Superintendent John Y. Culyer. It was shortly after that time that the archery field at Prospect Park was laid out on the field adjoining Ninth avenue and near the Ninth street entrance, and it is on this field that archers are to be seen flying their arrows to the butts during July and August each year, but there are only small coteries of archers who gather there now, as there are no regular clubs in existence as there were some years ago.

Lawn Bowls.

This old English lawn game, in vogue with royalty two or three centuries ago, is being reintroduced in this country, and it is quite a feature at Dunnellen in New Jersey. Last year a few games were played at Prospect Park, and this year there will be a Lawn Bowls Club organized to play on the Common at Prospect Park. It is a quiet outdoor field exercise, full of exciting incidents. It is likened to curling on the green lawn, as it is played on the same principle. A ball is rolled to a certain spot on the lawn and the game consists in rolling other balls as near this spot ball as possible.

Quoiting.

The old English game of quoits was a favorite sport in Brooklyn years ago, but of late years it has not been played to any such extent as it was. There is a quoit court on Court street near Hamilton avenue where professional players gather frequently during the season, known as Dick White's Quoit Rink, located at 577 Court street, the veteran proprietor being himself an expert at the game. Quoit matches are played there every day throughout the season. There used to be a number of favorite resorts where the quoit players of the city met some years ago, but this excellent exercise and exciting sport has fallen off in popularity in Brooklyn of late years, but it has sprung up into favor again since 1891.

Athletic Sports.

Under the head of athletic sports there are a number of outdoor as well as indoor exercises which are not included among the regular field games in vogue in Brooklyn. The programme of recreative exercises of the legitimate athletic clubs of Brooklyn includes contests in running, jumping,

walking and gymnastic exercises generally. Then there are clubs devoted to the pedestrian sport of "hare and hound," or "paper chasing" and "cross-country running," as it is called. Of the legitimate class of athletic clubs, that of the Crescent, with its fine clubhouse and grounds at the foot of Eighty-second St., Bay Ridge, is the model organization of the city. There is the athletic branch of the Young Men's Christian Association, with its fine gymnasium, at the Association Hall on Bond street and Fulton; also, the athletic branches of the Polytechnic and Pratt Institute and the Adelphi Academy, together with the athletic clubs of the various Brooklyn National Guard regiments, the events of which take place at the armories, these being chiefly of the Twenty-third, Thirteenth and Forty-seventh regiments.

There has been a large increase in the number of athletic clubs in Brooklyn since the era of hard glove fights set in a few years ago. Ordinarily athletic clubs are organized for the sole object of fostering a love of outdoor sports generally, and for the purpose of promoting healthy and manly athletic games and exercises in particular. But a class of so-called athletic clubs have sprung into existence in Brooklyn within the past three years, the real object of which is to obtain gate money by glove fight exhibitions, and not solely to promote legitimate athletic sports. Out of a list of twenty or thirty of the existing athletic clubs of the city, scarcely half a dozen are entitled to be classed among such clubs as the older organizations of the kind of the metropolitan district, but one, in fact, combining in its organization the essentials of a model athletic club, that one being the Crescent Athletic Club of Brooklyn. This club occupies an exceptional position in every respect, as it is the only organization of the kind in the city which has its own clubhouse and grounds, while the high social character of its members place it upon the plane of the best athletic club of the metropolis. In the struggle for gate money receipts from prize fighting, the so-called athletic clubs forget all about athletic games at their tournaments, as a rule, and confine their exhibitions to the glove fights between the semi-professional class of "amachoor" boxers. Now and then they get up a few contests in running and jumping, etc., to give a coloring of legitimacy to their club work, but their principal business is prize fights with hard or "skin" gloves in which knock-outs with plenty of gore thrown in are the "gate" attractions. The scene of most of these prize fights in Brooklyn was the Clermont Avenue Rink, adjoining the Twenty-third Regiment Armory, until the Coney Island Athletic Club sprang into existence as the headquarters of the local prize fights of the period, that club having soon monopolized all the leading professional prize fighting events at great pecuniary profit to the club. The culminating point in the success of these "peculiar" organizations has been reached this year, and their decadence must follow in the near future. Like the winter racing and all other brutalizing features of sports, the prize fighting athletic clubs will eventually disappear under the reaction of public opinion which set in in 1892.

Hare and Hounds.

No better locality can be had for the votaries of the pedestrian's game of "hare and hounds," or "paper chasing," as it is sometimes called, than the suburbs of Brooklyn afford, as the whole country south and east of Prospect Park is as level as a prairie, and it is crossed, by plenty of roadways in all directions. The leading hare and hounds club of Brooklyn was the Prospect Harriers, who also engaged in other athletic games, but

paper chasing was their specialty. But this noted club disbanded last January and its athletes joined other clubs.

The fine macadamized drives throughout the Park, and the saddle roads and pathways for bicycling, are to be included in the list of facilities for recreative exercises which Prospect Park affords.

The Professional Ball Fields.

Except in the eastern suburbs of the city, where there are several inclosed grounds on which semi-professional clubs play, chiefly on Sunday, there is but one regular professional baseball ground in Brooklyn, and that is at Eastern Park in East New York, now the Twenty-sixth Ward of Brooklyn, which ground is owned by the Brooklyn Baseball Association, or rather by the syndicate which controls the organization. Eastern Park is situated on grounds adjoining the eastern parkway on its front entrance, and close to the Snedeker avenue and Eastern Parkway Station of the Kings County Elevated Railroad; while the Manhattan Beach Railroad, from Thirty-fourth Street Ferry, New York, runs by its eastern side; but there is no station of the latter road nearer than the Manhattan junction on Atlantic avenue. The ball grounds are reached in twenty-five minutes from the Brooklyn end of the Bridge, and the Union Elevated Railroad station at Manhattan junction, carries patrons of the ground from the Eastern District. The grounds are the most extensive of any baseball club in the country. The admission rates are on the theatrical plan of seventy-five cents, fifty cents and twenty-five cents, according as the seats are on the grand stand, the pavilion or the "bleacheries," there being a separate entrance for each. It is the coolest ball ground in the country from June to the close of August, a sea breeze from the ocean blowing in every afternoon in fair weather. Mr. Charles H. Byrne is president and Charles B. Ebbetts secretary, with Messrs. Goodwin, Abel and Byrne, directors.

The Sports of Summer—Yachting, Rowing and Canoeing.

Under the head of summer sports, while the various field games already mentioned are of course included, special reference is made to yachting, rowing, canoeing and swimming, which are sports peculiar to the summer season, while several of the field games are indulged in during the early spring and the late fall months. Brooklyn is especially a city available for the yacht, rowing and canoe clubs. On the South Brooklyn shore from Fortieth street to Bay Ridge, not only are there good anchorage grounds for yacht clubs, but also comparatively quiet waters for the rowing clubs. The same may be said of the waters of Gravesend Bay fronting the Island shore from Fort Hamilton to the mouth of Coney Island Creek. Then, too, at Sheepshead Bay there are facilities for the sailing of small sized yachts, and for rowing races on smooth waters, while the waters of the New York Bay and the Atlantic Ocean, fronting Coney Island, afford good sailing courses for all sized yachts.

The leading yacht organization of Brooklyn is the Atlantic Yacht Club, which has its clubhouse and anchorage grounds on the South Brooklyn shore, foot of Fifty-sixth street, its club fleet including first class schooners, steam yachts and large sized sloop yachts, as well as the class of small cabin yachts. The next in importance is the old Brooklyn Yacht Club, once the leading yacht club of the city; it has its clubhouse on the shore at Bath Beach, and its anchorage grounds in front of its clubhouse, as also the Marine and Field Club, which owns a fleet of small yachts which

anchor off its grounds near to that of the Brooklyn club. There are also several of the smaller class of yacht clubs, such as the Coronet and the Excelsior, which have their clubhouses at the foot of Ninety-second street and Forty-third street, respectively. There is the Bensonhurst Yacht Club, located at Bath Beach, and the Seawanhaka Yacht Club, which has its old clubhouse at the foot of South Tenth street in the Eastern District, and a new one at South Oyster Bay, L. I., added to which is the Williamsburg Yacht Club, with its clubhouse near Astoria, L. I.

The American Model Yacht Club sails its miniature yachts on the large lake at Prospect Park, and stores its boats in a room adjoining the Well House on the lake shore. In the summer time every Saturday afternoon, in favorable weather, the club has its miniature yacht races on the large lake, the scene presented at such times being very picturesque.

Rowing in Brooklyn has flourished for several years past under the Long Island Rowing Association, which held its seventh annual regatta in 1892. The clubs located in and around Brooklyn include the Seawanhaka Club, which has its headquarters and boathouse foot of South Tenth street, Brooklyn; the Varuna Boat Club, with its boathouse foot of Fifty-eighth street and its clubhouse at 169 Atlantic avenue; the Nameless Rowing Club, with its boathouse foot of Fifty-sixth street; the Nautilus Boat Club, with its clubhouse foot of Sixty-fifth street, and the Crescent Athletic Club's rowing department, which has its fine, large boathouse on the Bay Ridge shore opposite the clubhouse, foot of Eighty-sixth street. The Marine and Field Club at Bath Beach also has a rowing department and a boathouse on the Gravesend Bay shore. All of these clubs, located on the shore from Thirty-sixth street to Bay Ridge, can be easily reached by the trolley cars on Smith street and Third avenue from Fulton Ferry or the Bridge.

Facilities for canoeing are very great in the waters surrounding the southern part of Brooklyn, but at present there is only one bona fide club located in Brooklyn, viz., the Brooklyn Canoe Club, which has its boathouse foot of Fifty-sixth street, and its city clubrooms at 199 Montague street. This is a club which devotes its whole attention to canoeing. It is limited to a membership of 30. Its boathouse floats at the anchorage grounds of the Atlantic Yacht Club, and the house holds thirty odd canoes. It has the best record of any canoe club in and around the metropolis, viz., that of winning eighteen out of twenty-two races engaged in in one year.

The New York Canoe Club last year located its boathouse on the shores of Gravesend Bay. The other canoe club is that connected with the noted Marine and Field Club, a combination organization which stands next in importance to the Crescent Athletic Club, this club meriting a special description. It is the one club in Brooklyn devoted to summer sports which occupies a decidedly exceptional position, inasmuch as it combines facilities for yachting, rowing and canoeing with those for such field games as tennis, croquet and lawn bowls, together with social accessories for the full-enjoyment of leisure hours by the seaside during the hot summer months. There is no club in the country which possesses a more charming location or as attractive a clubhouse as the Marine and Field Club at their house on the shore of Gravesend Bay at Bath Beach, L. I. For beauty of scenery and extent of marine landscape it is unsurpassed. The building and grounds of the club are located near the picturesque home of the late Barney Williams at Bath Beach, and there is a handsome entrance through the grounds, having a broad gravel walk, shaded by trees on each side,

which leads up direct to the clubhouse proper, and to the tower hall and the club's cottage dormitory. The former is a handsome three-story building having a wide veranda on three sides, from which a fine view of the lower bay is to be had, and from the upper story a grand marine view is obtained extending from the Atlantic shore to the highlands of Jersey and Staten Island Sound. On the western edge there is a well-equipped boathouse which shelters about five thousand dollars' worth of boats, from the large eight-oared barges to the single-pair-oared racing shells, as also the club's canoes. There is also an extensive well-turfed field for tennis courts fronting the buildings on the grounds. Several circumstances have combined to make the club a great success since its incorporation in 1885. What with its organizers of financial and executive ability, and the high social position its members occupy—who in 1892 numbered over 300—together with the club's real estate so delightfully located and its close proximity and easy access to New York, the club possesses exceptional advantages.

That valuable aquatic sport and exercise, swimming, has a school for instruction in the natatorial art at the foot of Fifty-sixth street, South Brooklyn, and at Fort Hamilton, at which swimming is taught by Miss Bennett, who has developed several expert lady swimmers for several years past.

Winter Sports—Skating and Curling.

Brooklyn surpasses the Metropolis in the facilities it offers for a full enjoyment of the winter sports of skating, curling, ice boating and sledding, while the driveways for sleighing, when there is plenty of snow at command, equal the best New York can present, as the experience of the winter of 1892 and 1893 fully proved. But it is especially for skating facilities that Brooklyn is noted, the Prospect Park lakes alone presenting a sort of paradise for the skating fraternity under favorable weather conditions, as the park lakes are easily reached from all parts of the city, besides which skating at Prospect Park is invariably at command some days earlier than it is at Central Park, New York. The skating facilities of Prospect Park—after a severe cold wave has given a thick coating of ice to the lakes, and before a fall of snow interferes temporarily with the sport—extend from the skating house, located at the easterly end of the park near Willinck entrance, past the two inner lake bridges to the large sixty-acre lake which reaches near to the southern end of the park. The inner lakes are thrown open to the public as soon as a surface of ice at least four inches in thickness has been formed, for until then it is not regarded by the park officials as safe. This inner lake for skating is kept ready for use despite of repeated falls of snow, but a heavy snowstorm temporarily stops skating on the large outer lake beyond the main plaza at the east end. But when the large lake has a surface of at least six inches of ice on it without snow, it is then thrown open to skaters, and in the mornings it is used for ice boating. At all times during the winter the curlers are provided with a clear surface of ice on the large lake in front of the Well House for their rinks, which seldom exceed half a dozen at one time; but three local curling clubs use the ice for their matches, these being the Caledonia, the Thistle and the Long Island City Clubs, the latter only on match-playing days.

The skating hours at Prospect Park, when the ball is up, are from 8 a. m., until 10.30 p. m., the inner lake being lighted up at night for skating when the ice is in good condition. When there is good skating on the large lake as well as on the inner lake, the ball players get up baseball matches on the ice to the gratification of thousands of spectators. The un-

precedented cold weather of the winter of 1893, in January, led to a period of skating at the park unprecedented for many years past, and the President of the Park Commission took advantage of the opportunity to inaugurate a series of skating matches for prizes which he himself offered, something before unknown either in the history of the Prospect or Central Parks.

To reach the park skating lake in winter, the best route is from the bridge to the Willinck or eastern entrance by the Flatbush trolley car route. There is also a route as direct from the Eastern District, via the Franklin and Nostrand avenue horse-car routes, which end at the Willinck entrance. The curlers find the readiest access to the curling rinks on the large lake via the Coney Island and Smith street trolley cars to the depot near the southwest entrance to the park, which is not far from the Well House, in which building the curlers store their curling stones. When there is skating at the park on the inner lake there is invariably facilities offered for curling on the large lake, and at times, too, when skating is not at command on the large lake.

Ice Boating.

When the ice is in a favorable condition for use on the large lake, facilities are afforded for ice boating with small-sized yachts. A few years ago several interesting ice-boat races took place on the large lake, in which ice yachts owned by Messrs. Weed and Decker, Inspector McLaughlin, John Y. Culyer and others took part. The park ice yacht "Eagle," however, is now the solitary yacht sailed on the lake. There is a good stretch of a half mile on the large lake from the plaza at the east end to the southern extremity of the lake for ice yachts, and a mile and a half of circuit sailing on the lake could be easily laid out. The yachts taken to the park, however, should not exceed the size of the Park ice yacht "Eagle."

Sledding.

The boys' winter sport of sledding down hill finds ample facilities for its enjoyment on the hilly portions of Brooklyn, and especially at Prospect Park and the hilly slopes of Prospect Heights. There is also a short course of a few blocks allowed by the Park Commissioners for sledding on DeKalb Avenue, on the northern sidewalk adjoining Washington Park from Cumberland to Raymond street. From Ninth avenue down Third street, to Seventh avenue, when the sleighing is good, there is good sport for the boys on their sleds, as also on the streets and slopes leading from Ninth avenue down to Seventh avenue on Prospect Heights. At Prospect Park the officials allow sledding down the hillside bordering the Common at the Park.

Sleighing.

When sleighing is at command there is a model roadway for fast trotters in front of stylish sleighs along the Ocean Parkway to Coney Island, there being plenty of hotels on the route fitted up with glass front verandas overlooking the boulevard, prominent among which is Mrs. Howe's hostelry near Parkville. Stage sleighs run the circuit of the park for passengers at twenty-five cents a head when there is good sleighing in the park. Another good route for sleigh rides is to Fort Hamilton along the New Utrecht road and also on the Eastern Parkway from Prospect Park to East New York.

Indoor Sports—The Bowling Clubs.

A veteran writer on sports, in this country in an address delivered be-

fore the Society of Old Brooklynites some time ago, referred to the popularity of the game of tenpins in Brooklyn away back in the forties. After-years, however, saw the old game decline in public favor to a very large extent, and it was not until the German residents of New York revived it over a decade ago that it began to attract the general attention which it now enjoys throughout the full extent of the metropolitan district, and especially in Brooklyn, where over a hundred bowling clubs are numbered. The game, in fact, has become the most popular recreative winter exercise in vogue in the City of Churches, all classes as well as both sexes patronizing the club bowling alleys of the city. Now more games are played in Brooklyn in a single week than were played in a whole year in the olden times. There is also quite a difference in the rules of play now to what prevailed in the forties. In the old days solid balls were used entirely. In the game of to-day the German finger-hole ball has taken the place of the old solid balls. Then again the modern alleys are of a superior kind to the old alleys in the early days of the game. For several years there have been bowling tournaments held in Brooklyn, the contestants in which number from half a dozen up to ten or twenty clubs each. The Caruthers annual tournament is the most largely attended, no less than 21 clubs entering its tournament for 1892-93. Then there is the Eastern District tournament, with 15 clubs on its list of entries, and the Heiser tournament, with 11 clubs, added to which is the Bushwick tournament, with 7 clubs on the list, and the Prospect Heights tourney, with 5, as also the Daly tournament, with 5 clubs. A woman's bowling club tourney was inaugurated at the Arlington alleys on March 7th, in which four clubs participated, it being a great success. Women bowlers, too, are given the use of the Carleton Club alleys, as well as those of other of the leading social clubs in the city, once a week. The most interesting gathering of club bowling teams in Brooklyn, however, is that of the Inter-Club Bowling League with its 9 club teams, playing under its own league rules, based chiefly on those of the American Amateur Bowling League. The Inter-Club League comprises the Union League, Lincoln, Oxford and Aurora Grata Clubs of the "Hill" district of the city; the Montauk and Carleton of the "Prospect Heights" district; the Hanover Club of the Eastern District, and the Knickerbocker Field Club and the Midwood Club of Flatbush. As a matter of reference the rules of the American Amateur Bowling League which govern all the Brooklyn bowling clubs in the tournaments held there, are appended.

Playing Rules of the American Amateur Bowling League.

AS ADOPTED BY THIS ASSOCIATION FOR THE SEASON OF 1891-92.

- Rule I. These rules shall be known as the Rules of the American Amateur Bowling League.
- II. The games to be played shall be the American Ten Frame Game.
 - III. A regulation alley shall not be less than forty-one inches, and shall not exceed forty-two inches, in width.
 - IV. The spots on the alley shall be twelve inches apart from centre to centre.
 - V. A regulation pin must be used in match games. Each pin shall be fifteen inches in height and two and one-quarter inches in diameter at the bottom. It must be fifteen inches in circumference at the body or thickest part (four and one-half inches from the bottom), five inches circumference at the neck (ten inches from the bottom), and seven and three-quarter inches in circumference at the thickest part of the head (thirteen and one-half inches from the bottom).
 - VI. No balls shall be used exceeding twenty-seven inches in circumference.
 - VII. In the playing of match games there shall be a line drawn upon the alleys and gutter, the centre point of which shall be sixty feet from the centre of the head, or front

pin spot, measuring to the outside of the line, which shall be continued upward at right angles, at each end, if possible.

VIII. Match games shall be called at eight o'clock. Should either club fail to produce its men thirty minutes after, the captain of the team present may claim the game.

IX. In match games an equal number of men from each club shall constitute the teams. In case a club shall not be able to produce a full team, it may play; but the opposing club may play its full team if present.

X. In playing, two alleys only shall be used; the players of the contesting teams to roll successively and but one frame at a time, and to change alleys each frame. The games shall consist of ten frames on each side. All strikes and spares made in the tenth frame shall be completed before leaving the alley and on same alley as made. Should there be a tie at the end of the tenth frame, play shall continue upon the same alley until a majority of points upon an equal number of frames shall be maintained, which shall conclude the game.

XI. Players must play in regular rotation, and after the first frame no changes shall be made in players or position of players, unless with the consent of the captains.

XII. A player in delivering a ball must not step on or over the line, nor allow any part of his body to touch on or beyond the line, or any portion of his foot to project over the line, while at rest, until after the ball has reached the pins. Any balls delivered shall be deemed foul, and the pins made on such ball, if any, shall be respotted. Should any ball delivered leave the alley before reaching the pins, or any ball rebound from the back cushion, the pins, if any, made on such balls shall not count and must be respotted. All such balls to count as balls rolled. Pins knocked down by pins or pins rebounding from the side or back cushion shall count as pins down.

XIII. The deadwood must be removed from the alley after each ball rolled. Should any pins fall in removing the deadwood, such pins must be respotted.

XIV. In all match games an umpire shall be selected by the captains of the respective teams.

XV. In all match games there shall be a scorer appointed by the captain of each team, whose duty it shall be to keep a correct record of the game, and, at the conclusion thereof, sign his name to the score.

XVI. The umpire shall take great care that the regulations respecting the balls, alleys and all the rules of the game are strictly observed. He shall be the judge of fair and unfair play, and shall determine all disputes and differences which may occur during the game. He shall take special care to declare all foul balls immediately upon their occurrence unasked, in a distinct and audible voice. He shall in every instance, before leaving the alley, declare the winning club and sign his name in the score books. The decision of the umpire in all cases will be final.

XVII. Neither umpire nor scorer shall be changed during a match game, unless with the consent of the captains of the teams.

XVIII. No person engaged in a match game, either as umpire or scorer, shall be directly or indirectly interested in any bet upon the game.

The Montauk Club won the championship of the Inter-Club Bowling League for 1893.

Bowling Organizations.

The following is the list of bowling associations of Brooklyn, with the number of clubs belonging to each and the location of the bowling alleys the clubs use:

ASSOCIATIONS.	CLUB MEMBERSHIP.	ALLEYS USED.
National Bowling Association,	21 clubs,	1411 Fulton street.
Arlington Bowling Association,	15 clubs,	Gates and Nostrand avenues.
Interclub Bowling League,	9 clubs,	On each clubs alleys.
Prospect Heights Bowling Association,	8 clubs,	7th avenue and 9th street, S. B.
Acme Hall Bowling Association,	7 clubs,	7th avenue and 9th street, S. B.
Golden Eagle Bowling Association,	6 clubs,	127 South street.
Twenty-sixth Ward Bowling Association,	5 clubs,	At East New York.

Never before in the annals of bowling has the game been played as during the winter of 1892 and '93, all the public alleys being well patronized, while larger bowling resorts, like Caruthers' great bowling hall, have had

every one of the private alleys engaged by clubs all the season. One of the successes of the season, too, was the Women's Bowling Tourney at the Arlington alleys on Gates and Nostrand avenues, in which the Independent, Arlington No. 1, Jolly Women, and Selected Ladies Clubs of Brooklyn took part once a week during March and April. The Kenilworth Club, which meets on Gates and Reid avenues, has a women membership, as have a dozen other like clubs in Brooklyn.

Chess.

The royal game of chess has become quite a feature of Brooklyn's indoor recreations, especially since the existing Brooklyn Chess Club was organized in 1886. For nearly fifty years, in fact, chess has been a favorite indoor game with Brooklynites, but never before has it been so extensively played as during the present decade of the nineties. Brooklyn has two prominent chess organizations in the Brooklyn Chess Club of the Western District of the city and the older organization, the Philidor Club of the Eastern District, which in November, 1892, celebrated its seventeenth anniversary. The former club has a handsome suite of chess rooms located at 201 Montague street, adjoining the Brooklyn Library, and it is in every way the strongest representative chess club Brooklyn has ever had. It is presided over by Charles A. Gilberg, the noted American chess problem composer, and it ranks among its members some of the most skilled experts in the game in the metropolis. The club has daily chess sessions from 10 a. m. until midnight, and it gives semi-monthly receptions to its members and invited guests, on which occasions the most attractive of chess entertainments are given in the form of simultaneous game tourneys, in which some noted expert plays against a dozen adversaries in a few hours contest, or an exhibition of blindfold playing is given. The dues for membership are \$10, payable half yearly in advance, and the roll of members has nearly reached the limit of two hundred.

The Philidor Club meets semi-weekly at 491 Broadway, E. D., and it is reached by the Union Elevated Road from either the bridge or the Williamsburg ferries, the station nearest the club rooms being that of Hewes street. The veteran player, Phil. Richardson, is the club champion and president. The members of the club are mostly resident Germans. There are several chess coteries in Brooklyn, one of which meets at its members' houses in South Brooklyn, and is composed mainly of veteran Columbia College students. Another, which is of a similarly private character and which has several lady members, is the Evans Chess Coterie, which meets weekly in the "Hill" district, at its president's residence. The St. Mary's Chess Club is another new organization of the "Hill" district. The old Danites Chess Club, which once was very prominent, has occasional reunions, but its members were absorbed by the Brooklyn Club on the latter's organization.

There is a chess club connected with the Brooklyn Young Men's Christian Association which has become a permanent organization, the new departure made by the association in its policy of encouraging manly outdoor pastimes, and rational indoor games and exercises, having proved highly successful in promoting the popularity as well as the welfare of the organization, none but the most bigoted of the religious portion of the community now opposing physical education and healthy sports in the Christian Associations of the country.

Chess tables are at free command, too, at the rooms of the Union for Christian Work in Schermerhorn street, near Boerum, and chess playing is a prominent feature of most of the wealthy social clubs of the city, that of the Hamilton Club being the strongest.

Billiards.

This most attractive indoor recreative exercise is engaged in in the billiard parlors of Brooklyn residents to an extent rivaling that of the private billiard rooms of New York city. In fact, no residence of any wealthy member of Brooklyn's best society is now considered complete without its billiard room, which is frequently in greater demand than the library room of the house. Billiards often keep the young men of the house home at nights when they might otherwise be out "seeing the sights." The time was when billiards, as a game of the home circle, was tabooed in the "City of Churches," but that period has passed never to return, and now there is no more attractive home recreative exercise than billiards, especially where the ladies of the household participate in the graceful exercise, as so many Brooklyn fair ones do.

Brooklyn has now several public billiard resorts which are models in the great facilities they afford for a full enjoyment of the game, and in the excellent order preserved, and the high character of the patronage accorded them, the principal saloon of the city being Maurice Daly's model assembly billiard saloon on Washington street near the Post Office, with its twenty billiard and pool tables and its private billiard parlor. There are small billiard saloons by the dozen in the different wards of the city, and most of them are well kept and patronized, the largest, in South Brooklyn, being that at Acme Hall on Seventh avenue. The time will come, and in the near future, too, when the Young Men's Christian Associations will add a billiard table to the attraction of their gymnasiums and chess tables, just as the Catholic Christian Associations do.

Roller Skating.

This enjoyable exercise reached a public furore in Brooklyn a few years ago, when not only was the large building known as the Palace Rink on Clermont avenue given up to the sport, but there was a fine rink built especially for the purpose on Bedford and Atlantic avenues, and another on Fifth avenue. The former has since been used for boxing tournaments, while the old skating rink on Bedford and Atlantic avenues has been turned into a home for several of the fashionable riding clubs of the city, the Fifth avenue rink having burned down. Roller skating has been relegated to the boys and girls of the period who revel in the sport on the asphalt pavements of the city, which afford excellent facilities for the exercise.

Fencing.

While there are no fencing clubs in Brooklyn, as there are in New York, the graceful exercise is engaged in at most of the gymnasiums of the city by the German Turners and at the National Guard Armories by the officers of the regiments, with whom the exercise is quite a favorite, it being valuable to every soldier in the National Guard.

The Brooklyn Gun Clubs.

Brooklyn is the headquarters of most of the gun clubs of the metropolis, and those belonging to Brooklyn are numerous, and are, as a rule, in-

fluent organizations. There are three regular shooting grounds occupied by the Brooklyn gun clubs, viz.: The Woodlawn Park Grounds near Parkville, the West End Grounds at Coney Island, and Dexter's Park on the Jamaica Turnpike Road near the Cypress Hills Cemetery. The latter is the most frequented of the three. The Fountain and Coney Island Gun Clubs meet at the Woodlawn Park Grounds, the former on Wednesdays, and the latter on Saturdays; the Atlantic on Mondays at the West End Grounds, the others having their monthly meetings at Dexter Park. The days of meetings and the gun clubs which shoot at Dexter's Park, are as follows:

Waverly Gun Club, 1st Monday.

Long Island Sportsmen, 2d Monday.

Acme Gun Club, 1st Tuesday.

Manhattan Gun Club, 1st Wednesday.

Crescent Gun Club, 1st Thursday.

Parkway R. & G. Club, 2d Wednesday.

Unknown Gun Club, 2d Thursday.

Kings County Gun Club, 3d Tuesday.

Glenmore R. & G. Club, last Wednesday.

Linden Grove Club, 4th Thursday.

Vernon Gun Club, 4th Thursday.

Falcon Gun Club, 3d Thursday.

Phoenix Gun Club, 4 times a year.

Jeannette Gun Club, 8 times a year.

New York German Gun Club, 8 times a year.

First New York German Gun Club, 8 times a year.

Downtown Gun Club, 8 times a year.

Emerald Gun Club meets each month, but no distinct day.

The North Side and Hanover Clubs meet at the Queens County Driving Park at Maspeth, L. I. Dexter Park is now under the supervision of the veteran Miller, and he not only caters for the gun clubs in question, but in the summer his large grounds and clubhouse are available for outing parties either for ball games, rifle shooting or other like sports.

Blattmacher's shooting grounds at Woodlawn Park are reached at all times by Culver's Coney Island Railroad, and in the summer time by the Sea Beach Railroad direct. The West End grounds on Coney Island are passed by the trolley electric car route from Smith street and Prospect Park. Dexter's Park is easily reached from the Twenty-sixth Ward terminus of the Union Elevated Road and by the electric car route which joins it at East New York. Visiting pigeon shooters going to the gun club grounds in Brooklyn can ascertain full particulars as to days of shooting of the clubs and how to reach their respective grounds on application to the veteran Madison at his shooting headquarters on Flatbush avenue near Lafayette avenue, as he is a member of nearly all of the prominent gun clubs of the city. For the information of those who visit Long Island for rod and gun recreation we give below the new game laws for 1893, applicable to Long Island, which has become one of the greatest of shooting and fishing localities of the Atlantic coast east of Virginia.

Long Island Sporting Clubs.

The island clubs devoted chiefly to fishing and shooting, the members of which are mainly residents of Brooklyn, include the following clubs, located mostly in Queens and Suffolk Counties:

Suffolk Club, Brookhaven; Amagansett Club; North Side Sportsmen's

Club; Robins Island Club, Peconic Bay; Rod and Reel Society; South Side Sportsmen's Club, Oakdale; Olympic Club, Bay Shore; Harpton Club, South Hampton; Meadow Brook Hounds, Hempstead; Rockaway Hunt Club, Far Rockaway; East Hampton Gun Club Association; Fisher's Island Yacht Club; Meadow Club of Southampton; Quogue Field Club; Queens and Suffolk County Clubs; Shelter Island Yacht Club; Short Beach Club; Wawayanda Club, Islip; South Side Field Club, Bayshore; Great South Bay Yacht Club, Islip; West Hampton Country Club; Waverly Gun Club; Bay Shore Gun Club; Flanders Club; Seatick Club; Keystone Fishing Club; Ætna Fishing Club; Lake Ronkonkoma Fishing and Gun Club; Undine Fishing Club.

Game Laws of Long Island--Wild Fowl.

The counties of Kings, Queens and Suffolk on Long Island have special provisions assigned them in the new State game laws for 1893, as follows:

Close season for web-footed wild fowl, except wild geese and brant, May 1st to October 1st. Shall not be pursued, shot at, hunted or killed between sunset and daylight. Floating devices may be used for the purpose of shooting web-footed wild fowl therefrom in Long Island Sound, Great South Bay west of Smith's Point, Shinnecock and Peconic Bays, and in any part of said counties said birds may be pursued and killed from boats propelled by hand and from any sailboats in Long Island Sound, Gardner and Peconic Bays.

Plover, Wilsons (English Snipe,) Rail, Sandpiper, Mud Hen, Gallinule, Grebe, Bittern, Surf Bird, Snipe, Curlew, Water Chicken, Bay Snipe or Shore Birds of any kind.—Close season from January 1st to July 1st.

Woodcock, Ruffed Grouse, Partridge and Grouse.—Close season January 1st to November 1st. They shall not be sold or possessed between February 1st and November 1st, and possession thereof between January 1st and February 1st is forbidden, unless proved by possessor or seller that said birds were killed within the lawful period for killing the same in or out of the State.

QUAIL.—On Robbins Island may be shot between October 14th and February 1st.

ROBINS are now included among the songbirds, and cannot now be killed at any time of the year.

ANIMALS.

HARES.—Close season, January 1st and November 1st.

RABBITS.—Close season, January 1st to November 1st.

DEER.—Deer shall not be shot at, hunted with dogs or otherwise killed except from the 10th to the 16th day of November, inclusive.

SQUIRRELS (Black and Gray).—Close season, January 1st to November 1st.

FISH.

JAMAICA BAY.—Fish shall not be fished for, caught or killed by any device except angling, which shall be lawful on any day of the year between the first day of April and the first day of December in the waters of Jamaica Bay or the inlet thereof. No striped bass, sea bass, or black fish under six inches in length shall be taken in said waters; if any are taken, the same shall be returned to the water without any unnecessary injury. The inlet of Jamaica Bay shall not be wilfully obstructed by any net or or device so as to prevent the passage of fish therein at any time. This section does not prevent the catching of eels by the use of spear or eel-oir, or the capture of fish for bate or shrimp by means of hand or cast nets.

SPECKLED OR BROOK TROUT.—April 1st to September 1st, trout less than six inches long to be put back in the water.

BLACK BASS AND PIKE.—June 1st to January 1st. No fish to be caught in any fresh waters with any device other than angling except minnow bull heads, eels, suckers and catfish.

PROHIBITED.—All shooting, hunting, trapping or fishing on Sunday; shooting wild fowl on any of the waters on Long Island between sunset and daylight with the aid of lights or lanterns; the use of swivel or punt guns; the snaring, netting or trapping of quail or grouse, and the selling of such birds so taken. Trespassing on inclosed or cultivated grounds forbidden.

Fishing Clubs.

The fishing localities in the suburbs of Brooklyn include a trout stream running from Flatbush to the Sheepshead Bay, private property; good fishing

waters in Sheepshead, Canarsie and Jamaica Bays, all reached by local railroads; good bass and weakfishing in Coney Island Creek and Gravesend Bay, and bluefishing with seabass, and blackbass fishing in the ocean waters facing Coney Island from the point to Rockaway inlet. The Coney Island Rod and Gun Club offers medals to its members for the best catches of the season in local waters, as does the Atlantic Rod and Gun Club. There is a fishing club, too, which has its headquarters in the summer season at Lake Ronkonkoma, Long Island, and a rod and reel club whose members enjoy fishing privileges on the south side of the island. There is a club, too, which has a fine clubhouse for its Brooklyn members at Robins Island on Peconic Bay which has fishing as well as game preserve privileges. The annex of the Oxford Club, known as the Seabrook Club, which has trout ponds at Eastport, L. I., is also prominent for its fishing privileges. There are several fishing clubs which utilize Jamaica and Canarsie and Sheepshead Bays for their fishing.

Equestrian Sports—Horse Racing, Riding, Driving, etc.

The race courses of Brooklyn include that of the Brooklyn Jockey Club, located at Gravesend; the Coney Island Jockey Club, which has its race track at Sheepshead Bay; the Brighton Beach Racing Association, the track of which is located at the back of the Brighton Beach Hotel on Coney Island, and the Brooklyn Driving Park, which is a private organization. The track of the Brooklyn Jockey Club was formerly that of the Prospect Park Race Course, the Brooklyn Jockey Club taking possession of it in 1886. The Coney Island Jockey Club went into practical operation in 1888, when its track was finished. It has a running course a mile and a furlong long. That of the Brooklyn Jockey Club is one mile in circumference, and that of the Brighton Beach Association the same. The Gravesend track is reached by the Long Island Railroad from Hunter's Point, with a station at East New York, and from the Flatbush avenue depot, as also by the Brighton Beach road from Bedford and Franklin avenues. The other two public race courses are reached by all the Coney Island railways.

There are several fine riding clubs in Brooklyn, the most prominent being that of the Brooklyn Riding and Driving Club, which owns a large and handsome clubhouse on Vanderbilt Avenue and Park Place near the main entrance to Prospect Park. Busch's Riding School, formerly the old roller skating rink on Bedford avenue, corner of Atlantic avenue, is the headquarters of several riding clubs, including the Adelphi, Algonquin, Brevoort, Brooklyn, East End, Prospect and Bedford Clubs. There is also a riding school on Dean street near Powers,

The Parkway Driving Club is an organization which has its private driving park on the Ocean Parkway, with Henry C. Boody as its president and Mr. Stillwell as its secretary. It is the afternoon resort of wealthy members of Brooklyn society who pride themselves on their fast horses, and the Park is the scene of many a private trotting match. The list of riding schools and clubs in Brooklyn and their location is as follows:

CLUBS AND SCHOOLS.	LOCATION.
Adelphi Riding Club,	Bedford avenue cor. Atlantic avenue.
Algernon Riding Club,	" " " " "
Brevoort Riding Club,	" " " " "
Bedford Riding Club,	" " " " "
Bedf'd Rid'g Acad. (Adolph Busch, director),	" " " " "
Brooklyn Riding Club,	" " " " "
East End Riding Club,	" " " " "
Riding and Driving Club,	Vanderbilt avenue near Park Plaza.

The equestrian sport of polo was once familiar to the public at Prospect Park, the polo clubs of the metropolis having been allowed for one season to play their games at the eastern portion of the parade ground at Prospect Park; but since then the game has only been played on the private race course grounds near Hempstead, L. I. Polo is the most expensive field sport in vogue, and none but the very wealthy can afford to engage in it as club members.

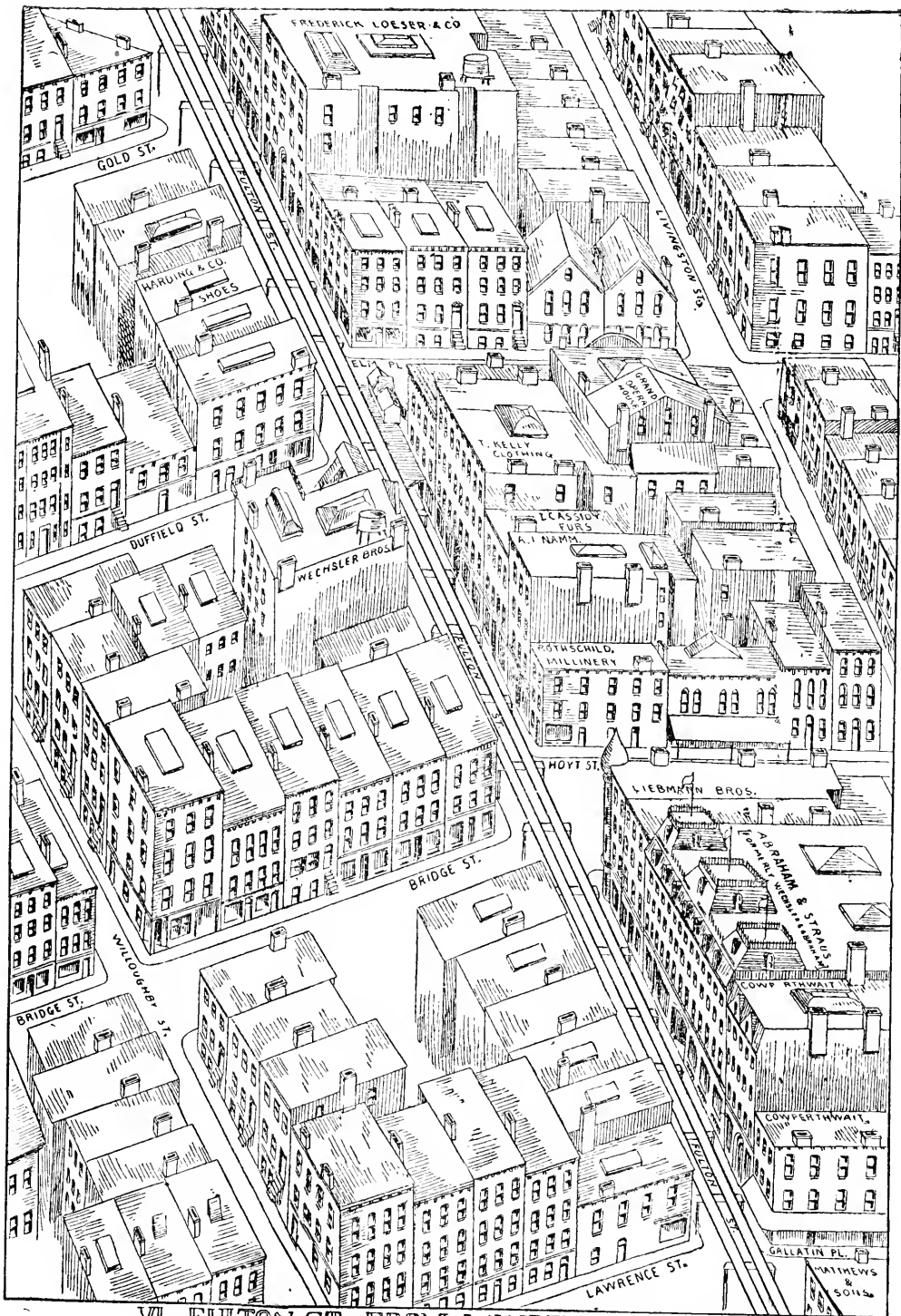
Bicycling.

Brooklyn has become one of the greatest wheelmen's cities in the country. Its asphalt pavements on streets leading through prominent districts of the city, and its Prospect Park roadways and the Boulevard leading from the Park afford excellent facilities for bicycling. Many of the bicycle clubs of Brooklyn have fine clubhouses, and at some of them there are facilities for billiard playing, while others have bowling teams. There is also a ladies' bicycling club in Brooklyn which numbers over a dozen very expert lady riders. Up to the severe winter of 1892 and 1893 wheeling was indulged in for several years past during eight months of the year and even longer. This year, however, the sport was materially handicapped by the snow and ice on the roadways during December, January and February. Of a fine afternoon from March to December the asphalt paved streets of the city present lively and picturesque scenes with the hundreds of wheelmen to be seen enjoying their invigorating sport, especially on Bedford avenue in the Eastern District to Atlantic avenue, and on Sixth and Seventh avenues on Prospect Heights. Here is a list of the prominent bicycle and wheeling clubs of Brooklyn which have club houses:

CLUB.	YEAR ORGANIZED.	CLUB HOUSE.
Brooklyn Bicycle Club	June 21, 1879.....	62 Hanson place.
Kings County Wheelmen.....	March 17, 1881.....	1255 Bedford avenue.
Kings County Wheelmen.....	March 17, 1881.....	E. D. Branch, 187 Clymer street.
Long Island Wheelmen.....	Nov. 23, 1882.....	1251 Bedford avenue.
Prospect Wheelmen.....	Aug. 14, 1888.....	304 President street.
Bedford Cycle Club.....	May 26, 1890.....	980 Bedford avenue.
Brooklyn Ramblers.....	Jan. 4, 1889.....	357 Flatbush avenue.
Peerless Wheelmen.....	Dec. 18, 1890.....	100 Buffalo avenue, E. D.
Bedford Wheelmen.....	Jan. 2, 1891.....	153 Division avenue, E. D.
South Brooklyn Wheelmen.....	April, 1891.....	Eighth avenue and Fifteenth st., S. B.
Montauk Wheelmen.....	June 22, 1891.....	93 Prospect place.
Bedford Wheelmen.....	.....	182 Clymer street.
Mattowak Cycling Club.....	Feb. 7, 1892.....	61 Bradford street.
New Brooklyn Wheelmen.....	Oct. 26, 1892.....	70 Buffalo avenue.
Pratt Institute Bicycle Club.....	1892.....	Pratt Ins., Ryerson n. DeKalb ave.
Amity Wheelmen.....	.....	262 Manhattan avenue, Greenpoint.
Centaur Wheelmen.....	Oct. 23, 1889.....	302 Manhattan avenue, Greenpoint.
Flatbush Wheelmen.....	.....	Flatbush.

There are also among the newly organized cycling clubs the Brooklyn Roadsters, Phoenix Cycling Club, Brooklyn City Wheelmen and the Clerical Cycling Club. The wheelmen's route to almost all of the suburbs of Brooklyn to the southeast is through Prospect Park. Entering by way of the Bridge, the rider, desirous of going to the Park, goes up Henry street to Joralemon, thence down Clinton to Schermerhorn and up that street to Flatbush avenue, and then to the main entrance to the Park. On this route the pavement is either concrete or ridable granite blocks.

From Prospect Park there is fair riding along the Coney Island Boulevard and on the Eastern Parkway, the former leading direct to Brighton Beach. Going by way of the South Ferry to the Park, take Hamilton avenue, and thence up Union street to the main entrance of the Park, an



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up-hill ride, by the way, over granite blocks. Taking the Wall Street Ferry there is quite a hill from the ferry up Montague to Clinton, thence a level road to Schermerhorn, and a hill to mount—asphalt paved—on Flatbush avenue.

Appended are the rules for bicyclers in Prospect Park :

I. Wheelmen may use at all times the short path at Gate 4, from Drive to East Shelter, and path in front of same.

II. Wheelmen desiring to go to Tennis Grounds may push wheels (dismounted) on any path leading to Tennis Grounds from the West Drive, but shall not take wheels upon the turf.

III. Wheelmen on the way to Restaurants or Shelters may push wheels (dismounted) on the paths leading thereto. Wheels may be left standing upon paths at Shelter, Restaurants and Tennis Grounds.

IV. Riding faster than 8 miles an hour in the Park is prohibited, except at Nethermead Circuit before 9 a. m., and coasting is not allowed. This shall not prevent Safety riders from descending hills slowly under the brake, with feet on the coasting bars.

V. Bicycles shall not be ridden in the Park at night, unless exhibiting a lighted lamp.

VI. Wheels may be ridden on all the paths before 9 a. m.

VII. Wheelmen will be required to keep on the right side of the road, and in passing vehicles going in the same direction, pass to the left whenever practicable.

By order of the Park Commissioners.

Brooklyn, September 17, 1891.

Social Sporting Clubs.

Appended is a list of the prominent social clubs of Brooklyn which make a specialty of indoor games, such as bowling, billiards, whist, chess, etc., together with the locality of each. Most of them are members of the Inter-Club Bowling and Whist Leagues of Brooklyn, which leagues have annual tourneys for championship honors :

CLUBS.	SPECIAL SPORTS.	LOCATION.
Aurora Grata,	Bowling, Billiards, etc.,	Bedford ave. near Madison street.
Brooklyn,	Billiards, Chess, etc.,	Pierpont street cor. Clinton street.
Carleton,	Bowling, Billiards, Chess, etc.,	Flatbush avenue cor. Sixth avenue.
Excelsior,	Billiards, Chess, etc.,	Clinton street cor. Livingston street.
Hamilton,	“ “ “	Remsen street cor. Clinton street.
Hanover,	Bowling, Billiards, Chess,	Bedford ave. cor. Rodney street, E. D.
Lincoln,	“ “ “	Putnam avenue near Grand avenue.
Montauk,	“ “ “	Lincoln Place, near Eighth avenue.
Oxford, Bowl'g, Bill'ds, Shuffle'b'd, Ten., Chess, etc.,	“ “ “	Lafayette avenue cor. Oxford street.
Union League,	“ “ “	Bedford avenue cor. Dean street.
Midwood League,	“ “ “	Flatbush avenue, Flatbush.
Knickerbocker,	Tennis, Bowling, Billiards,	Avenue A and 18th street, Flatbush.

Hand Ball.

The Irish national game of hand ball is played to a considerable extent in Brooklyn, especially in South Brooklyn, where the votaries of the exciting game assemble every day throughout the year at the Brooklyn Hand Ball Club's fine court on Degraw street a few doors east of Court street, of which court the champion hand ball player of the world, Philip Casey, is the proprietor. There is a smaller court lower down in South Brooklyn kept by Will Courtney, another strong player, but Casey's place is the headquarters of the hand ball players of the city. Here such well-known experts as ex-Alderman James Dunne and his son; Barney McQuade, the New York City champion; John Lawlor, the Irish champion, and others prominent in the game meet in match games every day, the first day of the week being known as “club day.” At ordinary games the gallery overlooking the court is free, but on match days an admission fee of from half a dollar to a dollar is charged, according to the importance of the contest. The court is finely fitted up with dressing rooms, shower baths, etc., and the court itself is the finest in the country. During the early spring months in March and April,

the professional ball players congregate daily at the court for training practice. The Y. M. C. A. has a hand-ball court in its gynasium which is used in the spring for baseball training purposes.

Directory to Sporting Localities.

Below will be found the locations of the various villages, hamlets and sporting resorts around Brooklyn, together with the distance each place is from the Brooklyn City Hall and the direction in which it lies, as also the route by which each place can be reached :

LOCATION.	MILES DISTANT FROM CITY HALL.	DIRECTION FROM CITY HALL.	ROUTE TO BE TRAVELED.
Bath Beach.....	6	South.....	Union Elev. R. R. or Bath Beach R. R.
Bay Ridge.....	5	Southwest.....	Third Avenue Trolley R. R.
Bath Beach Junction..	5	South.....	Union Elevated R. R.
Bedford.....	3	East.....	Kings County Elevated R. R.
Bensonhurst.....	3	South.....	Union Elev. R. R. & Bath Beach R. R.
Bushwick Junction..	5	East.....	L. I. R. R., Hunter's Point.
Canarsie.....	6	East.....	Canarsie R. R., East New York.
Coney Island.....	8	Southeast..	Kings Co. Elev. R. R. to Culver R. R. or Manhattan Beach R. R.
Cypress Hill.....	7	Fast.....	Kings Co. Elev. to Electric R. R. at East New York.
East New York.....	5	East.....	Kings County Elevated R. R.
Flatbush.....	3	Southeast..	Flatbush Surface R. R.
Fort Hamilton.....	6	Southwest..	3d Avenue Trolley R. R.
Fresh Pond.....	5	East.....	Flushing R. R., Hunter's Point.
Gravesend.....	6	South.....	Culver R. R.
Greenpoint.....	3	East.....	Horse cars, Fulton Ferry.
Hunter's Point.....	4	East.....	Surface R. R., horse cars and ferry at Rockwell street.
Kings Highway.....	5	Southeast..	Culver's R. R.
Parkville.....	4	South.....	Culver's R. R.
Ridgewood.....	5	East.....	Union Elevated.
Scheutzen Park.....	5		
Sheepshead Bay.....	7	Southeast..	Brighton Beach R. R. or Manhattan Beach R. R.
Van Dyke Line Station.....	6	Southeast..	Culver's R. R.
West End Shooting Park.....	6	Southwest..	Smith street Trolley R. R.
Woodlawn Shooting Park.....	5	Southwest..	Culver's R. R.

PARKS AND ROADS.

Brooklyn's Pleasure Grounds—Prospect Park—Washington Park—The Parkways—Driving and Bicycling Roads of Brooklyn and Long Island.

Brooklyn has vied with the other great cities of the land in the institution of great pleasure grounds and other places of outdoor resort for the healthful recreation and amusements of her vast population. The people of few cities in the world are more blessed with the facilities for innocent open air enjoyment. Besides the beautiful parks within the limits of the city, the world-famed ocean beaches at Coney Island and Rockaway are so accessible as to be almost regarded among the great breathing places of the city proper.

Altogether there are in Brooklyn about fifteen public parks. The aggregate area of these is between 750 and 800 acres. The annual cost of improvements and maintenance is about half a million dollars. Some of the great cemeteries of the city, such as Greenwood, the Evergreens and Cypress Hills, compete with the parks in attracting multitudes of visitors during the Summer months to view their endless wealth of sculptured art, and the beauty of their scenery and landscapes.

The parks and pleasure grounds of Brooklyn are as follows:

BEDFORD PARK is a small square five acres in extent in the 24th Ward, lying between Prospect and Park places and Kingston and Brooklyn avenues. It is a well wooded piece of land, and within its area is a large mansion which will be used for public purposes. The work of developing this park has just begun.

BUSHWICK PARK is a new and partly finished park, bounded by Suydam and Starr streets, and Irving and Knickerbocker avenues. When improved according to the plans adopted this will be a very picturesque and attractive little square. Its area is about six acres.

CARROLL PARK is a small public square embracing somewhat less than two acres, bounded by Smith, Court, Carroll and President streets. It was established in 1867 and is tastefully laid out in lawns and footwalks paved with concrete and planted with beautiful ornamental trees and flowering shrubs. A portion of the park especially graded is set apart as a children's playground. Improvements are now being made, which when finished will make it very attractive.

CITY HALL PARK is a small triangular square bounded by Fulton, Court and Joralemon streets, in which stands the City Hall. The site of this park was purchased in 1837 from the old Remsen estate, which at that time embraced much of the land in this vicinity and along the "Heights." The statue of Henry Ward Beecher, which now stands on a granite pedes-

tal in the small grass plot of this park, is soon to be removed to a more desirable site in Prospect Park.

CITY PARK, contiguous to the southeastern extremity of the Navy Yard, is one of the medium-sized public recreation grounds of the city. It comprises about seven and one-half acres and is bounded by Flushing and Park avenues and Canton and Navy streets. The square has been very much improved during the last few years with trees, shrubs and flowers. Owing to its proximity to the docks, markets and manufacturing centers, it is frequented chiefly by the laboring and poor people. It has been the scene of many criminal episodes and does not bear a very high repute. Its site was originally a part of the muddy shore of Wallabout Bay, now chiefly occupied by the Navy Yard. It was in the numerous slimy creeks and inlets of this bay that the gamins of the neighborhood were wont in former years to swim and fish with bits of twine and bent pins for tomcods and killy fish. A part of this stretch of ooze was reserved by act of Legislature for a public park and subsequently improved at an expense of \$100,000.

COLUMBIA HEIGHTS PARKS.—Overlooking the harbor toward the south and west are four little parklets or sort of grass-carpeted balconies at the extremities of Clark, Pineapple, Cranberry and Middagh streets, on the brink of Columbia Heights. These were reserved by the Park Commissioners, who did not wish to have the magnificent view of the water front and New York City entirely obstructed by the erection of public and private buildings in these spaces. Various methods were employed in preserving and improving these little plots so as to make them of public utility. Finally, on account of their limited size and the difficulty of maintenance, they were fenced in and lost thereby their chief attractiveness.

CUMBERLAND SQUARE is a small breathing spot about three-fourths of an acre in extent, nicely planted with trees and shrubs, at the junction of Fulton and Cumberland streets.

HIGHLAND PARK OF RIDGEWOOD PARK is an irregular-shaped and unimproved reservation surrounding the Ridgewood Reservoir, and lying between the Evergreens and Jewish Cemeteries. It is 46 acres in extent and is destined to be one of the most picturesque and attractive parks of Brooklyn. The site is at present woodland, and appropriations have been made toward its completion, and proceedings are pending to take some 36 additional acres and inclose them into the present reservoir at Ridgewood.

INSTITUTE OF UNIVERSITY PARK is a rather extensive triangular piece of ground to the east of Prospect Park, and separated from it by Flatbush avenue. The park is bounded on the east by Washington avenue and on the north by the Eastern Parkway, and embraces from 50 to 60 acres of elevated and gently sloping ground. The terrace portion of the park opposite to the plaza is occupied by an extensive reservoir of the city's waterworks system. From the tower of the gatehouse of this reservoir a magnificent view of the surrounding city and landscape may be had which will amply repay the visitor for his fatiguing climb up the lofty flights of stone steps by which the lookout is reached. A good field glass may be procured from the keeper in charge. Save the immediate vicinity of the reservoir, the park is unimproved, and in its present state possesses little attractiveness. The buildings of the Brooklyn Museum of Arts and Sciences, an institution recently incorporated and chartered by the State Legislature, is to occupy a prominent position in this park.

LEFFERTS' PARK is a small private square a few blocks to the south of

Tompkins Park, bounded by Throop, Tompkins and Gates avenues and Quincy street. Its area is equal to that of a city block.

PARADE GROUNDS, at the southern extremity of Prospect Park, and bounded by Ocean Parkway, Coney Island and Canton avenues and Parade Place, is a large stretch of level ground set apart for military parades and reviews. The reservation is 40 acres in extent, and admirably subserves the purpose for which it was laid out. The grounds are most conveniently reached by the Brooklyn and Coney Island Electric Railway from Fulton street. It is also used for athletic sports of all kinds; there are shelters and lockers for the baseball and cricket players, and on the borders a strip of turf is reserved for equestrians. The proximity of the great public park to the ocean, and the delightful freshness of the summer sea breezes make it distinctive in its character among the pleasure grounds of the large cities in the Union. All the chief driveways, riding and bicycling roads of Brooklyn begin at the park or in its immediate vicinity and it has in consequence become a fashionable centre for equestrian and cycling exercise and recreation.

PROSPECT PARK.—This, the greatest of Brooklyn's pleasure grounds, and justly esteemed as one of the finest public parks in the country, was first planned and surveyed in 1860. During the following year additions were made to the reservation which brought it to its present area of about 526 acres. From 1861 to 1865, owing to the Civil War, little was done to improve the site, but immediately after the conclusion of peace rapid progress was made in laying out and embellishing the Park, according to the plans of the Commissioners. In 1874, after about two-thirds of the work had been completed, operations were discontinued, and have since been carried on at irregular intervals, as appropriations from the public treasury would permit and necessity demanded. The Park is now substantially completed.

The park comprises the extensive tract of land bounded by Ninth, Flatbush and Fort Hamilton avenues, Fifteenth street and Coney Island Road, and is of an irregular oblong shape, with its greatest length from north to south. The bird's-eye view on another page will give an excellent idea of the position of the Park and the method followed in laying out the ground. The variety and picturesqueness of the landscape is exceedingly charming, and although an enormous amount of money has been expended in improving the beauty of nature, the embellishments have been such and so wonderfully adapted to their surroundings as to heighten rather than diminish the rural attractiveness of the scenery. Richly wooded stretches and slopes border the beautiful expanse of lawns and meadows; innumerable footpaths, arched overhead with interlaced and leafy boughs, intersect every nook and corner of the grounds, cross the streams by rustic bridges and wind around the borders of the broad and placid lake. Superbly macadamized roadways for carriages and bicycles, crowded with handsome equipages, cross and recross the park and skirt it on either side, now making the turn of a shady hill or now crossing a streamlet or gorge by an artistically-wrought bridge of iron or stone, circle in graceful curves among the groves of lofty and luxurious trees, and open upon level or undulating playgrounds, ball greens and grassy meadows.

One of the chief attractions is the LAKE, covering about 77 acres in extent, and occupying the southeastern extremity of the Park. In part it is a broad expanse of water with innumerable inlets and bays, studded and broken with many little wooded islets and jutting peninsulas. The

waters of this lake abound with fish of many varieties, whose silvery and golden scales glint and sparkle in the sunlight as they glide in shoals from eddy to eddy. Light cedar skiffs and rowboats of all kinds are kept for hire to parties desiring an outing on the water at the extensive pleasure dock at the northwestern extremity of the lake. It is said that nowhere in the country is there to be found a larger fleet of boats used for the purposes of recreation. Besides rowboats of every description and capacity, several beautiful steam launches, graceful in their outlines, safe and most comfortable in their appointment, are kept for hire to parties of larger size who desire to make a voyage of the lakes. Competent engineers are supplied and every precaution taken to guard against accidents. Parents, with their children, and parties of young people may have utmost confidence in the skill and competence of the engineer and navigator. There is no record of accidents in connection with the boat service in Prospect Park. Courteous and obliging men are employed by the superintendent to row the boats for those who either may not wish or are unaccustomed to row themselves. The fee for the service of these rowers is quite small, and is not at all proportionate to the quiet pleasure afforded by the trip. Young children unescorted by their guardians may be safely trusted to the care of these cautious and watchful boatmen, who can be depended upon to exercise a strict discipline over the movements of the little ones while afloat. A sort of rowing school has been established here to give girls and ladies an opportunity of properly learning the science of rowing and the general principles of managing a boat. The idea has been an excellent one, and has been taken advantage of by hundreds. The charges for instruction are regulated by the number of hours, and no arrangement need be made for lessons in advance. It is well, however, to save confusion or possible disappointment, after having selected a comfortable boat and a suitable pair of oars, to have it understood at what time they will be again required, so that they may be reserved for your use. All the boatmen are under the direct supervision of the proprietor, and no deviation from the rules of courtesy and gentlemanly bearing toward the parties under their care need be feared. This stretch of water, having three times the area of the lake in Central Park, New York City, is the best place in the entire metropolitan district for aquatic exercise. The charge for the rowboats is 50 cents an hour for from one to three persons, if they row themselves. The charge for a rower is 50 cents per hour additional. For more than three persons the rate is 10 cents for each additional person. The charge for a trip in the steam launches is 10 cents for adults and 5 cents for children not over 12 years of age.

All the boats are provided with cushions, backboards and tillers. The oars supplied are exceedingly light and strong and of the most approved pattern and are chosen with a regard to the kind of boat in which they are to be used.

Superfluous wraps, hand-bags, tennis rackets, etc., may be left in the check room of the boathouse. So popular is this form of recreation that frequently the lake and channels are alive with boats going hither and thither with gay parties of pleasure seekers, and it becomes a problem of navigation to escape collisions and mishaps. The boat landing is within a few minutes walk from the Plaza or Flatbush avenue entrance. This lake is during suitable weather in winter as an open air rink and is patronized by throngs of skaters. It is mainly artificial, being supplied by water pumped from wells situated on the western side of the southern end of the lake.

The tall tower of the pumping station is one of the conspicuous objects in this part of the grounds, and may be seen from the water. The dock near by is a favorite landing place for parties of rowers. Along the borders of the lake and on some of the islands and peninsulas which stud it are very artistic rustic bowers under the shade of the spreading elms and chestnuts. Boat landings are near by and boating parties may vary the quality of their amusement by resting in these shady arbors and viewing the delightful scenery of the lake and its surrounding woodlands, hills and meadows. At night the shores are lighted by electricity, and all the boats on the water carry colored lanterns in accordance with the U. S. statute. The scene on the lake on a fine night is wonderfully romantic, and reminds one of the water plazas of Venice, with their gliding gondolas and flitting lanterns.

Another feature of the park that contributes largely to the public appreciation of its charms and healthfulness is the carriage service. This service consists of a large number of very comfortable and attractive vehicles so built as to afford all the occupants an unobstructed view of everything about them. They are always kept clean and are never allowed to get out of repair, so that their safety even when crowded need never be doubted. Strong and well-kept horses are employed in this service, and each carriage is provided with a competent driver and efficient guide, who points out all the places of interest along the route. Parties of children with or without their parents or guardians find a trip on these carriages a glorious contribution to their other sports and open air enjoyments in the park. The carriages generally stop on Lookout Hill, affording the passengers a superb view of Coney Island, Manhattan and Rockaway Beaches, the Ocean, Navesink Highlands, the Lower New York Bay, Staten Island, and the landscape eastward on Long Island. Every point of interest in the park is visited during the drive, and some rare glimpses of the beauties of the grounds are had. Carriages will be found in waiting at all the entrances and at some of the principal points in the park. The entrances to the park are eight in number, the chief one being through the Plaza at the junction of Flatbush and Ninth avenues. The others are located as follows: Ninth Ave., opposite 3d St., Ninth Ave., opposite 15th St.; Coney Island Ave., opposite 16th St.; Ocean Parkway and Coney Island Ave.; Flatbush Ave. and Malbone St.; and Ocean and Fort Hamilton Aves. At the Plaza entrance to the park is the Soldiers' and Sailors' Monument, described elsewhere. The great Eastern Parkway begins at this point. Here carriages may most conveniently be taken. The statues and monuments in the park are: Statue of Abraham Lincoln, the Stranahan Monument, and busts of Washington Irving, John Howard Payne and Thomas Moore. These works of art may be seen during the drive. The charge for a round trip in the carriages is twenty-five cents for each adult passenger and ten cents for children.

Open-air public concerts are given at the music stand in the park grounds on Saturday and Sunday afternoons from the first week in June until about the middle of September, and attract vast crowds of people.

Some idea of the immense cost and utility of Prospect Park may be gained from the following figures: The total cost of the park has been over nine and a quarter million dollars, of which about five and a half millions have been expended upon improvements. Of the 526 acres, 110 acres are wooded, 260 are planted with shrubbery and exotic plants, 70 are laid out as lawns and playgrounds or as pasture for the flock of thoroughbred sheep, and 77 are covered by the lake and its ramifi-

cations. There are nine miles of carriageway, over three miles of bridle-paths and about twelve miles of walks. The Park is visited annually by about 2,400,000 vehicles, 127,000 equestrians and 13,400,000 pedestrians. On special occasions nearly 200,000 persons have been known to visit the park in one day. During last year 2,550 baseball games, 307 games of football and over 12,000 games of tennis, besides 12 lacrosse and 37 polo matches were played in the park. The athletic fields of the park are under the control of the Park Commissioner, and their use by private clubs and individuals is regulated by rules and conditions so constructed as to afford the greatest freedom and pleasure to the greatest number without detriment to the grounds or interference with the private rights of precedence. Accommodations are afforded for the safe-keeping and storage of athletic tools and sporting equipments.

The carriage road to the right after passing through the Plaza entrance leads to the once well-known Hicks Post Tavern. Farther along this road on the left is the Long Meadow and the lake regions. Midway between the Long Meadow and the lakes is a range of gently sloping hills embellished with arcades, bowers, terraces and laid with walks and drives leading to the tree-clad summits near the Farm House, which is reached by a beautiful wooded road, and on either side may be seen the white fallow and North American deer.

Prospect Park has very interesting historic associations, which make for it a place not only in the story of Brooklyn, but in the annals of the country. It was around the crest of Prospect Hill that Gen. George Washington in 1776 threw up earthworks and barricades to protect the American army and the neighboring villages from the attacks of the British. Almost in the centre of the park is Battle Pass, a little quiet valley which was the scene of a most desperate and bloody struggle between the American and British troops on the 27th of August of that memorable year. About 400 of the Delaware and Maryland soldiers under the command of General Sullivan formed the center of the force stationed around the heights to check the advance of the enemy upon New York, and to this valiant little band belongs the glory of having defended this pass against tremendous odds from sunrise until midday, when at last, overpowered by the merciless fire of the British artillery and attacked on the flank and rear, their ranks were broken and they were compelled to retire and yield their position, losing a large proportion of their number. The site of the redoubt in Battle Pass is still preserved to commemorate the scenes of that eventful day. Near by is a brass tablet telling the tale. On the east side of the park is a little bluff overlooking Flatbush avenue near Valley Grove, where was placed a small two-gun battery which poured a hot fire upon the ranks of the Hessian soldiery as they marched up the old post road toward the fortifications. In the middle of the Flatbush turnpike stood the famous Dongan oak, which was felled on the day of the battle to help obstruct the entrance of the pass. The Brooklyn Tree Planting Society has placed a young oak on the spot where the Dongan oak stood. The occasion was marked by a large gathering of Brooklyn's most patriotic citizens.

Prospect Park is most conveniently reached by the following railway lines: Flatbush Ave. Line, Lee and Nostrand Ave. Line, Prospect Park and Holy Cross Cemetery Line, Brooklyn City and Newtown Electric Line, Prospect Park and Coney Island Railroad, or the Coney Island and Brooklyn Electric Railroad.

RIDGEWOOD BALL GROUNDS, between Eldert and Hancock streets and Irving and Wyckoff avenues, is a private inclosure for the use of baseball and other athletic clubs. The grounds are most conveniently reached by the Myrtle Avenue Elevated or surface railways.

RIDGEWOOD PARK, see Highland Park.

SUNSET PARK is a new public square about 14 acres in extent, a few blocks to the south of Greenwood Cemetery. Its boundaries are 5th and 7th avenues and 41st and 43rd streets. The land has been but recently acquired, and when improved will form one of the finest of the city's parks. The ground is high, being in some places 170 feet above sea level, and from the top of which one of the finest views of the Harbor and Bay of New York can be obtained.

THE PLAZA is the name given to the circle at the northern entrance of Prospect Park, embracing a central paved space and three small encircling parklets. In the centre of this space stands an immense fountain ornamented with a lofty and very artistic central shaft bearing the lesser receiving basins. Opposite the junction of Flatbush and Vanderbilt avenues stands the colossal statue of Abraham Lincoln, by H. K. Brown, and presented to the city in 1868 by the War Fund Committee of Kings County. At the other extremity of the Plaza and overlooking the entrance to Prospect Park is the magnificent granite arch erected by the citizens of Brooklyn to the memory of the Soldiers and Sailors from Kings County who lost their lives during the Civil War. The elevations, arranged in a horseshoe-shaped series of small wooded parks which partly inclose the Plaza, form a charming and natural setting to this highly embellished circle. The cars of the Flatbush and Vanderbilt avenue lines run through the Plaza.

THE WASHINGTON BALL GROUND is a private inclosure to the southwest of Prospect Park, and bounded by Fourth and Fifth avenues and Third and Fifth streets. The quickest means of access is by the Fifth Avenue Elevated Railway to the Third street station.

TOMPKINS PARK is one of the more beautiful of the small parks of this city, and is bounded by Greene, Lafayette, Tompkins and Marcy avenues. It is between seven and eight acres in extent, and was surveyed as early as 1839, although not graded or improved until about 1870. The ground has been effectively laid out in lawns and walks, and rendered attractive by an abundance of shade trees and shrubbery. The grounds were formerly below the level of the bordering streets, but have been filled in and raised to their present level.

TWELFTH WARD PARK is a new and unfinished public square about six acres in area, lying about midway between the Atlantic and Erie Basin. Its boundaries are Richards, Dwight, Verona and William streets. A bill passed by the last Legislature provides for an addition of two blocks south of William street.

WINTHROP PARK, a new and small place for open-air recreation in the northwestern section of the city, is bounded by Monitor and Russell streets and Nassau and Driggs avenues. It embraces about $7\frac{1}{2}$ acres of level ground, and is being rapidly improved by the laying out of lawns and walks and the planting of shrubbery. Owing to the conformation of the land, a large amount of filling had to be done before any attractive improvements could be begun.

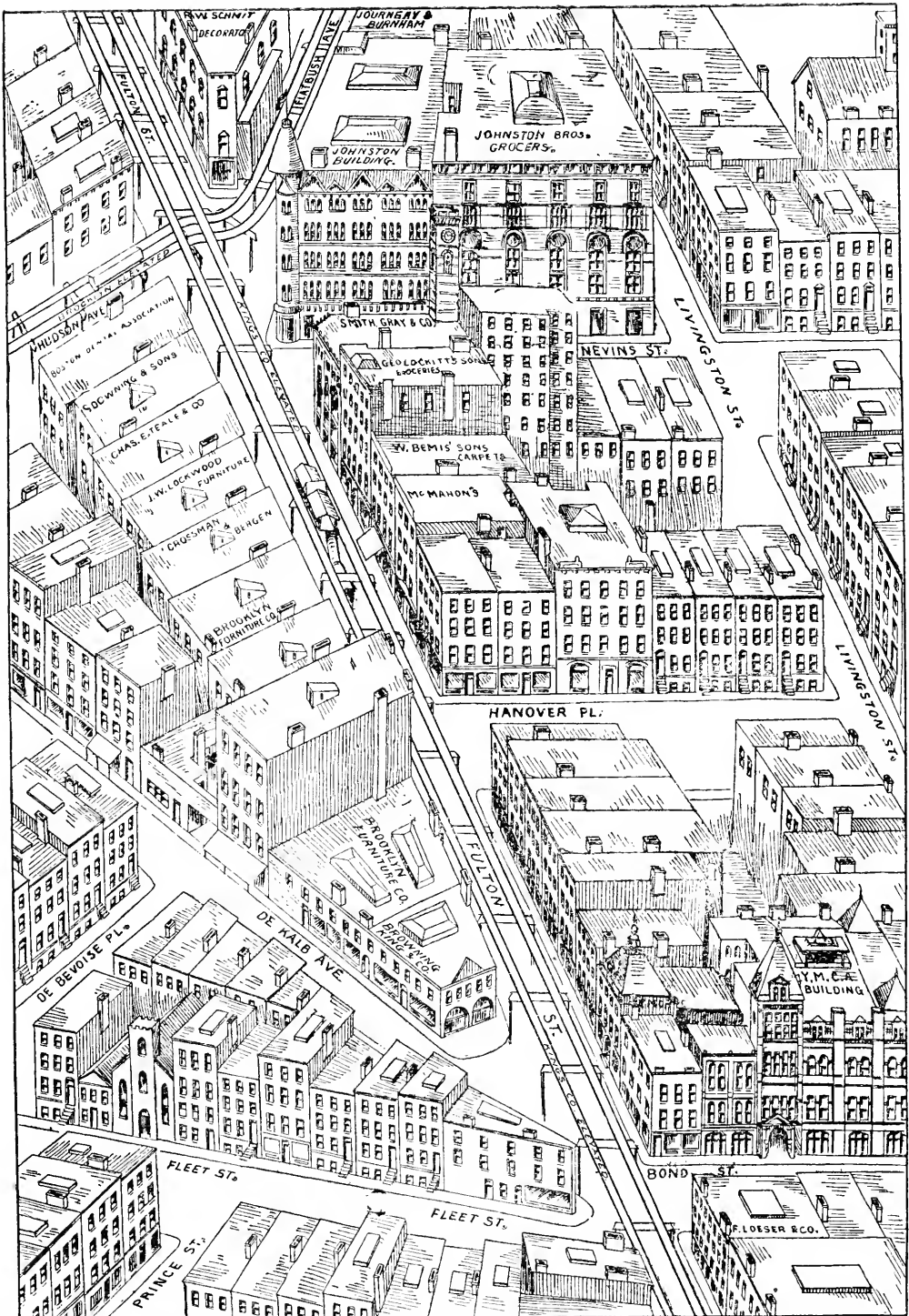
WASHINGTON PARK, one of the largest of the city's pleasure grounds, and a place memorable as the arena of many stirring events at the time of the Revolutionary War, is located in the heart of the city, and is bounded by Can-

ton and Cumberland streets and Myrtle and DeKalb avenues. The park exceeds thirty acres in extent, and occupies one of the most elevated and healthful sites within the limits of Brooklyn. The grounds embrace the eminence and slope formerly known as Fort Greene, and used by General Washington and his troops as one of the greatest points of vantage against the British in their attempt upon New York in 1776. For the purpose of fortification, massive earth and stone embankments were thrown up, and the place was so strengthened as to make it one of the principal defences of the Americans. Again, during the War of 1812, when foreign invasion was imminent, the disused earthworks were replaced and the fort put into a condition for occupation, thanks in part to the heroic spirit and efforts of many of the women of the then small town of Brooklyn, who, rather than see their country unprepared for defence, gladly helped in throwing up the breastworks. After these episodes, of great local as well as national import, the site of Fort Greene was reserved for public uses; but, owing to various contentions over the boundaries of the place, and the assessments for maintenance, it came near being leveled and thereby losing much of its historic interest. The Legislature, however, in 1847, in answer to an appeal of prominent citizens, authorized the establishment of the present Washington Park on the site of Fort Greene. After this the place was improved at great expense, and soon became one of the most attractive as well as most interesting parks in the Union. It is now under the control of the Commissioner of Department of Parks. The entire space is surrounded by a massive rubblestone wall with a heavy granite coping, which goes far to preserve the military aspect of the place. Between Myrtle avenue and Canton street is a broad plaza paved with concrete, where displays of fireworks are sometimes given and public mass meetings held. From the border of this plaza rises a series of three superb grassy terraces, which slope to the summit of the hill. These terraces are broken by two broad flights of stone steps which lead to the plateau. On the second terrace, between these steps, is the vault containing the remains of the patriotic soldiers who perished on the British prison-ship "Jersey," in the East River, during the War of the Revolution. The high ground, which is somewhat undulating, is beautifully laid out in lawns and walks, with an abundance of ornamental trees and shrubbery. On the eastern slope is an ample grass-covered space set apart as a children's playground. From the elevated plateau may be had a commanding view of all the surrounding city and landscape. The neighborhood of Washington Park, especially to the east and south, is one of the most fashionable districts in Brooklyn. Strangers will be well repaid by a visit to this delightful park.

WASHINGTON SQUARE, about one acre in extent, at the junction of Washington and Underhill avenues, is a small breathing spot artistically planted with trees and shrubs, and during the summer months decorated with prettily-arranged flower beds.

The Roads of Long Island.

The roads of Long Island and the streets of Brooklyn may best be described as in a state of transition. For a generation, and years before, they have been execrable for both the cyclist and the driver. Of late, however, a march of improvement has set in in obedience to the popular demands. Queens County has been especially active in building firm and well-bedded highways, and more are being projected each year. It is still impossible for a wheelman to make an island tour in comfort, but he will find many superb



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stretches of road as smooth as a dancing floor. These stretches are being gradually joined together, and a system of macadam is under way that will soon make a perfect network. Queens County is preparing to spend one million of dollars this coming year, and the County of Kings is awakening to the occasion.

The sand of Long Island is its road problem. Macadam is its only solution. Where the highways are of dirt there is seldom satisfaction, however well the soil is packed. The dirt highway is found in its best form on the north shore, where the soil is clayey and has little sand. On the slope to the sea macadam has no substitute.

The geographical form of Long Island planned and determined its main roads. As the old inhabitants put it—there is a middle country road, a north country road, a south country road. The north road runs from Long Island City out Port Jefferson way; the middle, well up on the south slope of the hills that marks the island's middle from East New York to Greenport; the south, from Jamaica, or perhaps Woodhaven, to Sag Harbor. The summary following does not pick routes for the horse or wheel. It simply indicates the chief roads and pikes, their present condition and the way to get on them.

Brooklyn and Kings County.

Asphalt has been meagrely used on the Brooklyn streets. There is enough of it, however, to provide agreeable access on the wheel to Prospect Park. Bedford avenue is an admirable roadway and so is Cumberland street, in a lesser degree. In the lower portion of the city Clinton, Schermerhorn and Henry streets are very rideable. Flatbush avenue, the way to the Park, asphalted on each side of the trolley line, and Hanson Place, together with the lower part of Sixth and Seventh avenues, are much in use by cyclists.

OCEAN PARKWAY is the finest of three great roads leading from Prospect Park south. The Park driveways are well asphalted and the parkway itself is a beautiful piece of macadam. Its width is 210 feet and a double row of trees line it. There are narrow drives on either side and special cyclists' paths. Unfortunately, it is in too popular use as a speedway. It ends—after five and a half miles—in the CONCOURSE, a fine broad road, lying directly along the ocean and covering over fifty acres. To the east of the parkway is the GRAVES TURNPIKE, an excellent road, but much narrower, beginning at Windsor Terrace, the Franklin avenue entrance to the Park, and ending at the Fair Grounds. West is FORT HAMILTON AVENUE, generally in capital condition, running from the edge of the Fort to the boundaries of Greenwood, skirting them and meeting the GRAVES TURNPIKE at the Park. A dirt highway, easy to go over and noted for its magnificent sunset views, is the SHORE ROAD from the city line at Sixtieth street to Fort Hamilton. FLATBUSH AVENUE since its alteration presents an admirable surface from the park to Flatlands Post Office. Its shade trees are the finest in the county. The old KINGS HIGHWAY meets the SHORE ROAD near the Fort. Thence it runs criss-cross Gravesend and Flatlands to the now almost obliterated but famous Hudderfly road. It is only in passable condition, and its northern commencement is difficult to find. A direct line should be taken from Ralph and Atlantic avenues across poor country roads south, for about half a mile. The EASTERN PARKWAY is a great driveway running eastward from the Plaza.

Queens and Suffolk Counties.

In Queens County all roads, or nearly all, lead to Jamaica. The chief exceptions are the NORTH SHORE TURNPIKE and the OLD SHORE ROAD of As-

toria. The latter is but fair and without especial interest. The NORTH SHORE TURNPIKE commences in Jackson avenue, Long Island City, a few blocks from the 34th Street Ferry. After the Newtown line is passed it is macadamized, and runs five miles across the causeway, into Flushing, where, under the name of BROADWAY, it is continued to the fountain at Roslyn. Good minor roads branch off from here, north to Sands Point, south to Mineola, and across the stream, the pike goes on to Cold Spring and Port Jefferson.

The way from Brooklyn to Jamaica is marked with some difficulty to a novice. The usual route is up the EASTERN PARKWAY, from the PARK PLAZA to, say, Pennsylvania avenue, and thence on to the old JAMAICA PLANK ROAD. There are finer highways than these, however. The PLANK ROAD, though often in good condition, is marred by an electric line, and is not agreeable for either wheel or horse. Preferable by far is one of the two great pikes—the MYRTLE AVENUE, remarkably clear and level its entire length, and with the best macadam of the two, and the MIDDLE VILLAGE TURNPIKE, the Lutheran Cemetery Road, extending from the end of North Second street and of much picturesqueness. It is at its very prettiest in apple blossom time.

There are some bad stretches of road in Newtown, but these are short, for the most part. THE HOFFMANN BOULEVARD, best reached by taking the MIDDLE VILLAGE PIKE to Hopewell Junction (near the Jamaica town line), has a fine run to the northwest into Winfield, and gives a superb view of Flushing Bay. In places, however, its roadbed is only fair. The old TROTTER COURSE LANE, beginning by the side of an old Dutch house at the Woodhaven Water Works, is little known, though in good condition, and is an interesting ride. The WOODHAVEN ROAD, commencing at the Pumping Station on the JAMAICA PLANK ROAD and running north to meet the HOFFMANN BOULEVARD, is not to be recommended, though the prospect from it is pleasing. Still another highway—this unnamed—is to be reached by following out Grand street, and taking the first road to the left after crossing Newtown Creek. It leads past the summer house of DeWitt Clinton in the hamlet of Berlin.

From Jamaica to the southward a multiplicity of roads stretch themselves out. The JAMAICA SOUTH PLANK ROAD, once upon a time the old Rockaway Plank Road, runs from Woodhaven, on the edges of Jamaica, across the head of Jamaica Bay to Lawrence. At the moment it is in lamentably bad condition, but it will be one of the first highways to be macadamized this summer. Lawrence and Cedarhurst, Lawrence notably, have some superbly kept roads, and others again that almost bury the wheels in sand. Finest, perhaps, of all the roads leading out of Jamaica is the ROCKAWAY ROAD, intersecting the JAMAICA SOUTH PLANK ROAD at South Jamaica, and extending from Fulton street, Jamaica, down to the shore, or nearly there. It has three miles of the most perfect macadam imaginable. The other ROCKAWAY PIKE, that from Rockville Centre to Wave Crest, has been gradually improved until much of it is macadam, the rest being excellently packed dirt. The system down the "Rockaway Peninsula" is to be built up this season to Seaside avenue, Rockaway Beach, so that a Brooklyn wheelman may ride there next Spring, never once leaving the macadam.

The OLD SOUTH ROAD, running from Woodhaven to Bergen's Landing, at the head of Jamaica Bay, is three miles in length and well macadamized. Eastward from Jamaica, extending out from the main street (Fulton), is JERICHO PIKE. It runs through Hollis, and at Callister Factory begins a

stretch of seven to eight miles macadam. Beyond this it is a hard dirt highway, well kept, which goes out to Greenport opposite Shelter Island. After Jericho is passed the road commences to get hilly. From Jericho there is a short piece of highway to Hempstead that is in good condition. The HEMPSTEAD AND JAMAICA PLANK ROAD is bad riding at present, but a wheelman will find excellent sidewalks. He will do well, however, to have a care and not ride on the sidewalks inside the town boundaries proper, as the town authorities restrict wheeling on sidewalks, and are strict in imposing fines or imprisonment, or both, on offenders. The MERRICK ROAD from Jamaica is poor to the Hempstead town line, but very fine macadam beyond it. A good solid highway of dirt leads from Hempstead to Farmingdale, weak, however, in several places. The northwesterly little pike to Cold Spring Harbor is hilly, but very fair riding in all weathers. A highway that is beautiful because of its many windings leads from East Williston to Roslyn. It runs down to Freeport on the Sound Shore, made of hard packed dirt and always good. From the Town Hall, Jamaica, a finely laid pike of macadam extends due north into Flushing Village. It is known among wheelmen as the JAMAICA PIKE. This road is duplicated in direction and destination, though hardly in excellence, by the old BLACK STUMP ROAD that also enters Flushing from Jamaica.

The BABYLON PIKE comes down from Hempstead with a more than passable roadbed, and at Babylon itself the great clamshell road begins, with its straight, delightfully shaded run full sixty miles into the sandy regions of the Shinnecock. After that narrow strip is crossed, it improves and stretches down to Sag Harbor smooth as glass and is excellent traveling. It is known everywhere as the GREAT SOUTH SHORE ROAD.

N. B.—The best bicycling and driving roads on Long Island are indicated on the sectional bird's-eye views of the island by a dotted line (. . . .) in the centre of the roads.

ART AND ARCHITECTURE.

Brooklyn's Collections of Paintings—Its Statues and Monuments— A Review of the Architecturally Notable Buildings in the City— Greenwood's Mortuary Art.

It is through her private collections that Brooklyn holds a well defined and high place in the Art world. There is at present no public collection whatever, though, when the Institute of Art and Sciences is built, halls and galleries will be reserved for that purpose and one established. A fund for the purchase of pictures already aggregates \$10,000, and there will be no lack of further subscriptions when the hour arrives. But, throughout the parlors and private galleries of the town there are hundreds of fine canvases of English, Continental and American masters, the French school of this century being in especial favor.

Though from what remains there is no need to complain, the city has recently suffered an irreparable art loss in the complete dismemberment of one of its finest collections and the removal of another to New York. Henry M. Johnston of Downing street sold his entire gallery late in February, the canvases including Isabey's "Embarcation," a "Tiger" of Corot's, Daubigny's "The Afterglow" and a score more quite as valuable. The death of David C. Lyall of President street brought about the removal of his family to New York and the consequent loss to Brooklyn of all of the Lyall pictures. Chief among these were Millet's famous "Birth of the Calf," Delacroix's great "Rape of Rebecca," four superb Daubigny's, Cot's charming "Springtime," and a wealth of canvases of French artists.

Of the collections that remain intact the most important by far is that of Henry T. Chapman, Jr., of Clinton Avenue, corner of Lafayette. Back in the early seventies, when the French painters of the school of 1830 were not understood or appreciated, Mr. Chapman saw their merit and commenced purchasing. He was the first man in America to understand their art and many of the pictures in his parlor to-day are unapproachable in their beauty. The most important are his Dupre's "Summer," Michel's "Hills of Montremart" (and he has thirteen other canvases of this artist), Isabey's "The Cardinal's Blessing," Diaz's "The Cloud Breaking," Richard Wilson's "Ruins of Tivoli," Sir Joshua Reynolds' "Muscipula," and examples of Decamp, Delacroix, Rousseau, Lambinet, Courbet, Millet, Fortuny, Troyon, Rembrandt, Watteau, Crome the elder, and Huet; over 160 canvases in all. Mr. Chapman has also an admirable collection of porcelains (nearly 300 pieces) of all tints and varieties and he is a recognized authority on this subject. In his parlors also are several fine old bronzes.

Now that the Lyall gallery has been turned into a club house, the finest private gallery in the city is John T. Martin's of lower Pierrepont street. His

chef d'oeuvre is Knaus' "Christening," and yet others are Millet's "Going to Work," Daubigny's "On the Oise," and canvases of Rousseau, Diaz, Detaille, De Neuville and Meissonnier. Henry T. Cox, at the corner of Joralemon and Henry streets, has a fine Cabanel, Diaz, Daubigny, Gerome and Schreyer and a very beautiful little gallery to place them in. Mr. Cox's particular delight, however, is the costly one of extra illustrating and there is an Izaak Walton in his parlors on which he is said to have spent \$12,000. Other volumes he has extra-illustrated extensively are Horace Walpole, "English Bards and Scotch Reviewers" and the "Pilgrim's Progress."

The Healys, father and son, of Columbia Heights, had a fine collection two years ago, but it has since been sold. John S. James, near the foot of Pierrepont street, numbers among his paintings examples of David Johnson, Demont, Breton, Hagsborg, Kowalski and Vibert. Carl H. De Silver, a little ways up the street, has an especially fine Vibert, and a Wyant, added to a Daubigny and a Rico. John Mason, of 138 Hicks street, shows a fine series of the French schools. Edward H. Litchfield, on Montague Terrace, has excellent statuary throughout his great hall, examples of Fantacchiotti, Ross and Mead. Latham A. Fish, just opposite Mr. Cox, has Breton, Vibert, Schreyer, and Rico on his walls. John B. Ladd, on Henry near Joralemon, is another of the owners of important paintings.

In South Brooklyn, W. W. Kenyon of Union street has now the only collection of size and value. Next to Mr Chapman's the collection on the Hill is that of J. C. Hoagland, on the next block, who possesses an exquisite Henner, a fine Dupre marine, a Gainsborough, a Troyon and one of the best Daubigny's in the country.

Art Organizations.

As early as 1862 the first of the art clubs of Brooklyn was organized under the name of the Brooklyn Art Social. There was something of a miniature Bohemia in the city at that time—a Bohemia that has long since died out—and it centered in the old buildings in Montague street. In 1864 or '65 (the date is uncertain) the Art Social died, and the Art Association sprang up in its place. Gradually the laymen obtained complete control of this; and nearly all the artists resigned. In the meantime the Association had erected its fine Gothic building and became of paramount social importance. For the brilliant Academy receptions it gave during the seventies see chapter on Society. Of later years it has been devoted to periodic exhibitions, and in conjunction with the new Institute of Arts and Sciences has established a flourishing art school.

BROOKLYN INSTITUTE OF ARTS AND SCIENCES—for details as to its proposed gallery and prospects see chapter on Education.

BROOKLYN ART CLUB.—The artists that left the Art Association in 1878 formed this society a year later, building the rules and by-laws so that only actual artists were eligible for membership. After some years of insignificance the club entered upon a new epoch in 1885 and in the Fall of 1887 gave its first annual exhibition in the Art Association rooms. Its percentages of canvases sold is the highest in the country, having touched 42%. The present membership is about 80, and there are many New Yorkers in the ranks. The fame of this society has done much to raise the reputation of Brooklyn as an art centre. Its members are always found among the exhibitors in all the leading art exhibitions in the Eastern States.

BROOKLYN ART GUILD.—A fraternal association of artists, much smaller and giving no exhibitions. Its rooms are at 246 Fulton street (Ovington's Studio Building). Miss E. R. Coffin is President, and the membership is about 40.

REMBRANDT CLUB.—A society of connoisseurs and collectors meeting monthly at the homes of members to hear art papers read by famous artists. The membership is fixed at 100 and there is always a large waiting list.

Artists and Illustrators.

Brooklyn has been unfortunate in having many of her painters lured across the river to the great picture mart of New York. Well known New York artists who once painted and worked here are M. F. H. DeHaas, James H. Hart, George Innes, Peter Paul Ryder, S. S. Guy, Carlton Wiggins, J. G. Brown, Edwin H. Blashfield, A. B. Wenzel, Wm. E. Plimpton, George H. Bogart, and Richard Creifelds. Still the city is not without adequate representation now. In figure painting and landscapes there are Frederick J. Boston, Harry Roseland, Maria R. Dixon, Benjamin Eggleston, J. B. Whittaker, Joseph H. Boston, Eleanor C. Bannister, S. M. Barstow, Robert M. Decker, Erskine Wait, W. H. Snyder, S. S. Carr and Clark Crum. In illustrating, W. Hamilton Gibson, Alfred Brennan, Albert Blashfield, Wedworth Wadsworth, Benjamin Eggleston, Frederick J. Boston and Harry Roseland are to be mentioned. Mr. Wadsworth some few years ago illustrated an edition of Tennyson's "Brook," which called forth a complimentary letter from the then Poet Laureate. He is the only American artist possessing such. Warren Sheppard excels as a marine painter, Wedworth Wadsworth in water colors, and Alexander S. Locke, an old pupil of LaFarge, is an admirable designer of mosaic glass.

Studios and Schools.

The studios of the artists are widely scattered. Montague street once had a nest of them but of late it has lost its hold. There is no building devoted exclusively to the art fraternity. The Ovington Building (246 Fulton street) houses half a dozen, the Arbuckle building opposite the City Hall Square and the Bank Building (Atlantic and Clinton streets), each a few. The art schools are prosperous in the extreme. The Brooklyn Art School in the Ovington Building (supported by the Art Association and new Institute) has nearly 150 pupils, instructed by such masters of the brush as Walter Shirlaw and William M. Chase. The Art Guild has excellent instruction for its members. The Adelphi Academy has 150 special art students and a superbly equipped studio. The Polytechnic and the Pratt Institute make distinct departments for art and have adequate courses

Statuary of Brooklyn.

The city is badly off so far as statuary is concerned. Outside of Prospect Park there is only one statue worthy of mention—the bronze Henry Ward Beecher that faces the City Hall. In all probability this too will be removed to the park before many months in deference to public sentiment. The figure is semi-colossal, its height being nine feet, and it represents Mr. Beecher in an unstudied pose, clad in a great cape coat, with his hat in his hand. The artist was J. Q. A. Ward, and the figure stands on a ped-

estal that is the work of Richard M. Hunt. This pedestal is adorned with finely modelled bronze figures.

Two good bronze figures are set in the Park Plaza. The statue to J. S. T. Stranahan is the design of Frederick MacMonies, who has done the colossal group of America for the World's Fair. So far as pose and portrait are concerned it is very nearly perfect. In size it is colossal, and while dignified and impressive absolutely unconventional. The Lincoln statue belongs to an earlier period; it was set in its place in 1868 and was the design of H. K. Brown. It is in no wise remarkable as a work of art and is far too ornate. Within the park itself are busts of John Howard Payne and Washington Irving. In the flower garden is a statue of Thomas Moore, interesting solely because of its beautiful floral surroundings.

The Memorial Arch.

The Soldiers and Sailors Memorial Arch is a striking feature of the plaza, and architect John H. Duncan, the designer of the Grant Monument, has put a good deal of the old war time spirit into it. Its motif is exactly that of the Roman Triumphal Arch and in spite of much of the possible effect having been lost by placing it almost atop of the fountain instead of directly at the park entrance, it has a dignity and a grace of its own. Its material is of light granite with a polished granite base, the arch proper being topped by a fine cornice. At either side are columnated pedestals designed to receive groups of statuary. Exquisitely cut figures appear in the spandrels of the south and those to the north have the seals of Brooklyn City and New York State. The keystones are reliefs of the United States Crest.

Fountains.

There is but one fountain of notability, that alongside the Memorial Arch, the work of Vaux. It is low and without a special design, forming the centre of a vast circular basin and is turtle backed in plan, composed of plates of bronze. It was the original plan to have it lit by gas at night, the light to stream through the gliding water, but this scheme has never been carried out. The fountain was laid out shortly after the park was designed.

In Greenwood Cemetery.

Mortuary art in its very best form is practically confined to Greenwood Cemetery. Hundreds of fine granite and marble shafts stand sharply cut out by the green of the perfectly kept lawns. The Siefka monument near the main entrance, built of Connecticut granite, is admirably carved and possesses an exquisite figure of Hope at its apex. "Battle Hill" is marked by the "Soldier's Shaft" of granite surmounted by a military figure cast from cannons captured from the rebels. Nearby is the Litchfield plot, possessing a Michael Angelo in bronze. Further on is the Bennett tomb, with its well conceived group of half life size of a mother praying for her child and being comforted by an angel. The detail of this work is very beautiful, the woman's dress being carved in representation of satin in folds. The Canda tomb in memory of Charlotte Canda, who died when a maid of fifteen, is the facade of an exquisite Gothic chapel, perfect in its spires and tracery but marred by bases of granite supporting the finely veined marble. Two kneeling angels guard the sides. Other notable tombs are those of the Brown brothers; Ex-Mayor Gunther of New York, a

plain granite shaft with two detached figures; T. N. Phelps, a Gothic chapel on one of the little lakes; W. J. Florence, a dignified granite cross atop of a square monolith with faces of polished granite; the Danser on Vine and Fir avenues, the Harpers, and the Frazer of black and red granite columns.

Architecture.

To the unguided stranger within her gates Brooklyn seems to be of little interest architecturally. There is absolutely no place in the city's boundaries where fine buildings are massed. The seeker after art as expressed in brick and stone has to explore. It will pay him liberally and well, for off and on in his travels he will come across some dainty bit of design and color. But these buildings are scattered and far apart. Around and about them are conventional dwellings and stores as like as "peas in a pod." It is only the architectural enthusiast, as a rule, that has the patience to search for wheat among the heap of chaff.

And yet the task of winnowing to-day is a far more grateful one than it would have been ten years ago. Within the past decade Brooklyn has entered into a new architectural epoch. It is only here and there that the change is discernible, it is true, but dozens of buildings mark it. The city in its sixty years of civic life has passed through three ages of building, the age of wood, the age of red brick and the age of brown stone. The wooden age is now a by-gone, every day seeing more and more of its demolition. The ages of red brick and brownstone, monotonous for block after block, is gradually feeling the touch of the new dispensation, and their characteristics are becoming lost.

Conditions exactly the reverse of those across the river have developed Brooklyn's architecture. New York is a narrow island and buildings grew higher and narrower. Brooklyn spread out like a great fan. There was land and to spare, and the price of building lots did not hinder the architect nor tax his inventiveness. He had no need to seek for his floor space in the air. The problem was such an easy one that he did not need to do his best.

Of the old architecture of the town there are only a few remaining specimens scattered over the 1st, 2nd and 4th wards, the chief characteristics of which are the doorways with their colonial detail, and railings of well executed wrought iron work. There are also several old churches left to claim interest. It is the new age of terra cotta and yellow brick that invites attention, an age of fanciful Romanesque, Americanized, such as has now its way all over the country. The Dutch and English phases of design, once so prevalent in New York, passed the then little town of Brooklyn by; there is very little trace of them. One little touch of classicism of the forties there was a few years ago in two old Dutch Reformed churches columned like the Acropolis and of dazzling whiteness, one just back of the City Hall, the other on the Heights, at the beginning of Clinton street. But the march of improvement has wiped them both out of existence.

From the upper bay a long line of warehouses and piers, backed by three story dwellings, nearly all of the same red brick, presents itself to the eye. There is not a touch of green to relieve it. Red and brown are the colors of the picture. It is best seen at sunset when the gleaming light from over the Jersey hills reflects itself in the windows of the mansions of the Heights. Several great apartment houses, and the spires of Holy Trinity and old St. Ann's, stretch themselves above the masses of brick and stone. Montague street Hill stands out sharply with its gray stone and iron

railings, and the quaint little ferry house at its foot tells of the Brooklyn of thirty years ago.

The Heights and City Hall Square.

At the top of the hill is the renowned Brooklyn Heights, once in a sense the "avenue" of Brooklyn and now containing some of the most famous mansions of the town. There was once a project to build a terrace and driveway around its whole outer edge. With the failure to realize this, what would have been one of the most beautiful roads in the world has been lost forever. On the hill's very brow, in among the brown stone mansions, stands the Arlington, a free classic structure of red brick built by Montrose W. Morris. It faces a plot of green, and just beyond, at the foot of Pierrepont street, is a daintily porched structure of Queen Anne type, the home of Seth Low when he was Mayor of Brooklyn. Columbia Heights begins here ending finally at the Fulton Ferry house in the steepest hill on the island. Half way down its length is the Margaret of John Arbuckle, a huge and imposing apartment house, designed by Frank Freeman in a free adaptation of Romanesque. From its upper story there is a superb river view, from the street or the East River Bridge an impressive sky line. It is quaintly balconied and recessed, and the deep brown red of its brick harmonizes admirably with its iron work. Hardly a stone's throw away is the country like home, in classic style, of Henry C. Bowen, the great religious publisher. This is at the corner of Willow and Clark streets. Just beyond, near the corner of Hicks and Orange, is the plain brick dwelling Henry Ward Beecher occupied. On Orange street, hard by, the unadorned front of Plymouth Church, spireless and with nothing of the sanctuaries about its appearance, rears itself

Lower Henry street has for its only imposing structure what is known as the "Sands Street Memorial," the home of the first Methodist congregation of Long Island. The curious church was recently built to replace the edifice torn down by the bridge approach. It is in the form of a Greek cross and is built in five different kinds of stone, gray, brown, and dove being its prevailing colors. Its style is of the Italian Romanesque and it is marked by two towers, one of which is surmounted by a quaint belfry. In Pierrepont street, near the corner of Monroe Place, is the Dutch Reformed Church on the Heights, better known as Wesley Davis', unpretentious as to its exterior but filled within with elaborate mural work and superb stained glass.

The junction of Pierrepont and Clinton streets has a marked architectural interest. On the south-westerly corner is the building of the Long Island Historical Society, a masterly structure of Philadelphia red brick with terra cotta ornaments in the same tone and designed by Geo. B. Post. Its hall on the ground floor, library above and museum just under the roof are emphasized admirably by three distinct stories. The porch is set with granite columns and the spandrels of its arch have carved on them heads of a Norseman and an Indian, the design being by Olin Warner. On the cornice, over the library windows, are inset heads of Michael Angelo, Mozart, Socrates, Shakespeare, Franklin and Columbus. The outer pillars of the porch are carried up to the roof and end with a low tower on which is a dial. Diagonally opposite, the Brooklyn Savings Bank, for years housed in a severely classic edifice on lower Fulton street, is erecting a superb building solely for banking purposes. The white granite of its lower

walls is all that is now to be seen. Its general design will be freely classic and its roof pointed and tiled in red.

On the northwest corner is the old white house of Benjamin Silliman, and opposite that of the Brooklyn Club, plain and giving no evidence of its purpose. A square away Clinton joins with Montague street in a corner made famous by Holy Trinity Church. Holy Trinity was built early in the sixties by Le Fevre and is a fine specimen of Flamboyant Gothic. Its spire is the finest in the city and its tracery and finials are very beautiful. After a heavy snowstorm it is in its glory. Its interior is possibly the most impressive of any church in Brooklyn.

A glance down Montague street toward the river shows a block of great apartment houses designed by Parfitt Bros., the Montague, the Berkley and the Grosvenor, of which the Montague, of red brick adorned with granite and a well cut granite arched entrance, is by far the most beautiful. The financial quarter of Brooklyn begins at Holy Trinity and extends down Montague street to City Hall Square. Across the street, directly to the south of Holy Trinity, towers the new and daintily toned building of the Franklin Trust Co., a structure of pale buff brick, granite, and grey limestone, cleverly designed by Geo. L. Morse. The roof is finished in Spanish red tiles, the entrance portico is dignified and full of commercial character, and the horizontal lines are strong and well developed. The style and detail is Romanesque. On the block above, towards Court street, are two buildings of the old type, plainly significant of art and literature. That of the Art Association is of pure Gothic form, with a touch of the old French school. It was built by Cady & Congdon in 1869. Here is, perhaps, the finest æsthetic effect in the city. It is done in varying tones of grey, the door has a doubled arched effect, and is a granite study, with adornment of different colored marbles. Over the door is an exquisitely traced tympanum. A corbelled balcony juts out from the third story and an arcaded window emphasizes the French spirit. The Brooklyn Library, almost directly opposite, is in Venetian Gothic, designed by P. B. Wright in 1867. Alterations of dull gray stone and subdued red brick make it a startling piece of coloring. It is distinguished by a balcony, on which are set belligerent eagles, suggestive of the devils in the gallery connecting the towers of Notre Dame. Across the way is the admirable auditorium of the Academy with a facade, dignified but not particularly distinctive. It is done in Moorish style by Leopold Eidlitz, the designer of the Hebrew Temple on Forty-second street, New York.

The view from the City Hall Square to the north shows the new Eagle Building in its composite color of brown and buff, and behind it the Romanesque Federal building and Post Office of dull granite. The Eagle building has a sharply truncated corner, and over the entrance to the counting-room a finely cut eagle is poised on a globe. Many of its lines are similar to those of the Franklin Trust Company Building, and it was the work of the same architect, Geo. L. Morse. The Federal Building is chiefly remarkable for its turrets and general floridity of design. To the south, the City Hall, occupying the centre of the square, is a relic of the past. It was completed in 1849, and is of white marble, a huge portico, approached by a long flight of steps, and six Ionic columns, holding up the roof. The tower, in which swings the old fire bell, is 153 feet high. Back of the Hall are the City and County Buildings of classic design. The earliest of all Brooklyn's great office buildings stands to the west; the Garfield, too

of colonial style, of unrelieved red brick, but dignified and with a pleasing tower cupola. It was designed by Cady & Co.

Down Remsen street the ornate front of the Franklin Building by Parfitt Bros. is to be seen dwarfing the little two story granite edifice of the Dime Savings Bank. Two blocks below, at the corner of Remsen and Henry streets, is the gray and religious Church of the Pilgrims (Dr. Storrs'). The Hamilton Club, on the corner above, is imposing but unadorned. On Joralemon street, near Clinton, stands the Packer Institute, the famous girls' seminary, a design of Le Fevre in French Gothic. Just around the corner in Clinton street is old St. Ann's, with its detail a Gothic of the north of Europe, and its color treatment taken from the cathedrals of the Italian cities. Its designers were Renwick & Sands.

South Brooklyn.

This old residential section has few buildings of architectural note. Down Clinton street the white front of the Savings Bank, at the corner of Atlantic avenue, and the deep brown of Christ Church are all that mark it. A remarkably fine Gothic church of Le Fevre is situated at the corner of Strong Place and Degraw street. On President street, near Clinton, is the mansion of J. S. T. Stranahan with a great garden at its side. St. Agnes' Church, Gothic, at the corner of Sackett and Hoyt streets, stands out like a beacon amidst squalid monotony. It has an especially fine open interior. Other edifices in this section imposing by reason of their mass are St. Peter's Hospital at Henry, corner of Warren street, and the Long Island College Hospital, a classic porched building of white on a terrace on the corner of Henry and Pacific. Opposite this latter stands the Hoagland Laboratory, built after the Dutch School.

Upper Fulton Street.

Just off from the City Hall Square, from the easterly end of which it may best be viewed, is the Thomas Jefferson, the headquarters of the Kings County Democracy. This is a tall building of florid Romanesque, planned by Frank Freeman. Its design is that of four great piers with copper bays on each floor set in deep recesses. Two substantial arch doorways give admission. Back of the county buildings is the Polytechnic Institute and its recent addition, the old building classic, the new of Romanesque detail, designed by Wm. B. Tubby, sadly out of keeping with the old, but by itself distinctive. At 120 Schermerhorn street is the Germania Club, an overloaded but catchy and graceful facade distinguished by a superb bay on the parlor floor and with a sumptuous interior. Its motif is Romanesque and it was built by Frank Freeman. Lost to public view from its situation on Jay street, near Willoughby, is the new Fire Department headquarters, a Romanesque structure of sand stone and red granite with a fine rectangular tower and good arched doorway, also Mr. Freeman's work.

Along Fulton street, there is little worthy of notice until one comes to the splendidly recessed entrance of the Liebman Building, tiled and columned in different tones of marble, by Parfitt Brothers and William H. Beers in conjunction. Almost opposite is the granite front of the Wechsler Building done by Lauritzen in his best style. Just above DeKalb avenue the Young Men's Christian Association shows a homelike facade on Bond street. At the junction of Flatbush avenue are the Smith and Gray Building of a gleaming gray, with a high campanile minus the conventional bell, a quaint mottled commercial structure adjoining it and the red brick Johnston Build-

ing facing the little triangle. The site of Talmage's old Tabernacle on Schermerhorn street near Third avenue is now marked by a great warehouse. Where Schermerhorn street runs into Flatbush stands the Young Women's Christian Association, a well designed edifice of buff brick, done by J. C. Cady & Company.

The Hill.

Where Greene avenue turns off from Fulton at Cumberland is the summit of "the Hill," one of the highest points in the county. "The Hill" is purely a section of homes and no public or commercial buildings mark it in any way. Clinton avenue, a street of detached villas, framed in trees and gardens, is its focal centre. At its junction with Greene avenue is the new tabernacle of Talmage, a harmonious structure after Romansque forms, with a strong and artistic tower at the Greene avenue corner, pierced by two arched entrances of much character. Sandstone and brick are the materials used by its designers, J. B. Snook & Sons. The corner tower was not carried up to the height planned, but does not need to be to make the building an artistic success. The auditorium is the finest in the city. Immediately adjoining is the new Regent Hotel, almost ready for occupancy. It sets superbly against the brown of the Tabernacle and the green of the trees, with its white marble entrance, its white terra-cotta ornamentation and its body of pinkish-toned brick. The entrance is adorned with three beautifully grilled bronze lamps, and a great copper bay is a feature of its first floor. The building is French Renaissance and its designer was Edward L. Angell.

A few doors further on is the great "Pouch gallery," barely completed at the death of its original owner, old Robert Graves. It has latterly won fame by being used for every sort of social function. Down Greene avenue the grass-covered walls of the unfinished Catholic cathedral stare at the passerby. Across the street is the red Church of the Messiah, noted for a tower like that of the Perigueux Cathedral in Southern France. On Clinton avenue, near Atlantic, stands St. Luke's, an Italian Romanesque structure of a church and chapel by John Welch, of grey limestone and brownstone, marked by two pinnacles and a tower. Its entrance is in the form of a colonnade.

On Lafayette avenue, corner of St. James Place, is the Emanuel Baptist Church, an excellent example of Thirteenth Century Gothic, with a façade strongly resembling that of the cathedral at Cork. It has a triple arched doorway and is built of yellow stone. At the corner of Clifton Place is the Adelphi Academy, built in the English mode. At Grand and Gates stands the Vendome Apartment House, of Indiana limestone, by Fowler and Hough. In Putnam avenue, near Classon, is the new building of the Lincoln Club, marked by a Venetian turret of the Sixteenth Century, a design of R. L. Daus, and a block or so away on the same avenue the Romanesque Monastery of the Precious Blood, just building, by the same architect. A mile across town to the north-west is historic Fort Greene, now a public park, with St. Phoebe's Mission House, a charity of the late A. A. Low, perched delightfully on its western end (Parfitt Bros). Over beyond the park, on Cumberland street, is the Homœopathic Hospital, done in Italian Renaissance, with a well inset entrance by Fowler and Hough. On the park's edge, at the corner of De Kalb avenue and South Oxford street, is the brownstone home of Dr. Talmage.



VIII. FLATBUSH AVE. FROM FULTON ST. TO ATLANTIC AVE.

ROWORTH'S London Hospital Throat LOZENGES.

Being the first house in the United States to secure and introduce the formulas of DR. MORELL MACKENZIE, (*of the London Hospital, for the Treatment of Throat Complaints*), we take great pleasure in stating that our efforts have met with a success far beyond our most sanguine expectations. They have received the endorsement of the most eminent physicians, and as an evidence of the accuracy and the beneficial results derived from the use of the troches made by us, we have but to state that our manufacture of them has increased year by year.

These Lozenges are, with the exception of those containing Carbolic Acid, made with Black Currant and Red Currant Fruit Pastes in all cases where they are prescribed for their *immediate local effect*. Most of the Lozenges contain from 70 to 80 per cent. of Fruit Pastes in each, 1 to 2 per cent. of po. trag., 4 per cent. of sugar, and varying quantity of the medicaments, according to the formulæ given.

These Lozenges are compounded in the old well tested and scientific manner and are far superior to the modern compressed lozenge or tablet, which often irritates and injures the delicate membranes of the throat.

The excipients used in these Lozenges allay irritation, and assist the proper action of the medicine.

Trochisci Acidi Benzoici.—"Voice Lozenge."

Trochisci Acidi Carbolic.—Antiseptic and stimulant.

Trochisci Acidi Tannici.—Strongly astringent.

Trochisci Althea.—Emollient.

Trochisci Catechu.—Mildly astringent.

Trochisci Lactucae.—Soothing and mildly sedative.

Trochisci Potassae Chloratis.—Stimulating and antiseptic.

Trochisci Potassae Citratis.—Topical sialogogue.

Trochisci Cubebae.—For diminishing excessive secretion of mucus from pharynx.

Trochisci Guaiaci.—For inflammation of the tonsils.

Trochisci Haematoxyli.—Mildly astringent

Trochisci Kino.—Astringent.

Trochisci Krameriae.—A very powerful astringent.

Trochisci Potassae Tar. Acidæ.—Topical sialogogue.

Trochisci Pyrethri.—A very valuable sialogogue.

Sedativi.—Sedative for irritative coughs and painful condition of the pharynx.

ROWORTH'S SURPASSING

FRUIT TABLETS AND COUGH TABLETS.

Lime,
Orange,
Lemon,
Peach,
Raspberry,
Strawberry,
Pineapple,
Violet,
Mint,
Wintergreen,
Plum,
Iceland Moss,

Horehound,
Horehound and Tar,
Horehound and Boneset,
Horehound & Wild Cherry,
Malt,
Wild Cherry,
Wild Cherry and Tolu,
Slippery Elm,
Cough,
Hops and Boneset,
Everton Toffey,
Butter Scotch.

Manufactured by THE ROWORTH MANUFACTURING CO.,
21-27 NEW CHAMBERS STREET, NEW YORK.

Buildings have sprung up like magic here during the past decade, and Hancock and McDonough streets, in chief, have caught the spirit of the new residential architecture admirably. But while the general view through the streets is most pleasing, but few edifices of prominence have risen as yet. On Franklin avenue, near Fulton, stands the house and famous garden of David M. Stone, editor of the "Journal of Commerce." On Hancock street, near by, is the quaint iron church of Dr. Behrends, designed by Valk and painted white, a noticeable structure, both from its situation and peculiarity. Two squares above is the great apartment house, the Alhambra, by Montrose W. Morris. It is misnamed, for there is nothing in its design to suggest the architecture of the Moors. At the corner of Bedford avenue and Lafayette is the Temple Israel, the only distinctive piece of Hebrew architecture in the city. The material used is amber-toned brick, and a Byzantine dome surmounts it. Its interior, carried out in the same style, has a good color scheme in green, yellow and gold (Parfitt Bros). Across Fulton street, where it joins with Bedford avenue, is the massive Brevoort (Mr. Morris' work), an edifice of sand stone and red brick. The Union League Club, of cinnamon brick and brown stone, asserts itself at the Bedford avenue fountain, just across Atlantic avenue. Its features are a bear on the roof, medallions of Grant and Lincoln, and an eagle holding up a bay with its outstretched wings.

Across the street from this the walls of the new Twenty-Third Regiment Armory are rising. This palace of the guardsmen of "Ours" is of baronial design, battlemented and fortress-like, with Scotch castle towers on its Bedford avenue front, and an admirably arched gateway with an iron portcullis. Its towers are pierced for sharpshooters and it presents an excellent defense line. The drill shed, extending back to Franklin avenue, is in perfect proportion to the executive front. Its material is of English brown sandstone and red brick, and its designers were Fowler and Hough, in conjunction with the State Architect.

In this district south of Atlantic avenue there is row after row of artistic dwellings, big and broad detached houses and beautifully shaded streets. A notable edifice among them is the Hebrew Orphan Asylum at Ralph avenue and Dean street, by John B. Snook & Sons. It is built on Romanesque lines, and marked because of its size and detached position. St. Bartholemew's, on Pacific street near Bedford, is a quaint little edifice, of deep red brick, done by Geo. B. Chappell. Crossing Fulton street again, at the corner of Throop avenue and Willoughby avenue, an excellent campanile is to be seen, the design of Fowler and Hough. Dr. Meredith's, at the corner of Tompkins avenue and McDonough street, is another good example of this class, with a larger tower (George B. Chappell). In amongst a mass of small and new dwellings at Sumner avenue, corner of Putnam, is building the new armory of the "Grey Thirteenth," a red brick structure trimmed with granite, modelled on the lines of a Thirteenth Century feudal castle of France by R. L. Daus. The towers on the Sumner avenue front are splendid pieces of design.

The Park Slope.

The park slope has had a life of barely ten years. In 1884 the region now splendidly built up with private residences was little more than fields and pastures. To-day it is a place of the Romanesque, with a score or more houses of the French chateau type. It is a land of terra cotta and red brick, of gable roofs and dormer windows. It is a place of charming

homes, of quaint designs, little invaded by flats and apartments. At the turn of Eighth avenue into Flatbush there is one of the most distinctive buildings in the two cities, the Montauk Club of Francis H. Kimball. It is made after a Venetian Palace, following closely the Ca D'Oro on the Grand Canal. That water mansion is gleaming with marble and gold; the Montauk is soberer in yellow brick and pale terra cotta. Within there is no Venetian color, as might be expected, but fittings of natural wood alone. There is a gallery on the upper floor of the front and a charming projecting cornice. Over a row of windows half way up stretches a frieze in bas relief, representing the exploits of the Montauk Indians.

Northeast is the Park Plaza and beyond Reservoir Hill, back of which the new Institute of Arts and Sciences will stand. A tall, graceful water tower of gray shows itself amid the green, and the great arch of the Soldiers and Sailors, an *Arc de Triomphe* of America commemorating the exploits of the war, the work of John H. Duncan, guards the foundation and the park approach. Along Eighth and Ninth avenues are a number of beautiful and stately mansions, the most notable being those of Henry C. Hurlburt and J. G. Dittmar on Ninth, Thomas Adams, Jr., J. Rogers Maxwell the yachtsman, and Eugene Maxwell on Eighth. On Seventh avenue, corner of Carroll, is the First Dutch Reformed Church of George L. Morse, modelled in pure French Gothic of Indiana limestone and of a uniform grey tint. It has the highest spire on the slope. A remarkably strong and faithful adaptation of Gothic of the Thirteenth and Fourteenth Centuries is to be seen in St. Augustine's, on Sixth avenue and Stirling place, the work of Parfitt Brothers. It is constructed of brownstone of a single texture, and has elaborate carving. Here the designer has caught the French spirit and made one of the most notable Catholic sanctuaries in the country. It is designed eventually to build parochial schools, chapel and a parochial residence directly at hand in a complete parish massing, but now only the church stands. St. Augustine's apse, rounding on the street, is its conspicuous feature. The line of the roof brings out a marked individuality. Here the crossing of the nave and transept are accentuated by a *flèche*, a dainty spire. A colossal figure of Gabriel stands in front. The doorway has a deep recess line of crocketed niches, and the tower above them breaks into open work and delicate tracery, its squareness merged into a conical roof by corner pinnacles.

The Eastern District.

The eastern district, or the old town of Williamsburgh, has altered little except in size since its early days. The Williamsburgh Savings Bank, at the corner of Broadway and Driggs, "The Temple," in the district's vernacular (George B. Post) is a curious specimen of classic art, a rectangular structure of granite surmounted by a great metallic dome. The Church of the Holy Trinity on Montrose avenue is a good example of German Gothic, and was designed by Schickel. The old Bushwick Church (Bushwick avenue and North Second street) is a country sanctuary of white, spired, originally set among lindens and sycamores. The Bushwick Democratic Club, at the corner of Bushwick avenue and Hart street, shows a catchy exterior of terra cotta brick.

GOVERNMENT AND PUBLIC WORKS.

How the Public Affairs of the City are Conducted—The Various Departments—Water Works, Bridges, etc.

The local government of Brooklyn in its general features resembles that of New York. It is a government by bureau, all executive power being vested in heads of departments styled commissioners who are appointed by the Mayor. The chief difference between the government of New York and Brooklyn arises from the fact that boundaries of the city and county of New York are the same, permitting of a certain commingling of the powers of the county and city officers, whereas, in the case of Brooklyn the city does not extend to the limits of Kings county, which contains in addition to the city the four towns of Flatbush, Flatlands, Gravesend and New Utrecht.

The county has its own legislative body called the BOARD OF SUPERVISORS and its own executive officers and buildings. The Board of Supervisors has 34 members, one elected from each of the 28 wards in Brooklyn and from each of the four towns, also the Mayor of the city ex-officio and a supervisor-at-large elected by the whole county. The term of the supervisor is two years and his salary is \$1,000 a year, except in the case of the supervisor-at-large, who receives \$5,000 yearly. Sessions of this Board are held in the County Court House. Its powers are chiefly legislative, pertaining to county affairs, and it has the power to borrow money, levy taxes, and fix the salary of its officers. The supervisor-at-large is the presiding officer and possesses the veto power over the acts of the Board. He also appoints the Commissioners of Charities and Correction but cannot present any motion. The committees of the Board are appointed at the beginning of each year by a president pro tempore who is elected by the members for the purpose.

For headquarters the Board has two very handsome buildings—the County Court House and the Hall of Records. The chief executive officers of the county are the Clerk of the Board of Supervisors, who prepares the tax rolls, the Register, Sheriff, Surrogate, County Clerk, County Treasurer, Coroners, Auditor, Commissioners of Charities and Correction, Public Administrator and District Attorney.

THE REGISTER is elected by the voters of the county every three years. His office is in the Hall of Records and his duties are to file all records of transactions in real property, etc. His compensation comes in the form of fees.

THE SHERIFF is elected for three years by the county. His office is in the Court House. He is the chief peace officer of the county and he is charged generally with the execution of all court decrees and the supervision of the county jail. His compensation comes in the form of fees.

THE COUNTY CLERK is chosen every three years by the citizens of the county. His office is in the Hall of Records, and his duties are to keep a record of the judgments of all the courts, to keep the calendar of the Supreme Court, etc. In his case also the maintenance of his office is provided for by fees.

THE COUNTY TREASURER is elected for three years and receives a salary of \$5,000 a year. His office is in the Court House, and his duties are to receive, care for and properly disburse the money of the county.

There are two CORONERS who are elected for three years and are paid by fees. Their office is in the Court House.

THE COUNTY AUDITOR is elected for three years and is paid \$3,000 a year. His office is in the Court House, and his duties are to pass upon the bills presented against the county and to see that they are correct and that no expenditure is made without proper authority.

There are three COMMISSIONERS OF CHARITIES AND CORRECTIONS, and they are appointed by the supervisor at large to serve four years at an annual salary of \$5,000 each. Under their charge are the hospitals and asylums at Flatbush, the county farm at Kings Park, and the penitentiary, jail and morgue in Brooklyn. A general jurisdiction over the poor of the county is also exercised. The headquarters of the Commissioners are at 29 Elm Place.

THE PUBLIC ADMINISTRATOR is appointed by the County Clerk and Surrogate for a term of 5 years and is paid by fees. His office is at 191 Montague street. He is charged with the care of the property of persons dying intestate whose heirs do not immediately claim the property.

THE DISTRICT ATTORNEY is elected for three years and receives a salary of \$8,000 per year. His office is in the Court House.

The annual revenue of Kings County is about five and a half million dollars—the expenditure rather more than this sum and the debt is \$5,240,500.

In the government of the city the COMMON COUNCIL has much more power than has the City Council of New York. Much of the legislative power of which the New York Council has been deprived by the State Legislature is still vested in the Council of Brooklyn. This body consists of 19 members called aldermen, seven of whom are elected by the whole city and 12 by districts. The city is divided into three such districts, each of which elects four aldermen. The aldermen are elected for two years and receive a salary of \$2,000 per annum. The president of the council is chosen by the aldermen from among their own number and the city clerk is appointed by them. Their legislative powers cover the protection of life and property, the maintenance of order, the general supervision of the city's finances and property, the regulation of nuisances and obnoxious forms of business, markets, licenses, burial of the dead, franchises of corporations, and other matters of strictly municipal concern. The mayor has a power of veto, but this may be overridden by a two-thirds majority of the council.

An important body is the BOARD OF ESTIMATE, which has a mixed jurisdiction. It is composed of the Mayor, Comptroller, City Auditor, Supervisor-at-Large and the County Treasurer, and its duties are to determine the amount of money necessary to run the city and county governments each year, also to fix the salaries of the heads of departments, of Commissioners of Excise, and of members of the Board of Assessors. The City Council possesses the power of curtailing, but not of increasing the appropriations made by the Board.

The executive officers of the city, with the exception of the Comptroller and Auditor, who are elected for two years, are appointed by the Mayor, also for two years. They are known as the Treasurer, Collector of Taxes, Registrar of Arrears, Corporation Counsel, City Assessors (13 in number), Commissioners of Police, Health Commissioner, Fire Commissioner, Commissioner of Buildings, Commissioner of City Works, Commissioner of Parks, Commissioners of Elections (4 in number), and Civil Service Commissioners (5 in number). There are also six Police Justices who are appointed by the Mayor, Comptroller and Auditor for a term of four years, and three Civil Justices who are elected from their respective districts for this purpose.

THE MAYOR'S powers have practically been stated already. He is ex officio a Justice of the Peace, a Supervisor of the County, the responsible head of the Bureaucratic Government, and is supposed to exercise a general supervision over the Civic Administration. He appoints Brooklyn's half of the Brooklyn Bridge Trustees.

THE BOARD OF EDUCATION consists of 45 members serving for three years and 15 of them retire each year. They are appointed by the Mayor and receive no compensation.

THE REVENUE OF BROOKLYN exceeds \$10,000,000 a year, and its expenditure, owing to the construction of permanent public improvements, exceeds that sum by several millions yearly. At present the debt of the city is about \$46,000,000, against which there is a sinking fund of \$1,500,000.

The Courts having jurisdiction in Brooklyn are the United States Circuit and District Courts, the Supreme Court, City Court, County Court, Surrogate's Court and Justices' Courts. Brooklyn is in the second circuit and eastern district of New York. Sessions of the Circuit and District Courts are held in the Federal Building. The Supreme Court has general jurisdiction over civil matters, and sitting in Oyer and Terminer its judges become also the highest criminal magistrates. Brooklyn is part of the Second Judicial District of the State. The City Court has concurrent jurisdiction in civil suits where one of the parties to an action is a resident of the city or was served therein or where the cause of action arose in the city. The County Court has civil jurisdiction in cases where the defendants reside in the county and where the amount of litigation does not exceed \$1,000. Its Judge and two Justices of the Peace sitting in banc constitute the Court of Sessions, which has criminal jurisdiction similar to that of the Court of Oyer and Terminer. The jurisdiction of the Surrogate is limited to the estates of persons who previous to death were residents of the county, or who had property in the county but lived outside the State.

BROOKLYN MILITIA constitute almost all of the Second Brigade of the National Guard of the State. The only part of this brigade outside of the city is the Seventeenth Separate Company, whose quarters are in Flushing. Brooklyn's military organizations are the Thirteenth, Fourteenth, Twenty-third and Forty-seventh regiments of infantry, the Third battery of artillery and a Signal Corps. The effective strength of these forces is about 3,000 men.

THE POLICE FORCE is strong, efficient and well equipped: It numbers 1,427 men and uses 19 patrol wagons and a patrol boat for harbor use.

Police Station Houses in Brooklyn are located as follows: 318 and 322 Adams St., 49 and 51 Fulton St., 17 and 19 Butler St., S. W. corner De

Kalb and Classon Aves., N. E. corner Bedford and N. First St., S. E. corner Bushwick Ave. and Stagg St., N. E. corner Manhattan and Greenpoint Aves., N. E. corner Fifth Ave. and Sixteenth St., 495 Gates Ave., N. E. corner Sixth Ave. and Bergen St., S. E. corner Hamilton Ave. and Rape-lye St., N. W. corner Atlantic and Schenectady Aves., S. E. corner Tompkins and Vernon Aves., S. W. corner Ralph Ave. and Quincy St., Emmet corner Amity St., S. W. corner Lee Ave. and Clymer St., S. W. corner Miller and Liberty aves., Fourth Ave. and 43rd St., Humboldt corner Herbert St., 93 Cedar St., S. E. corner Flushing and Clermont Aves., Grand Ave. corner Park Pl.

THE FIRE BRIGADE is about 700 strong, and has 37 engines, two fire boats, 24 extension ladder trucks, 41 hose wagons and nine coal wagons.

Public Works.

The public works of Brooklyn are necessarily on a vast scale, for the city has grown as fast as a lanky boy in his teens whose ankles and wrists seem perennially outside his trousers and sleeves. An idea of the magnitude of the work being done may be gathered from the following facts: During 1892, 11 miles of new sewers were constructed, making the aggregate mileage of the city sewers 426 1-2. In addition 7 3-4 miles of granite block pavement, 8 1-4 miles of Belgian Block pavement, 1 3-4 miles of asphalt pavement and 6 1-4 miles of cobble stone pavement were laid; 333 new gas lamps were put up, 83 new electric lights, and 209 hydrants; while 11 3-8 miles of new water mains were laid.

Brooklyn's water supply comes from the interior of the island, about 20 miles away where the waters of a number of streams and lakes draining an area of about 75 square miles are impounded in storage reservoirs and pumped thence through a stone aqueduct built underground to the city. The present daily supply from these works is about 80 million gallons, which quantity will be increased by new works under way to 105 million. Pressure is equalized by the Mount Prospect reservoir near Prospect Park, which is nearly 200 feet above the tide water, and by a high surface water tower.

Of all Brooklyn's public works the one most in evidence is the Brooklyn Bridge, which was built by the two cities of New York and Brooklyn. It is a singularly graceful structure, so beautifully proportioned that its massive strength is not all apparent from a general view. It is the greatest suspension bridge in the world, was 13 years in building and cost upwards of \$15,000,000. It is hung on four cables anchored at either side and passing over two lofty granite towers. Each cable is composed of 5,296 parallel galvanized steel oil-coated wires closely wrapped to a solid cylinder. 11 feet of each of these wires weighs one pound. The bridge, from entrance to entrance, is 6,016 feet long, its breadth is 85 feet, and the height of the bridge in the centre above high water is 135 feet. The towers rise 272 feet above high water and are built on foundations which are 78 and 45 feet respectively below high water. The bridge carries 2 tracks for cable cars, two driveways for teams, and one promenade for foot passengers. About four million passengers cross on the cable road each month. The Brooklyn entrance to the bridge is on Sands street near Fulton, and the New York entrance on Park Row opposite the City Hall. The fare on the bridge cable cars is 3 cents. The promenade for foot passengers is free.

FINANCE AND TRADE.

The Independent Business Life of Brooklyn—Shopping and Trade Districts—Markets—Financial Institutions—Manufacturing Interests and Localities.

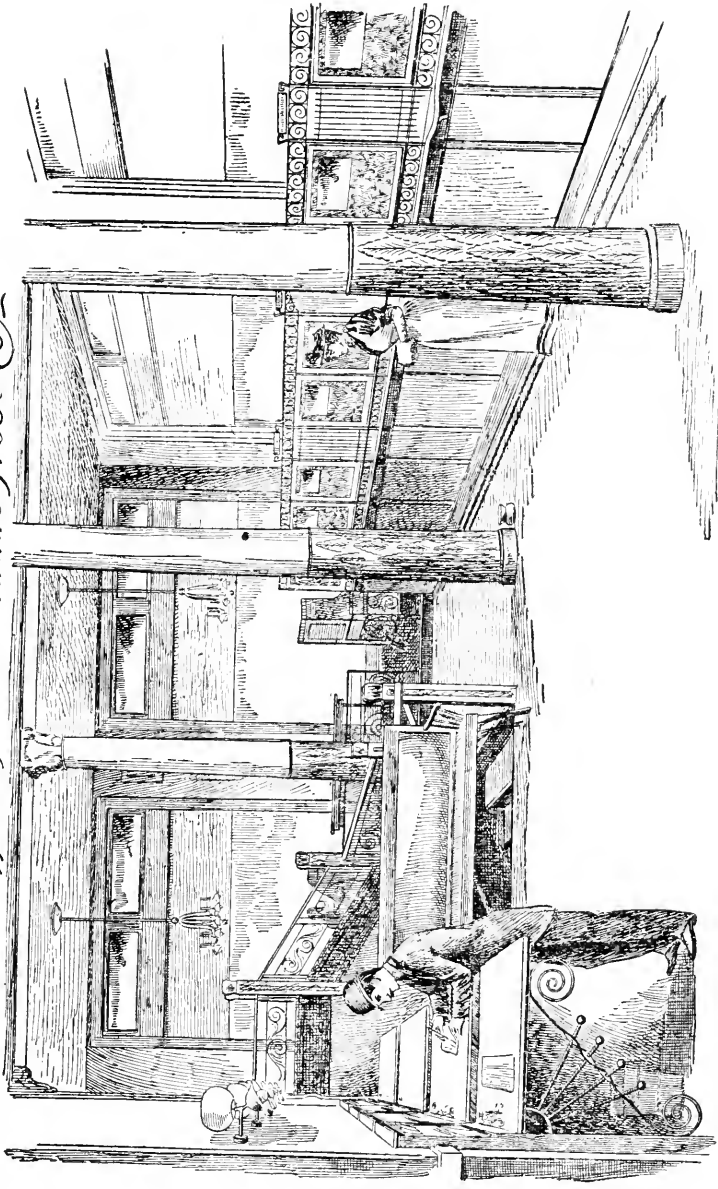
Brooklyn is fast becoming of great importance as a financial centre. It is true its banks clear through the New York Clearing House, either directly or through New York banks acting as their agents, but their operations, instead of being strictly local as formerly, are being extended much beyond the limits of Long Island.

This is especially true of the trust companies which have come into existence within a few years, and have added nearly ten millions to Brooklyn's banking capital. There are five national banks in Brooklyn with aggregate resources of nearly twenty millions; sixteen State banks with resources exceeding twenty millions; fourteen savings banks with resources aggregating one hundred and twenty millions, and seven trust companies with resources amounting to nearly forty-five millions. Brooklyn is also strong in building and loan associations, of which there are twenty-nine with a total membership of 13,144, and resources aggregating about five millions. There are also four safe deposit companies, four title guarantee companies, and five fire insurance companies in Brooklyn.

The Franklin Trust Company.

A financial institution whose stock becomes worth \$300 within five years after its foundation is something of a prodigy, particularly when its gains can be said to be due to business skill and judgment rather than to the assumption of any exceptional risk. This is the record of the Franklin Trust Company. It was organized in August, 1888, with a capital of \$500,000 and a surplus paid in of \$250,000. Subsequently the capital was increased to \$1,000,000 and the surplus has grown until it now exceeds \$750,000. Two causes have promoted this exceptional prosperity. A number of the wealthiest business men in Brooklyn are among its directors and stockholders, and its chief executive, President George H. Southard, is a man of rare administrative ability and exceptional financial acumen. He has also been assisted by an exceptionally clever staff. The present officers of the company are George H. Southard, President; Wm. H. Wallace, Vice-President; Jas. R. Cowing, 2nd Vice-President and Secretary; Crowell Hadden, jr., Assistant Secretary; and Edwin Packard, John Winslow, S. E. Huntington, Darwin R. James, John B. Woodward, Alex. E. Orr, Joseph E. Brown, Wm. H. Wallace, Franklin E. Taylor, D. H. Houghtaling, Albro J. Newton, Crowell Hadden, H. E. Pierrepont, Wm. Marshall, Geo. M. Olcott, Geo. H. Southard, Wm. A. Read, Theodore Dreier and Thos. E. Stillman.

Main Office of the Franklin Trust Co.



On December 31st, 1892, the books of the company showed its position to be as follows :

ASSETS.		LIABILITIES.	
Bonds and Mortgages,	\$664,500.00	Capital Stock,	\$1,000,000.00
U. S. Gov. Bonds, Market Value,	464,375.00	Surplus Fund,	732,490.20
City of Brooklyn Bonds, {	317,000.00	Deposits,	5,465,120.88
Market Value, }		Certified Checks, (outstanding)	24,559.70
Stocks, Bonds, etc., }	1,300,295.00	Interest Accrued	23,685.55
Market Value, }			
Bills Purchased,	154,649.90		
Loans on Collateral,	3,106,876.86		
Cash in Office and Banks,	704,403.26		
Banking House and Lot,	463,919.30		
Vault, Furniture and Fixtures,	25,587.99		
Interest Accrued,	35,249.02		
	\$7,245,856.33		\$7,245,856.33

The Company's offices are on the main floor of one of the handsomest buildings in Brooklyn, erected by the Company for its own use on the corner of Montague and Clinton streets. The basement is occupied by the Franklin Safe Deposit Company, an institution separately incorporated, but having some of the same shareholders as the Franklin Trust Company. Its quarters were specially built for the business it transacts, the storage of valuables of all kinds and the guarantee of their safety. No more secure vaults have ever been constructed. Every convenience is also provided for the transaction of business of patrons.

No office building in Brooklyn has better appointments and arrangements for the comfort and convenience of its tenants. Among those who have offices in the building are The Lawyers' Title Insurance Co., The Mutual Life Insurance Co., The New York Life Insurance Co., The Atlantic Avenue Railroad Co., The American Street Railway Association, J. M. & A. H. Van Cott, Jno. Winslow, Nelson G. Carman, Jr., W. M. Van Anden, Wm. H. Reynolds, Chas. E. Burke, Andrew R. Culver, Melvin Brown and others.

There are few distinctively jobbing houses in Brooklyn, and these are mostly in the wholesale grocery and provision lines. On the other hand the city is one of the largest manufacturing centres in the country, and many of its products are sold directly to the trade without the intervention of jobbers. The manufacturing districts of Brooklyn are near the water ways for the most part, that is, along Newtown Creek and Canal, the East River, the Upper Bay and Gowanus Bay and Canal. In some lines of manufacture Brooklyn leads the country, as in the refining of sugar, oil refining, varnish making, the manufacture of jute fabrics and cordage. A large part of Brooklyn is also given up to the lumber industry, this city being the principal lumber depot for the entire metropolitan district. Brooklyn is also the greatest grain depot and the greatest warehousing point in America. There are always on storage here about \$200,000,000 worth of goods, and at some seasons as much as \$450,000,000 worth. A very important industry is the building and repairing of boats and ships with its side lines connected with the production of naval stores and supplies. Iron and brass foundries and machine works are numerous, and the manufacture of chemicals is conducted upon a very large scale. The importance of Brooklyn as a manufacturing centre is rapidly increasing. According to the census returns the number of manufacturing establishments in Brooklyn increased 82.14 per cent. between 1880 and 1890, the amount of

capital invested was more than doubled, and the number of hands employed increased 110 per cent., while the aggregate of wages paid increased nearly 170 per cent. This, notwithstanding that the total increase of the city in population in the decade was only 42 per cent.

In the matter of retail stores Brooklyn possesses establishments that are quite as sumptuous as any New York can boast of, and that make quite as inviting a display of goods. Indeed, many New Yorkers come over to Brooklyn to shop, and probably as many delivery wagons cross over from Brooklyn to New York every day as go from New York to Brooklyn. The chief shopping districts are on Fulton street and those contiguous to it, Broadway, Myrtle avenue, Grand street and Flatbush avenue.

The American Manufacturing Company.

Among the vast yet unobtrusive industries that have their home along the Brooklyn water-front, should be mentioned the manufacture of jute bagging—a commodity absolutely necessary in marketing the cotton crop. The intimate and universal bearing of this industry upon the commerce of the land may not appear at once to many, but a moment's reflection will bring to light the astonishing fact that nearly the entire vegetable products of the world are conveyed from the field to the markets in bags or wrappings made from the fibre of the jute plant. Besides its use in covering raw materials it is employed extensively in packing and shipping manufactured goods of all descriptions. The works of the American Manufacturing Company, at the foot of Noble street, near the Twenty-third street ferry landing, are by far the most extensive of their kind in the United States, and are devoted almost exclusively to the manufacture of jute fabrics for the covering of cotton bales. The demand for this article is enormous, and any lack or interruption of the supply required for this purpose would very soon cripple the cotton industry of the Southern States, and thereby disturb the entire money market, which in this country fluctuates to some extent in direct accordance with the success of the cotton growing business.

The works of the American Manufacturing Company occupy the block bounded by West, Oak and Noble streets, and cover the adjoining docks. They comprise a great suite of buildings equipped with the most modern and efficient machinery for the treatment of the jute fibre and the manufacture of jute bagging. Some idea of the size of the factory may be learned from the following facts: The main building has a length of 225 feet, a width of 200 feet and a height of about 70 feet. The walls of this building are of brick about three feet in thickness. In addition to this there are boiler, engine and pump houses, the picker house, five huge storehouses and a covered pier, the latter being 40 feet in width by 360 feet in length. The equipment consists of carding, spinning and weaving machinery of great strength and durability. Triple expansion engines aggregating 1,000 horse-power, believed to be the only ones of their type in Brooklyn, supply the requisite power. To guard against accidental fires, as well as to contribute to the comforts of the employees, the Sturtevant hot air system of heating is employed. Light is furnished by upwards of one thousand incandescent lamps and over 20 arc lights, supplied by an electric current generated on the premises. Over two miles of regular fire hose and about three miles of smaller hose are kept in constant readiness in case of fire, although it is improbable that they will ever be required on account of the elaborate system of automatic sprinklers with which the entire works are

equipped. Any abnormal rise of temperature in any of the buildings is sufficient to throw into action this net work of sprinklers, and at the same time to sound a general alarm by means of a delicate electrical contrivance. The loading and unloading of raw material, as well as its transference from place to place in the works is effected by five powerful electric hoists. The works have a capacity of 200,000 pounds of jute per day, or about 25,000 tons per year. The value of this industry to the economic life of Brooklyn is indicated by the weekly pay roll, which amounts to from \$4,000 to \$5,000.

The American Manufacturing Company enjoys the enviable reputation of having practically created this great industry, as it is to their courage and energy as well as to the protection afforded by the national tariff that its maintenance is due. The margin of profit is so small that any interference with the existing duties on jute bagging would only have the effect of closing up this and all other such factories, and throw thousands of skilled laborers out of employment, without any material advantage to the cotton growers of the South. The expense of running this seemingly simple business is immense. Vast capital is employed in the making of advance purchases of raw material, an enormous stock of which is constantly carried. Bales of raw material may be seen in the storehouses of the Brooklyn mill piled five stories high, and ships are constantly unloading more at the dock. Purchases are already being made in East India of the jute for the covering of the cotton crop in this country which will be marketed in 1894. The quality of jute employed in the American Manufacturing Company's works is derived from what is commonly known as "jute butts," or that part of the jute plant formerly rejected as useless by European and East Indian manufacturers. Very little jute fibre proper is manufactured in the United States. Forty per cent. of it is used in Dundee, Scotland, twenty-five per cent. in Calcutta, twenty-five per cent. on the continent of Europe, and five per cent. elsewhere. The higher grades of jute fabrics, although not made to any great extent in the United States, are yet widely used by the people of this country in the form of coarse dress goods, tapestries, carpets, &c. The manufacture of jute bagging from jute butts is almost exclusively confined to the United States, foreign competitors being East India (Calcutta), Germany and Scotland.

The Grand Bazaar.

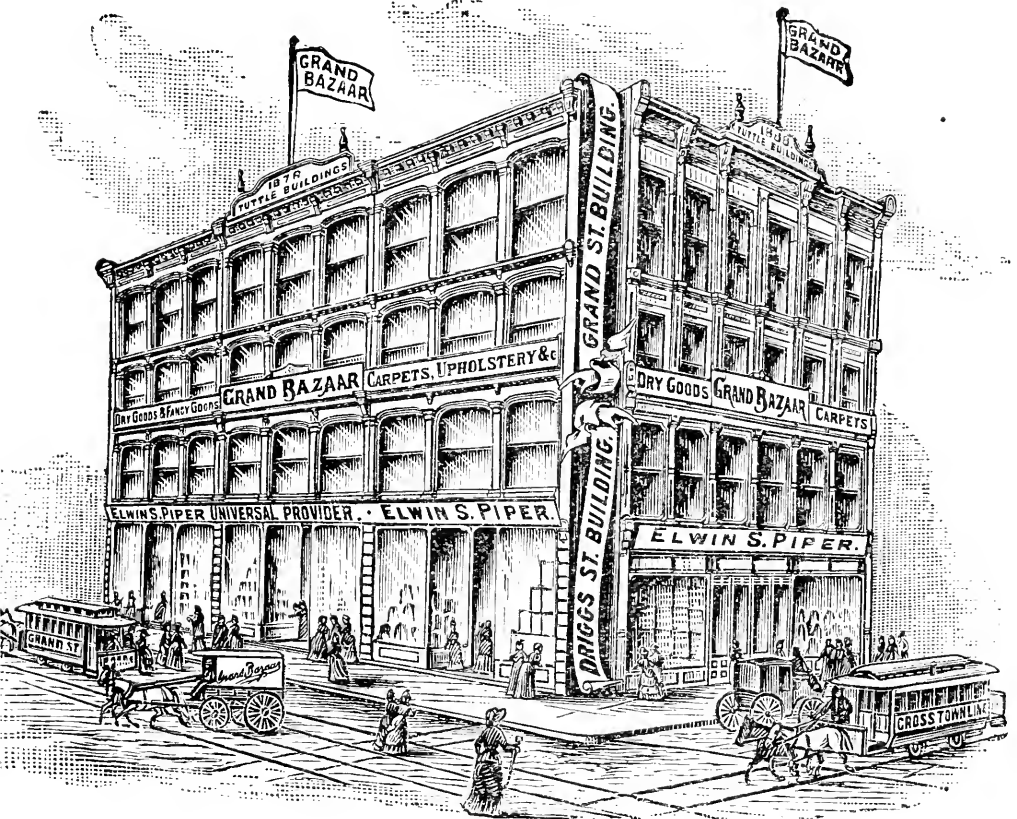
This is certainly a period of rapid growths. Great enterprises are formulated and enter the field of action in a day. Fortunes are acquired with such rapidity as to make one almost believe in the story of Aladdin's wonderful lamp, and even cities spring up as if by magic.

Yet we encounter occasional surprises, and one of such is the phenomenal growth and development of the Grand Bazaar, the foremost Dry Goods House of the Eastern district of Brooklyn.

In July, 1885, Elwin S. Piper, the founder and proprietor of the Grand Bazaar, then a buyer for the house of Wm. H. Frear, the leading Dry Goods firm of Northern New York, was in New York City for his house. During his stay the funeral of General Grant took place and all business houses were closed that day. After viewing the great procession Mr. Piper decided to devote the remainder of the day in looking over Williamsburg, a suburb of New York which he had never visited. In the course of his ramble he struck Grand street, which astonished him with its throngs of people, and not a single representative Dry Goods House. His wonder prompted the question, "Why is not this

the place for a rival to the great Fulton street houses?" and the sequence was the resolution, "I will start a store on this very street, for where the people are is the place for business."

Mentioning his determination to business men of the vicinity and of New York, his judgment was severely questioned and everybody held up the picture of speedy disaster before him should he make so rash a move. Discouraging prophecies, however, did not deter him, and within a few months his determination took substantial form and he was at the head of a Dry Goods House at the corner of Grand street and Driggs avenue, established on a scale that was called preposterous, and which he ambitiously



named the "Grand Bazaar." This is a brief story of the Bazaar's origin, and a visit to this great trading centre for not only the Eastern district but also a far reaching territory of the Island, will show you the magnificent realization of Mr. Piper's anticipations.

Putting into use a wide experience, an active mind ever ready to recognize and shape to his purpose the most practical business methods, throwing into his work an energy that drove everything before it, bringing to the front a limitless supply of resources, advertising so extensively as to attract the greatest wonder and attention, and always carrying out to the minutest detail the promises of his advertisements, and living up to hi:

motto, "Prices and perfect satisfaction guaranteed, goods exchanged or money cheerfully refunded," Mr. Piper by his indomitable push and enterprise has built up a mammoth business within the brief span of seven years which is the marvel and the admiration of the city.

The Grand Bazaar now occupies a floor space equal to 26 city lots, and, starting with 36 employees, has now upon its pay roll 150 names, which list increases to over 200 at holiday seasons. Under one roof and one management you find 35 large and completely equipped departments, supplying "everything for everybody," and always at the lowest prices consistent with superior qualities of seasonable goods, bought with ready cash.

Upon entering the Grand Bazaar, you find at the right hand on the main floor and extending the entire depth of the Grand street building the popular Dress Goods department, always filled with the newest seasonable fabrics produced at home and abroad, the largest, most complete and best patronized in the Eastern district. Occupying the whole centre of the main floor, with double counters, are the Ladies' and Gentlemen's Furnishings, Hosiery, Underwear, Skirts, Boys' Waists and Parasol and Umbrella stocks. The Kid Glove department, the best stocked and largest of its kind in this portion of the city, fills a long counter space at the rear, while Jewelry, Notions, Soaps, Perfumes and other toilet articles, Dressmakers' Supplies and Ribbons occupy the remaining portion of the main floor of the Grand street building. Four steps up from this floor you find the extensive stocks of Embroidery and Laces, Fancy Goods, Stamped Linens, Handkerchiefs, Ladies' and Children's Neckwear, Silverware and Books, which occupy the entire main floor of the Driggs avenue store.

On the second floor, front, is the Upholstery department, the Mecca of all wise housekeepers, and adjoining it the mammoth Carpet, Oil Cloth and Matting department, furnishing everything needful in the way of floor coverings at popular prices. Further along you reach the Grand Bazaar's fashionable Cloak and Suit department, famous throughout Long Island for its choice, select styles and unequaled low prices. Artistic Millinery also claims a large share of attention on this floor, and here, too, are Shoes for big and little feet, Boys' Clothing, Ladies' Muslin Underwear and Corsets, and a complete assortment of wearing apparel for Infants, from tiny booties to a complete, sumptuous outfit.

The third and fourth floors of both buildings are given up to the store's offices, the receiving department and manufacturing departments.

Descending to the large and perfectly lighted basement salesrooms, you first enter the mammoth Housefurnishing department, which fills nearly the whole Grand street store basement, and contains everything to delight the women folks and make housekeeping the easiest and most pleasurable occupation imaginable. In the Driggs avenue basement salesroom the Domestic department with its wealth of Table Linens, Towels, Muslins, Bedding, etc., and the Wash Dress Goods department impress you with their size, and almost crowd out the White Goods and Lining department, which, nevertheless, affords you a most complete range of goods to select from.

Last but not least is the Mail Order department, an institution that carries a big city store and its mammoth stock right to the homes of the country people. A lady wishing to buy a dress, or, in fact, anything desired in the line of Dry Goods, has simply to drop a line to the Grand Bazaar, addressing it Grand street and Driggs avenue, Brooklyn, and the next mail carries her samples or such information as to goods and prices as she desires, which guide

her in making selections. Her order, accompanied by money or postal note, does the rest, and that same week she may appear at a party or reception decked out in her new finery, arousing the envy of her neighbors.

This department is well known and freely patronized throughout Long Island by people living at a distance so remote as to make a frequent visit to the Grand Bazaar quite impossible.

The Grand Bazaar makes a great specialty of Holiday Goods in their season, and devotes more exclusive attention to this line than any other house in the city. A novel Christmas attraction is a real live Santa Claus who furnishes a never failing entertainment for the youngsters.

This famous business house is so situated as to be of easy access to Brooklynites as well as the residents of the outlying towns of Long Island. The city people reach it from the north or south by way of the Crosstown street cars, while those from other parts of the city may take the Grand street and Meeker avenue cars, or the line running through South Fourth and Meserole streets and crossing Driggs avenue but four blocks from Grand street. Newtown and Maspeth people have the benefit of a street car line from those villages direct through Grand street.

People living farther out of town can come from one direction by way of Long Island Railroad to Long Island City, from which place take Crosstown surface cars to Grand street, thence one block to the Grand Bazaar; from another direction by Long Island Railroad to Bushwick station, thence by South Fourth and Meserole streets surface line to Driggs avenue, two minutes walk from the Bazaar; or still another by Long Island Railroad to East New York, then Broadway Elevated road to Driggs avenue, when, leaving the train, go north a short distance to the store.

The Grand Bazaar is conducted upon the broadest gauge liberal business policy and is fully up to the times in every respect; a great popular price shopping centre for the people, the "Bon Marche" of the Eastern district and the largest, liveliest and most progressive seven-years-old Dry Goods house in the country, with a past record of unvarying advancement which points to a brilliant future of prosperity.

Mr. Piper is one of the largest advertisers in the city of Brooklyn, frequently filling a whole newspaper page with his lists of bargains, and during the last holiday season he inserted at one issue five whole pages of advertising matter in a Brooklyn newspaper, declaring at the same time that his bargain story was not half told. He is also a fertile originator of popular advertising schemes, ingenious as they are successful. One of the most novel features of Mr. Piper's original methods of advertising is a system of Presents to Patrons. With every bill of goods a coupon representing the amount of the purchase is given to the customer, who, by saving these coupons, can secure a valuable present when a specified amount is reached. The list of presents is as varied as it is attractive, and includes Dictionaries, Novels, Books of Poety, Bibles, Prayer Books, articles for household uses, Silverware, and many other items valuable, desirable and representative of the generous business course pursued by the proprietor of this "Head-quarters for Bargains," which stands to-day a monument of well directed enterprise, encouraged by the most flattering success and patronized by thousands of appreciative people. Daily growing in popularity, solidly established, it is indeed a Grand Bazaar.

Livingston's Mammoth Drug Store.

One of the chief boasts of good Brooklynites is that their city contains

the largest drug store in the United States—that of B. H. Livingston at 273, 275, and 277 Grand St., near Roebing St. It has a frontage of fifty feet and a depth of 100 feet and is most sumptuously equipped. The business of this house was established in 1848 and has developed steadily to its present vast proportions. The policy of the proprietor is to retail drugs at wholesale prices, hence the large number of his customers. Everybody knows that the retailer's margin of profit in drugs is very large as compared with the retailer's margin in any other line, but this has always been defended on the ground that the separate transactions of a druggist with his customers are of slight value and the aggregate small while his expenses for rent, clerk hire, etc., are large. Mr. Livingston believed that by putting prices low enough his trade would increase sufficiently in volume to warrant the reduction. Experience has proved the soundness of his belief.

He has even extended his policy to the prescription end of his business and fills prescriptions more cheaply than any other druggist in Brooklyn. He also fills more of them and employs the largest force of competent registered pharmacists in the city. No matter at what time of the day or night a prescription is brought to Livingston's it will be compounded by a competent man whose work is carefully checked by another so as to avoid all chance of error. All poisons are kept in a separate locked room so there is no chance of making a fatal mistake. Owing to the extent of this prescription trade the drugs used are always fresh and of full efficacy. By a system of duplicate numbered checks, one-half of which is given to the customer and the other half pasted to the prescription, it is impossible for one customer to get another's medicine, no matter how many may be waiting. Competent physicians declare that this is the best regulated prescription department in the country.

The Wallabout Market.

Brooklyn's chief market will soon be the largest in the world, if not already the largest, as many assert. Wallabout Market occupies the site of the Walloon settlement out of which the present great city grew. Until 1884 the truck raisers of Long Island sold their produce from the wagons on Fulton street near the ferry, greatly blocking up the street and impeding its traffic. In that year the site now occupied by the market was leased from the United States government who held it as a portion of the Navy Yard reservation. In 1890 the government sold to the city over seventeen acres of this land for \$700,000. Last year the city succeeded in purchasing over seventy-six acres more from the government for about \$1,200,000. The market lands are located on both sides of Washington avenue between Kent avenue basin and Flushing avenue. As stated in a newspaper article published at the time of the last purchase, "the site of the Wallabout Market is almost directly in the centre of the water front of the city, so that it is reached with equal facility by the grocers of Greenpoint or the dealers of South Brooklyn. The shore line at this point also makes a deep curve toward the heart of the city, bringing the market as nearly as possible in the centre of population. It is reached by broad avenues of traffic from every direction, and so far as its location for the convenience of all Brooklyn's dealers in market produce is concerned it could in no way be improved. A canal 150 feet wide, 30 feet deep and 1930 feet long will be dug from within 30 feet of Flushing avenue to the Wallabout Bay. Between the western boundary of the new land and the canal a strip 80 feet wide will be left. This is to be paved with Belgian blocks, its side will be bulkheaded and a mag-

nificent roadway for trucking and carting will be formed. Along the Washington avenue side of the new purchase there will be a strip about 150 feet wide and 1200 feet long reserved for the erection of market buildings. From the canal to these buildings there are to be dredged out six or seven slips, varying in width from 90 to 100 feet and having docks varying from 60 to 90 feet in width and from 200 to 500 feet in length. At the most northerly end of the market a slip is to be built designed especially for the accommodation of railroad floats and a system of tracks and switches. The land which is already in use is to be covered with buildings with the exception of a commodious market square in the centre. Altogether this market between the natural water frontage and the projected canal and slips will have one and a half miles of dock room. Deep sea vessels from the Mediterranean and Southern States will unload their fruit and early vegetables right at the doors of the marketmen, who now have to go to New York for their consignments of this sort. Products from the West will remain on the cars till the market is reached, then switched to the doors of the consignees."

At present the market consists of a great open square of 104,000 square feet and 114 lots, which have been leased to the marketmen who have erected temporary buildings upon them. The square and streets between the lots are paved, and provided with sewers, gas and water mains, and electric lights. For the convenience of the marketmen a bank has been established called the Wallabout Bank, with offices at Myrtle avenue, corner of Clinton avenue. This bank has a capital of \$100,000, surplus of about \$40,000 and total resources of about \$560,000. It was established in 1889 and has done a flourishing business ever since. The officers are Charles M. Englis, president; Alonzo Slote, vice-president, and Joseph B. Pigot, cashier.

The business of the market has grown enormously. The number of farmers' wagons that came to the market in 1884 was 1,007, in 1888 it was 28,773, and last year 39,162; the fees received from farmers in 1884 amounted to \$251.75, in 1888 to \$7,193.25, and last year to \$9,790.50; the lot rentals in 1884 aggregated \$538.03, in 1888 between \$17,000 and \$18,000 was received from this source, and a similar amount has been paid in on this account every year since.

Among the principal dealers in and around the market are Messrs. Andrew J. & Charles Smith, 1, 2, 3 and 38 Wallabout Market and cor. Washington and Flushing Aves., commission produce; John H. Hoeft & Sons, Wallabout Market, wholesale grocers; Protzman & Seaton, cor. Flushing and East Aves., wholesale commission dealers in fresh meats; Beers & Resseguie, cor. Washington and Flushing Aves, lumber merchants; John H. Kaiser, 3 Wallabout Market, wholesale dealer in produce and vegetables; Herman Link & Sons, 4, 5 and 6 Washington Ave. and 41 and 42 West Ave., wholesale grocers; John H. Krogman, 14 Washington Ave., wholesale provisions; Lues & Storman, 18 Washington Ave., cor. Market St., fruit and produce commission merchants; Fred. E. Rosebrock, Wallabout Market, jobber and commission merchant in butter, eggs, cheese and poultry; G. Grabau, 34 Washington Ave., wholesale commission merchant in country produce; Fitzgerald & Shanks, 20 Wallabout Market, fruit and produce; Wulf & Ehler, 73 Wallabout Market, wholesale commission dealers in beef, mutton, veal and poultry; Mark Mayer & Co., 71 East Ave., wholesale commission dealers in meats; Peter Nieman, 10 Wallabout Market, dairy produce; George W. Thurling, 33 Washington Ave., tropical fruits; Lippmann Bros., 12 and 49 Wallabout Market, fruits and produce; Lewis Jurgens, 22 Wallabout Market, dairy

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(Established 1868.)

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MAURICE J. POWER.

products and domestic fruits; C. Van Ronk, 24 Market Square, fruits and produce; Thos. H. Townsend, 64 West Ave., fruits and produce; Wittschen & Co., 59 West Ave., cor. South St., country produce; Schroeder Bros., 58 West Ave., fruits and produce; Z. Brush, 30 Wallabout Market, foreign and domestic fruits and produce; Wm. Irvine & Co., 62 and 64 Washington Ave., wholesale grocers and dealers in butter, cheese, eggs, etc.; W. F. Shotwell & Co., 72 and 74 Washington Ave., commission merchants and dealers in hay, grain, feed, flour, etc., also proprietors of the Wallabout stables on Washington Ave., between Park and Flushing Aves.; L. Horstmann, Jr., 23 Washington Ave., wholesale dealer in Florida and West India fruits; Frederick Tieleke, Washington Ave., near Wallabout Bridge, kindling wood; Benson & Gillooly, proprietors of the Fulton Market Restaurant, cor. East Ave. and Market Square; O. Velle, 320 and 322 Flushing Ave, near Classon Ave., manufacturer of butchers' fixtures and ice houses; Wm. B. A. Jurgens, 50 and 52 Washington Ave., wholesale grocer; The H. J. Heintz Co., 17 and 19 Waverly Ave., manufacturers of pickles, preserves, vinegar, mustard, fruit, bitters, etc.; Beyer and Morgan (Thos. Morgan, prop.), Beyer's Elevator, foot Taylor St., Morgan's Elevator, foot East Ave., elevators, also dealers in corn, oats, meal and mill feed; Comins & Evans, 231 Montague St. and 41 and 45 Waverly Ave., roofers; Charles S. Lynan, cor. Clinton and Flushing Aves., blue stone flagging and stone trimmings for buildings; The Spence-Grant Company, 560 and 562 Kent Ave., paint manufacturers; Bartell & Garms, 18 Wallabout Market, fruit and produce; A. P. Quimby & Co., 82 and 84 Washington Ave., woodenware and grocers' sundries; Von Glahn Bros., cor. Washington and Park Aves., wholesale grocers, importers and commission merchants; The Long Island Poultry Co., 194 Fort Greene Place and 69 East Ave., poultry and game, and S. S. Long & Brother, 77 and 79 Washington Ave. and depot at 82 and 84 Dey St., New York City, dairy produce. The house last named does a business of over two million dollars a year between its two New York depots and this Brooklyn store.

Fort Greene Place.

The largest dressed meat market in the Eastern States, and the largest in the world outside of Chicago, is the single short street known as Fort Greene place, running between Atlantic and DeKalb avenues. The market, however, is practically confined to the block between Hanson Place and Fifth avenue. Here almost all the dressed meat that comes from the west is delivered. The loaded cars come in over the Long Island Railway tracks and are switched to the doors of the great cold storage warehouses located here, so that the meat is transferred without being subjected to any change in temperature. The firms whose warehouses and offices are here are known throughout the whole country by the magnitude of their business, as will appear upon a brief mention of some of them. S. P. & E. C. Swift are receivers and commission merchants in Swift's Chicago dressed beef. Swift & Company, at 182 and 184 Fort Greene Place, do one of the largest slaughtering and meat packing business in the world. Their capital is \$15,000,000. In addition to the Chicago business there are a large number of branch houses which do business independently, but are owned by the Swift Brothers, and are operated under the firm name of S. P. & E. C. Swift, with headquarters at 105 Barclay street, New York. Their Fort Greene store and warehouse is the most elaborately and expensively equipped place of its kind in the East. They also control the Fort Greene

Sheep and Provision Company, receivers and commission merchants in Swift's dressed mutton, lamb, veal, pork and provisions. This company also has a most elaborately fitted up establishment at 172 Fort Greene Place. Other companies controlled by the Swift Brothers are the Williamsburgh Beef Company, 100 and 102 North Sixth street, and the Brooklyn Beef Company, 74 and 76 Atlantic avenue.

The Atlantic Beef Company (Limited), are commission dealers in Geo. H. Hammond's western dressed beef, mutton, lamb, etc. T. H. Wheeler is president of this company, C. M. Wheeler secretary, and W. H. Wheeler treasurer.

Russell Hoey, at 150 and 152 Fort Greene Place, does a most extensive wholesale business in poultry, pigs, calves, sheep and lambs.

The Armour Packing Company deal in Kansas City dressed beef, pork, mutton and lamb, smoked meats, bologna sausages etc. Besides their place, 201 Fort Greene Place, they have a large market on Thirty-fifth street, between Eleventh and Twelfth avenues, New York.

J. M. P. Scanlan has a large wholesale market at 169 Fort Greene Place, and also operates others at West Washington Market and at 613 to 619 West Fortieth street, New York.

The Long Island Poultry Company are extensive dealers in poultry and game, at 194 Fort Greene Place and at the Wallabout Market. They keep at all times poultry in lots to suit the trade.

The Schwarzchild & Sulzberger Refrigerating Company have a large establishment on the corner of Fifth and Pacific avenues in addition to their vast works on First avenue, between Forty-fifth and Forty-sixth streets, New York.

There are several other warehouses at Fort Greene Place almost as important as these. Butchers come to this market from all parts of the metropolitan district to purchase supplies, and the volume of transactions here runs into enormous sums in the course of each year.

THE HARBOR AND DOCKS.

Brooklyn's Shipping Interests—Its Great Marine Basins and Dry Docks —Its Wharves, Warehouses and Grain Elevators—The United States Navy Yard.

Perhaps the most interesting and from an economical point of view by far the most important feature of Brooklyn, as a great commercial city, is her extensive and splendidly equipped water front. The accessibility of the city by all lines of transportation and the almost unrivalled facilities afforded by her docks to foreign and domestic shipping have made the city one of the greatest commercial marine depots of the world. Among the cities of this country, Brooklyn ranks fourth in population and commerce, a standing largely brought about by her position as a great Atlantic port. The water approaches to Brooklyn are very naturally the same as those of New York. The northern domestic and Canadian shipping enters by the Long Island Sound and the East River, while the trans-Atlantic and Southern traffic gains access through the Narrows and by New York Harbor.

A comparison between the commerce of New York and Brooklyn will serve to show the relative importance of the two cities as regards shipping and allied industries. It has been estimated that the arrivals and departures of vessels, both sailing and steam, from the docks of Brooklyn are about one and one-quarter times as many as from New York. The receipt and distribution of raw sugar and molasses is almost entirely confined to Brooklyn. Save for the petroleum refined in New Jersey, almost the entire receipts of the Atlantic sea-board are brought by the Standard Oil Company's pipes to the works in Williamsburg and Long Island City. Of the cotton business Brooklyn takes one half, and of the grain and general provision traffic four times as much as New York. As a rule, the traffic on the Brooklyn docks is confined to the handling of raw materials or manufactured goods of a voluminous and less destructible character. In general Brooklyn may be regarded as the terminus of the great trans-Atlantic, South and Central American and domestic freight lines, while the passenger service is more particularly confined to New York, Jersey City and Hoboken. Many of the Brooklyn lines, however, carry passengers, as will be seen by the table of steamships in another part of this book. Articles more valuable in proportion to their bulk find their way directly to the wharves of New York, being carried thither by the great express steamship lines. The individuality of Brooklyn's commerce is lost in the transactions of the New York Custom House, there being but one institution of this kind for the entire metropolitan district; on this account it is difficult to get accurate figures for the marine traffic of the city.

Brooklyn's water front is, all told, about sixteen miles in length and extends from 65th street, on the south, to and around Gowanus Bay, Red Hook

Point, along Buttermilk Channel and the East River to Wallabout Bay, around which the canal of the same name it skirts, and thence runs northward to Newtown Creek, the southern shore and canals of which it follows to Metropolitan avenue and Randolph street. The entire distance is lined with docks aggregating a wharfage twenty-five miles in length. No docks in the country surpass in extent and solidity of construction those of Brooklyn. Private and corporate capital has been invested in them and in the warehouses thereon to the amount of about \$200,000,000. Besides this a vast sum of money has been expended by the United States Government upon its Navy Yard and by the city and state authorities upon their docks and piers. In the countless warehouses are stored imported goods in bond valued at between \$200,000,000 and \$300,000,000 annually. Flour, grain, provisions of all sorts, cotton, raw and refined sugars, molasses, glucose, petroleum, and an infinite variety of manufactured material for export or domestic consumption, representing a value of about \$300,000,000, is also stored in these warehouses. Extensive yards for the storing of coal, lumber, bricks, and building materials are scattered along the water front, but more especially to the north of Wallabout Bay. These commodities, which are frequently covered simply by huge sheds, represent an annual value of \$50,000,000 to \$100,000,000. Along the shores of Newtown Creek, and in Greenpoint and Long Island City, are many shipyards, gas works, lumber yards and petroleum refineries, the most conspicuous being the latter. The largest oil refinery in the world, the Queen's County Oil Works, is located on this creek about one and a half miles from its mouth. Altogether there are eighteen oil refineries in this vicinity and their annual product is valued at about \$20,000,000. On the water front within a block of Broadway, to the north, are located the mammoth refineries of the American Sugar Refining Company, which are the largest works of their kind in the world. They cover the blocks between South First and South Fifth streets and occupy a number of squares on the opposite side of Kent avenue. Over 2000 tons of melado are refined daily in these works, yielding 12,000 barrels of different grades of sugar. Contiguous to this refinery stands the Brooklyn Cooperage Company's works which manufacture barrels for the sugar refineries. This establishment covers four city squares, is six stories high, and has a capacity of 25,000 barrels per day. It seems almost unnecessary to state that it is the largest cooperage in the world. Other sugar refineries are the Greenpoint Refinery with a capacity of 7,000 barrels per day, the Mollenhauer Refinery at the foot of South Eleventh street, the most modern refineries in the country and one of the largest in the city, and the refinery at the foot of South Ninth and North Second streets. Owing to the enormous traffic connected with these refining establishments, all the great railway lines having their termini in New York and New Jersey maintain large depots along the water front in this neighborhood for the delivery and receipt of freight. It has been estimated by the Census Bureau that 50 per cent. of the sugar consumed throughout the United States is manufactured in Brooklyn. The stranger standing on the East River Bridge or any of the ferry boats will not fail to observe the lofty and grimy structures of the American Sugar Refining Company, which are the most conspicuous objects in this section of Brooklyn.

The peculiarity of the docking business of Brooklyn is that it is almost entirely controlled by New York City, owing to the transference of the water privileges of the eastern end of Long Island, by the Dutch charters to the citizens of New Amsterdam. These charters were subsequently con-

firmed by the English Government, and related more especially to the establishment and maintenance of ferries at different points along the river. The holding of these charters by New York, however, has deprived the Brooklyn City Government of a great source of income which would have aided very materially in providing funds for the carrying out of many necessary public works. The Corporation of the City of New York still controls the ferry rights between the two cities. About a dozen and a half ferry lines ply between different points on the east and west shores of the East River, and make every section of Brooklyn most conveniently accessible from New York.

Grain Elevators.

The most extensive business transacted on and about the Brooklyn docks is the shipment of grain. Four-fifths of the cereals received by all the Trunk Lines and by the Erie Canal are stored in and reshipped from the grain elevators in Brooklyn. The aggregate capacity of these elevators exceeds twenty million bushels, and the transfer capacity over 125,000 bushels per hour. These huge structures, with their vast mechanical equipments, are mostly confined to the water front south of Brooklyn Bridge, especially on the Atlantic and Erie Basins. They loom up like so many landmarks and form a very noticeable feature in this part of the harbor. These huge elevators, in size and equipment, are by far the greatest in the country, and are almost entirely used for the storage of grain intended for transshipment abroad, although considerable quantities are withdrawn by the breweries of the city. It is a fascinating but an extremely dusty occupation to watch one of these elevators while in operation. The grain, after first being transferred from the canalboats to the capacious bins of the elevator, is carried by a system of broad rubber belts provided with buckets, driven by powerful engines, to every part of the building for storage. When the grain is to be shipped, it is brought again by these belts to the conveyor, and is thence conducted by a series of pipes to the holds of the vessels. An idea of the vast facilities of these elevators may be gained from the fact that from one of the largest of them, Dow's, at the foot of Pacific street, four ocean steamers can be loaded at the same time by means of different chutes at the rate of over 32,000 bushels per hour each. Eight ocean steamships could be loaded by one of these chutes in twenty-four hours. Besides the elevators on Atlantic and Erie Basins, which are the largest in the city, others of scarcely less importance are located at the foot of Atlantic avenue, Pacific, Degraw, Taylor, Second and Furman streets, and on Gowanus Canal.

Forming integral parts of the great docking system of Brooklyn are several vast basins and districts especially constructed or improved for the better accommodation of the shipping of the port. Some of these, notably the Atlantic Docks and Basin, and the Erie and Brooklyn Basin, are among the wonders of the city, and represent the expenditure of some scores of millions of dollars and many years in their construction. Beginning at the southern limits of the city, these great docks are as follows :

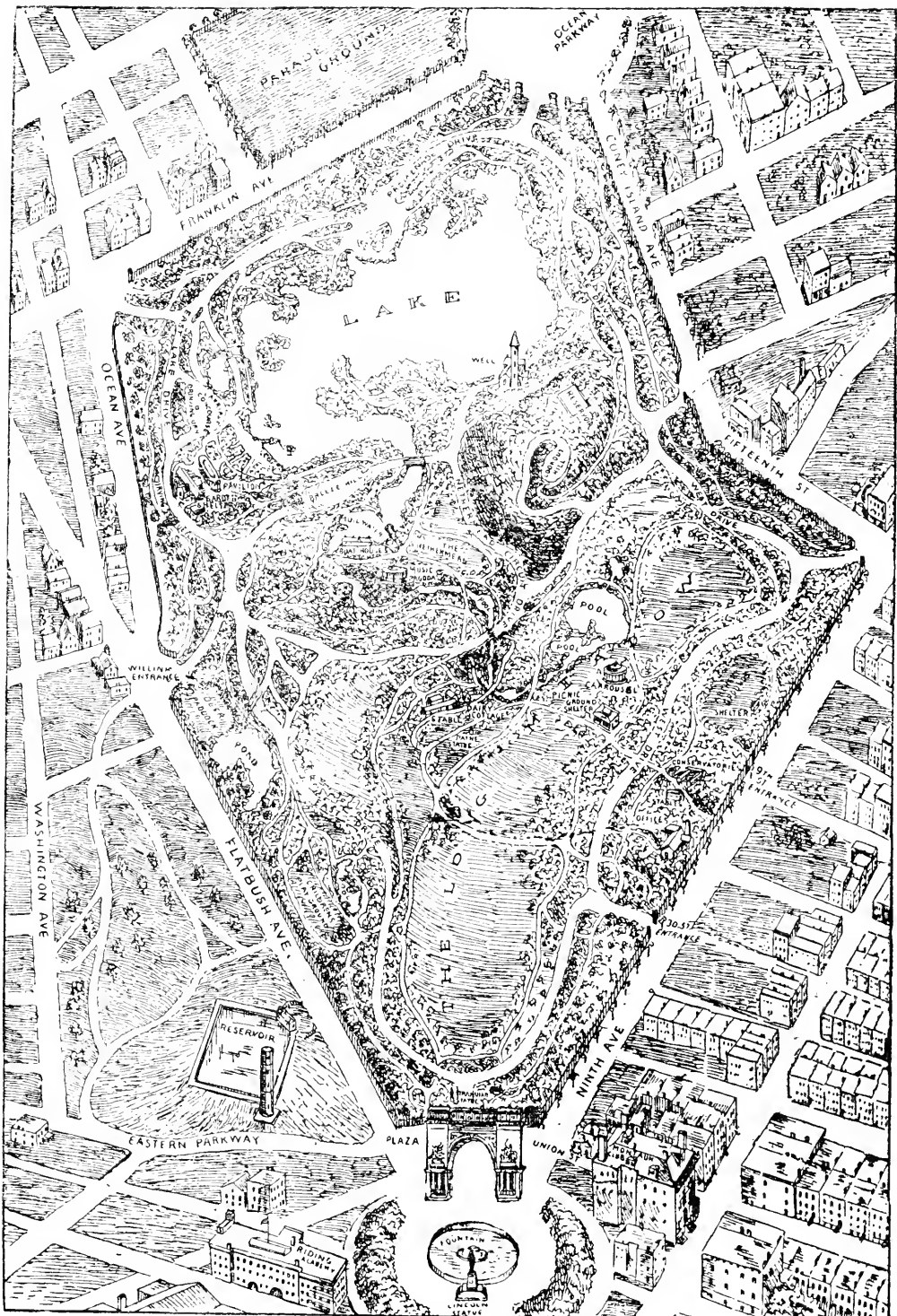
Gowanus Bay and Canal.

Ocean steamships, before entering the harbor of the sister cities, pass through the lower New York Bay and the Narrows, skirted on one side by the Long Island shore and on the other by the shore of Staten Island; on either side of this channel stand the chief defences of the Metropolitan district, namely, Forts Hamilton and Lafayette, on the Long Island shore,

and Fort Wadsworth, directly opposite, on a promontory on Staten Island. After passing this gate of the harbor the first broad indenture of the Long Island shore is Gowanus Bay, which is embraced in the water front of the City of Brooklyn. The southern shore of this Bay affords docking facilities to various South Brooklyn ferry lines, and anchorage for a large number of miscellaneous craft. The Bay, towards the north, is continued into what is known as Gowanus Canal and branches, a system of waterways which reach far into the heart of this section of the city. It is a stench in the nostrils of South Brooklyn, and the people have long been endeavoring to have the ditch closed. Interference with street traffic is not obviated by a series of drawbridges crossing the Canal at various points.

Gowanus Bay is the veritable home of the canalboat, especially during the winter season, when the closing of river navigation prevents their return to inland points. Here are huddled together, anchored in rows, or tied to the spacious docks at the foot of Hicks and Henry streets, and along the sides of the mouth of the Canal hundreds of the turtle-like crafts, painted generally in the most grotesquely-g glaring colors. Closely moored alongside each other, they form sort of floating docks, and it is not a difficult task to walk from one end to the other of a long row of them. It must not be thought that these curious vessels, useless for the purposes of commerce in the winter, are then deserted, for, as in summer, they are the abode of a large colony of canalboatmen and their families. Children are born and live for many years in these floating homes, and all the varied details of domestic life are here performed. Family washing, strung on poles from the decks, flutters in the breeze in the most fantastic manner. On this boat you may find a cradle being rocked in the shade of the cabin, and on the next a bevy of children playing as joyously as if on land. The usual family pets are not forgotten, for cats and a sort of canalboat species of dog abound. The interior arrangements of the cabins vary with the taste and frugality of their occupants. Many of these little rooms are very comfortable; curtains adorn the small windows, and the walls are often hung with miniature pictures, while occasionally a bunch of flowers is to be seen. Sometimes a parlor organ and a sewing machine find their way into these odd aquatic habitations. There was a time, some years since, when canalboatmen belonged to the noisy and truculent class who made their homes dens of brawling and drunkenness. Fighting was the order of the night, and some sorry tragedies were of too frequent occurrence. Quiet and elevating influences have somehow been at work among these people, so that now their existence possesses little of its former terror, and is on the whole quite uneventful. The sight of this floating city after dark is weird in the extreme, as the boats rise and fall on the swell, and the lanterns swing to and fro to the harsh music of chafing timbers and creaking cables.

On the west side of Gowanus Bay, at the entrance to the canal, are the extensive docks forming the continuation of Court, Clinton, Henry and Hicks streets. At the foot of Court and Clinton streets are the great ship yards of C. & I. Poillon, in which are built a large number of pilot boats, yachts and sailing craft of like dimensions. Here also are the marine railways of Downing & Lawrence, by which ships are drawn out of the water on sliding ways by means of very powerful engines. On the eastern shore of Gowanus Bay are several dry docks of the balance type, in which, when the water is pumped out, the vessels are raised bodily several feet above the flooring. Here are located the docks of the New York Yacht Club and some of the finest members of its fleet are often to be seen in them awaiting or under-



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going repairs. Tebo's and Manning's dock yards are at the foot of 26th and 28th streets respectively. The Atlantic Yacht Club has its extensive basin and docks about a mile and a half further down the shore at the foot of 55th street. The west side of Gowanus Bay is conveniently reached by the Van Brunt Street and Cross Town surface lines, and the docks on the east side by the Third Avenue and Court Street lines.

The Erie and Brooklyn Basins.

Passing along the west shore of this bay one comes to the Erie and Brooklyn Basins—vast enclosed docks bounded by Hicks Street slip on the east and Van Brunt Street dock on the west. These docks, though collectively known as the Erie Basin, are managed by different corporations. The Erie Basin, one of the largest enclosed marine depots in the country, was conceived about the middle of this century by Col. Richards and designed and built by Jeremiah P. Robinson. When the enterprise was started much of this territory was under water at high tide and the most of the remainder was inhabited by squatters who were driven off as the work of excavation and pile driving progressed. The foundations of these immense docks are laid on spiles 25 feet in length, driven level with the surface and bedded with concrete. On this solid foundation were reared the massive revetment walls of granite which surround the whole basin. The area of the basins is about 100 acres. The granite crib work is filled with excavated earth and broken stone and forms one of the most stable wharf structures in the world. The walls and piers encircling the basin are of enormous size. The principal one, which is the continuation of Columbia street, extends from Elizabeth street to the southern limits of the basin and thence runs southward and northwestward to the entrance, an entire length of about 2,700 feet. The width of this dock is 500 feet, and upon it stands a great row of warehouses occupied chiefly as the Robinson stores and grain elevators. The basin generally contains upwards of a score of vessels from all nations discharging and receiving cargoes. On the north side of the basin are about a dozen slips, three of which are owned by the Anglo-American Dock Company, and used as dry docks for the repair of the great ocean steamships. These immense structures will well repay the visitor for any time he may spend in viewing them, while they are performing a hospital service to one of the great trans-Atlantic steamships. They were built in 1866 by a syndicate of Boston contractors and are the greatest in the United States. The largest is No. 2, which is 610 feet long, 124 feet wide at the top and 60 feet wide at the bottom. The dimensions of No. 1 are, length 510 feet, width at the top 112 feet, width at the bottom 50 feet. The entrances to the Dry Docks are closed by vast caissons which fit so perfectly as to make the chambers almost water tight. After the steamship has been floated into the dock and the caissons closed the water is drawn from the chamber by a powerful centrifugal pump connected with a pipe four feet in diameter. By means of this pumping apparatus, but two hours are required to exhaust the larger basin, and one and one-half hours the smaller. Number 2 dock is capable of holding the largest vessel afloat. Nearly all the great steamships arriving in New York and needing repairs are docked here. After their collision in the Spring of '87 the White Star liners Celtic and Britannic were taken here to be overhauled. The competing yachts Volunteer and Thistle in the last International Race for the America's Cup received here their final polishings and examinations. Other docks in the Erie Basin are: Crane's Dock, situated at the Erie

Breakwater and used for the construction of railroad transportation barges; Gokey's and Hilton's Docks, where sailing vessels are laid up for repairs. The north side of the basin also contains two dry docks belonging to Messrs. Wm. Cramp and Sons. There are other docks here also used for shipbuilding or repairs above the water line. The Erie Basin is most conveniently reached by the Van Brunt Street line of horse cars from Hamilton Ferry or by the Furman Street line from Fulton Ferry. Leaving these basins, and continuing along the shore line for about a mile one reaches the spacious entrance of

The Atlantic Basin and Docks.

This magnificent marine enclosure lies directly opposite Governor's Island on Buttermilk Channel, by which it is approached on the water side. Its land boundaries are Hamilton avenue, Imlay and King streets. The Basin is almost a parallelogram in form and covers an area of 40 acres of water surface. Beyond all comparison this basin, with its surrounding docks, is in the solidity of its construction and the completeness of its arrangement the finest in the Western Hemisphere. It was projected as early as 1839 by Col. Daniel Richards, by whom the first surveys and soundings were then made. In 1840 the Atlantic Dock Company, with a capital of \$1,000,000, was incorporated, and the work of excavation and construction began in the summer of the following year. In viewing the enormous traffic of this marine market to-day it is almost impossible to realize that it was once a swampy marsh without sufficient water on its surface to be navigable anywhere for anything but the very smallest boats. Yet such it was before the work of reclamation and improvement was begun. The ebbing tide was wont to leave great stretches of the morass uncovered and the air of the neighborhood was in consequence polluted with the odor of the decaying vegetation. The more elevated portions of the ground were occupied by squatters, who formed a sort of littoral colony extending southward to Gowanus Bay. After five years of effort on the part of Col. Richards the work was undertaken and carried forward to completion by the now venerable James S. T. Stranahan who, although an octogenarian, still manages the business of this vast enterprise. The first warehouse was erected in 1844 and the first steam grain elevator in 1847. The docks are built upon spiles each about 25 feet in length, driven level with the original surface of the ground and imbedded in concrete. The dock walls are constructed of high granite blocks. The docks surrounding the basin are covered with brick and granite warehouses from three to five stories in height and about 100 feet deep and aggregating a ground area of about 20 acres. The basin contains four great piers, each about 80 feet in width and from 700 to 900 feet in length. Of these three are entirely covered in by huge storehouses. Wharf room is provided for 150 large sized vessels at once. The frontage line of the piers and basin measures about three miles in length. At low tide the water in the basin has a depth of 20 feet, making it possible for the greatest ocean steamers to load and unload here without danger of grounding. The entrance is 200 feet in width and is not closed by either gate or caisson as are the docks on the Mersey and Thames, it being possible for vessels to enter or leave the basin at the lowest tide. This is a unique and time saving advantage of this dock over the European ones. Seven of the largest grain elevators in Brooklyn are located on Atlantic Basin and all but one of them, Pinto's, are controlled by the New York Grain Warehousing Company. The gross capacity of these elevators

is between seven million and eight million bushels, making this the greatest single grain depot in the world. The principal regular steamship lines which have their docks in the Atlantic Basin are: Barber and Co., the White Cross Line, the Bordeaux, the Union Line, the Azores and Lisbon lines, Compagnie Nationale de Navigation a Vapeur (Marseilles Line), the Portuguese Line, New York and Porto Rico Line, and the Atlantic and Pacific Line. A comprehensive view of Atlantic Docks will be found on page 3 which will give a clear idea of the location of the various wharves and warehouses. In addition to the regular lines of steamships hundreds of others belonging to the irregular or tramp class unload and receive their cargoes at these docks. Scores of canal boats are always to be found in the neighborhood of the grain elevators being lightened of their burdens. The continuous moving of shipping in and out of the basin and the bustling and puffing of a dozen saucy little tug boats give the scene a busy and very interesting aspect. No stranger to Brooklyn should leave the city without first visiting these docks, which may be easily reached by the Hamilton avenue and Van Brunt street car lines, and by the Third and Atlantic avenue lines and their connections as well as by several other routes.

Continuing northward along the East River past the Brooklyn Bridge and very many great docks piled with immense warehouses and crowded with shipping, the next wide indenture of Brooklyn's water front is reached, namely, Wallabout Bay, which embraces Wallabout Basin and Canal on the north side and the United States Navy Yard on the south and east.

Wallabout Basin and Canal.

Wallabout Basin, an extensive and valuable marine enclosure about 70 acres in area facing East River, was originally an unproductive salt marsh reclaimed from the shores of the shallow and muddy bay of the same name. The wharfage aggregates nearly a mile in length and embraces three piers and seven wharves. In addition there is in connection with it the Kent avenue or Wallabout Canal, extending from Taylor to Hewes street, a distance of about a quarter of a mile, affording 2,600 feet more of wharfage. Since the construction of this basin, the lowlands in the vicinity have been filled in and systematically improved and are covered with immense warehouses and manufactories which use the neighboring docks for the shipment of their products and receipt of raw material. The water in Wallabout Basin is 15 feet deep at low tide. Docking facilities are there afforded to a large fleet of steam and sailing vessels engaged in the domestic coastwise and Canadian trade. Perhaps the largest traffic carried on in this vicinity is the lumber business. Here among others are situated the immense lumber yards of Cross, Austin & Company, said to be the largest in the United States. The book factory of the Appleton Publishing Company, the Royal Baking Powder factory, several large stone works, many iron foundries, and other important manufactories are located in the immediate neighborhood of the Wallabout Basin. The docks are most conveniently reached by the Greenpoint, Crosstown and Flushing Ave. lines and their connections. By far the largest portion of the shore of Wallabout Bay, as well as the entire island which stands in the middle of it, is occupied by the United States Government as a Navy Yard and marine hospital.

The United States Navy Yard.

The N. S. Navy Yard, located on the southern and eastern shores of Wallabout Bay, is owned and controlled by the Federal Government, and

although in this sense not a Brooklyn institution, it is nevertheless one of the most important as well as most interesting features of the city. It is the chief naval depot of the country, and was during the whole period of the late Civil War one of the busiest centres on the Atlantic seaboard. It was here that numerous war vessels were built and commissioned for service in the memorable struggle; and it was in the immense dry docks of this yard that they were often brought back for repairs. The scenes in and about the yard at the time were of unceasing activity and the domestic commerce of Brooklyn thrived to an abnormal degree, owing to the great and constant demand for supplies of all kinds, both for the construction and equipment of vessels and the provisioning of their crews. The merchantmen of many of the nations at peace with the United States were granted the use of the drydocks of this yard, then the largest in the country, for the making of necessary repairs. The reservation covers an area of about 144 acres, the Navy Yard proper embracing 45 acres enclosed by a high brick wall. Along the western line is more than a mile of splendid wharfage used for the mooring and loading of the national cruisers and transports. Perhaps the most attractive feature of the yard is the immense dry dock which cost about \$2,000,000 to construct and is one of the finest and strongest of its kind in the United States. It is built entirely of granite, and the dimensions of the main chamber are: Length at top 307 feet; width 98 feet; length at the bottom 286 feet; width 35 feet; depth 36 feet. The chamber is closed with a water tight caisson, and when a vessel has been docked the water is pumped out by powerful hydraulic engines in four or five hours, leaving the enclosure dry. Another dry dock somewhat similar in its construction, but for the accommodation of warships of the largest size, is in process of building here. It will be about 465 feet long and 210 feet wide at the top.

The main entrance to the Navy Yard is at Navy and York streets, and is reached most conveniently by the Flushing avenue surface line and its connections. Visitors are admitted between the hours of 8 A. M. and 5 P. M. on Tuesdays and Saturdays without passes, and upon other days, excepting Sundays, by permits issued by the gate keeper. Strangers are not permitted to board any vessel in commission, or to enter any building except the offices of the Commandant, or to visit the Cob Dock and the receiving ship Vermont. To view these and other points of interest, special passes are required, procurable at the office of the captain of the yard in the Lyceum Building. The road leading from the main entrance to the water front is called Main street. The grounds are regularly laid out in paved streets, the location and names of which, as well as all the principal points of interest in the yard, will be seen on the bird's-eye-view at page 150.

The extensive marine barracks connected with the service stand to the southeast of the Navy Yard. Still further to the east and on the opposite side of Washington avenue is the United States Naval Hospital, a very handsome and imposing structure surrounded by 20 acres of ground. In this institution over 500 patients may be cared for at one time. During the time of the Civil War its capacity was often taxed to the utmost. Separated from the Navy Yard proper by Wallabout Channel is a low island which has a circuit of 5,000 feet, and an area of 19 acres, and contains the extensive enclosures of the Cob Dock and Whitney Basin. On it are the residences of the officers in charge of the receiving ship Vermont anchored in the Basin. Communication is had with the Navy Yard proper by a steam launch. This island forms a sort of breakwater and defence of the main works and

buildings of the yard. At anchorage in the channel or moored to the wharves of the Navy Yard may be found at almost all seasons of the year one or more of the splendid warships of the United States Navy. Persons desiring to visit these vessels are permitted to do so on procuring a pass as stated above, and are provided with an escort. When not at anchor in the waters of the Navy Yard the cruisers sometimes lay in the cove opposite the foot of East 26th street on the New York side of the East River, where they may be reached by row boats from any of the neighboring docks. The yard is under the superintendence of a Commodore of the U. S. Navy. The departments of the yard are: Yards and Docks, Navigation, Ordnance, Construction, Steam and Electrical Engineering, Marine, Medical, Provisions and Clothing. Although the number of men employed in the Navy Yard varies with the extent of the operations carried on there, the average is about 2,000. This last fact is an evidence of how important a factor this institution is in the economic life of Brooklyn.

The last new ship launched here was the *Cincinnati*, in November, 1892. Here the monitors *Terror* and *Puritan* are being built. The former is a double turret ship, and the latter a vessel of the *Barbette* type for coast defence.

Continuing along the shore of East River north of Wallabout Bay one passes a great series of docks, a great number of which are used for the storage and transshipment of lumber, and comes finally to one of the most extensive and useful waterways of Brooklyn or Long Island City, namely,

Newtown Creek.

Newtown Creek is a natural waterway running inland about 3 miles and provided at several points with canal extensions which greatly increase its docking and warehouse facilities. Along the whole line of this creek, both on the Brooklyn and on the Long Island City side, are situated lumber yards, ship yards, coal yards, oil, paint and varnish works, iron foundries, machine shops, petroleum refineries, and an endless variety of factories, whose annual product is valued at scores of millions of dollars. This creek, though not picturesque or at all inviting from an artistic point of view, is nevertheless one of the greatest sources of Brooklyn's wealth and prominence as a great industrial centre. It is destined to become, when the talked-of improvements have been effected, one of the finest as it now is one of the busiest and most important docking centres on the Atlantic.

MEANS OF COMMUNICATION.

The Post Office—Telephone Service—Telegraph Service—Messenger Service.

The Brooklyn General Post Office occupies, together with the Federal Courts, the imposing granite building at the corner of Washington and Johnson streets, a location most convenient to the largest business establishments in the city. The building is a three-story and basement edifice with Mansard roof. In the centre of the main facade, which extends 236 feet along Johnson street, is the chief entrance to the building—an arched doorway flanked by turrets, opening into a spacious lobby, the walls of which are of granite and the ceiling of beautifully polished Tennessee marble, with settings of black marble. On Washington street the building extends 135 feet and is approached through three doorways. The south-western corner is embellished by a square tower six stories high. The interior of the building is quite elaborately finished. The woodwork is of mahogany, very artistically carved and panelled. The corridors, which extend around three sides of the main floor, are tiled with black and white marble. The wainscoting is of chocolate-colored Tennessee marble, supporting a cap and resting upon a base of black marble. On the second and third floors, galleries supported upon iron columns extend around the central court. These galleries open into the executive offices of the Post Office and the Federal Court rooms by which the upper stories of the building are occupied. The cost of the building and site was about \$1,650,000.

A few figures for 1892 will give an idea of the magnitude of the business transacted at the Brooklyn Post Office. Receipts from sale of stamps, \$876,859; expenditure, \$601,993; profits, \$274,865. The money order business amounted to \$2,079,117. The total number of pieces of mail matter handled was 235,295,841.

The offices and delivery windows of the General Post Office are located as follows:

Entrance, or main floor:

GENERAL INFORMATION BUREAU, in charge of the chief clerk, at the corner of Johnson and Adams streets. Open daily from 7 A. M. to 7 P. M.; Sundays from 9.30 A. M. to 10:30 A. M.

GENERAL DELIVERY, (Poste Restante) windows, in the Johnson street corridor, open daily from 7 A. M. to 9 P. M.; Sundays from 9:30 A. M. to 10:30 A. M.

POSTAGE STAMPS, &c., for sale at retail, from three windows in the Washington street corridor; windows open from 7 A. M. to 7 P. M.; Sundays from 9:30 A. M. to 9 P. M.

POSTAGE STAMPS, &c., at wholesale from first window in Johnson street corridor; open daily from 7 A. M. to 7 P. M.

SUPERINTENDENT OF MAILS, first wicket in Washington street corridor.

CARRIERS' WINDOW, in Johnson street corridor.

REGISTRY DEPARTMENT, at the end of Johnson street corridor; open daily, Sundays excepted, from 8 A. M. to 6 P. M.

Second floor:

POSTMASTER'S OFFICE, open week days from 9 A. M. to 5 P. M. Assistant Postmaster's Office open week days from 9 A. M. to 5 P. M.

CASHIER'S OFFICE, open week days from 9 A. M. to 5 P. M.

MONEY ORDER DEPARTMENT, open week days only from 9 A. M. to 5 P. M.

REGISTERED LETTERS AND PARCELS DEPARTMENT, open week days only from 8 A. M to 6 P. M.

INQUIRY OFFICE FOR MISSING LETTERS, &c., open week days only from 8 A. M. to 6 P. M.

Besides the General Post Office there are six branch post offices, each in charge of a superintendent, and ten sub-stations, for the convenience of business houses and residents of sections of the city remote from the central office, and to facilitate the collection and distribution of mails.

At the branch Post Offices Domestic and International Money Orders and Postal Notes are issued and paid, postage stamps, &c., sold, and registry and other postal business transacted. The hours are as follows: For sale of stamps, &c., daily from 7 A. M. to 9 P. M.; Sundays, from 10 A. M. to 11 A. M. For registry and money order business, from 8 A. M. to 6 P. M. week days only. The branches are indicated by letters of the alphabet and are located as follows:

- P. O. Station B—No. 1,263 and 1,268 Fulton street.
- “ “ E— “ 2,648 Atlantic avenue.
- “ “ G— “ 113 Greenpoint avenue.
- “ “ S— “ Broadway, corner Willoughby avenue.
- “ “ V— “ 529 Fifth avenue.
- “ “ W— “ Bedford avenue, corner S. Fifth street.

The Sub-Station, also designated by letters, are located within the carrier districts of the branch offices and are not delivery stations. They are sub-post offices for registry, domestic money order and postal note business, for the sale of postage stamps and other postal supplies, for weighing and rating of mail matter, and for accepting mail matter too large for street letter boxes. Being located in stores, they are subject to the business hours of the owner, except that the money order and registry business closes at 6 P. M.

The Sub-stations are located as follows :

- Station A—Pharmacy, corner Henry and President streets.
- Station C—Pharmacy, 838 Fulton street.
- Station D—Pharmacy, 689 De Kalb avenue.
- Station E—Railroad Ticket Office, 596 Atlantic avenue.
- Station H—Pharmacy, corner Rockaway avenue and Fulton street.
- Station J—Pharmacy, 586 Myrtle avenue.
- Station K—Pharmacy, 1,587 Broadway.
- Station M—Pharmacy, 518 Grand street.
- Station R—Pharmacy, 302 Van Brunt street.
- Station X—Pharmacy, 1,027 Third avenue, bet. Fortieth and Forty-first street.

There are in addition to the above, 120 licensed agencies for the sale of postage stamps, postal cards, &c., scattered throughout the city.

Newspaper and Package Boxes for the receipt of mail matter too bulky for the ordinary drop letter boxes have been placed at the following points. The contents of these boxes are collected twice daily, Sundays excepted :

- | | |
|--|--|
| Atlantic avenue, cors. Smith Clinton and Henry sts.; Alabama avenue, Columbia st. and Van Sicklen avenue. | Bushwick avenue and Grand street. |
| Bedford avenue, cors. Taylor, Penn, Madison, Hancock sts., Myrtle avenue, De Kalb avenue, and Bergen street | Carlton and Lafayette avenues. |
| Berkeley Place and Seventh avenue. | Court, corner Degraw st., Second Place, and Warren st. |
| Broadway and Driggs street, Flushing avenue, Park avenue, Halsey, Kosciusko, Hooper, Whipple, Lynch sts. and Wythe avenue. | Closson, corner Myrtle ave., De Kalb ave. and Fulton st. |
| | Clermont and Myrtle aves. |
| | Concord and Bridge sts. |
| | Clinton and Baltic sts. |
| | Central ave., cor. Cedar st., and Palmetto st. |

Cumberland st. and Greene ave.
 De Kalb ave., cor. Clermont ave., and Sumner ave.
 Evergreen avenue and Hinrod st.
 Fulton, corners Hoyt st., Rockaway ave., Clinton, Henry, Gold sts., Patchen, Franklin, Ralph ave., St. Felix st., Gallatin Place, St. James Place, Verona Place, Adelphi st. and Sumner ave.
 Fifth ave., cor. Carroll st., Stirling Place, Third st., Seventeenth, Twenty-first, and Ninth sts.
 Fourth ave. and Ninth st.
 First Place and Court st.
 Flatbush and St. Mark's ave.
 Franklin and De Kalb ave.
 Grand, cor. St. Mark's ave., Wythe ave., Roeb-ling st., and Ewen st.
 Gates, cor. Nostrand ave., Classon ave., Broadway, Myrtle ave. and Lewis st.
 Graham ave. and Ainslie st.
 Garfield Place and Seventh ave.
 Green, cor. Bedford and Classon ave.
 Hancock and Throop ave.
 Humbolt and Frost sts.
 Hamilton ave. and President st.
 Kent avenue and South Eighth st.
 Livingston and Court st.
 Lorimer and North Second st.
 Lewis ave. and Macon st.
 Lee ave., cor. Division ave., Rutledge st., Lafayette ave., Stuyvesant st., Grand and Sumner ave
 Loeser's Dry Goods House,
 Myrtle ave., cor. Tompkins ave., Kent ave., Cumberland st., Nostrand ave., Duffield street, Adelphi street, Clinton avenue and Jefferson street.
 Marcy avenue, cor. Hewes and Halsey sts.
 Montague and Hicks sts.
 Manhattan and Meserole aves.
 Naval Hospital.
 Orange and Henry sts.
 Putnam and Tompkins aves.
 President, cors. Court st., Henry st., and Seventh ave.
 Prospect Place and Nostrand ave.
 Putnam and Grand aves.
 Park and North Portland ave.
 Reed avenue, cor. Macon, Hancock, and Decatur streets, and Gates ave.
 Ralph ave. and Broadway.
 Sumner avenue, corner Myrtle avenue, Macon and Quincy streets.
 Seventh avenue, corner Seventh, Fourth, Tenth, Eighteenth sts., Flatbush ave.
 Sixth ave., Flatbush ave. and Union st.
 Sackett and Columbia sts.
 Smith and Bergen sts.
 South Second and Hooper sts.
 Stuyvesant ave., Halsey and Quincy sts.
 Sands and Jay sts.
 Tompkins ave., cor. Pulaski, Fulton and Hancock sts., Greene, Gates ave., and Ellery st.
 Third ave., cor. Sixteenth, Fortieth, Thirty-ninth, Twenty-second, Seventeenth, Nineteenth and Fifty-fifth sts.
 Utica ave. and Bergen st.
 Vanderbilt ave. and Dean st.
 Van Brunt and Tremont sts.
 Weschler and Abraham.
 Washington, cor. Myrtle ave.
 Warren and Hicks sts.
 Wythe ave. and Clymer st.
 York and Navy sts.

Scattered about the city, attached to lampposts, in all the leading hotels and public buildings, are drop letter boxes for the receipt of ordinary mail matter, which is collected at intervals ranging from thirty minutes to an hour in the more frequented parts of the city, and somewhat less frequently in the residential quarters. A tablet on the face of each box indicates the hours at which collections and distribution should be made in the special district.

Registered Mail.

Any article of the first, third or fourth-class mail matter may be registered. The fee on registered matter, domestic or foreign, is eight cents for each letter or parcel, to be affixed in stamps, in addition to the postage. Full prepayment of postage and fee is required. Every letter presented for registration must first be fully and legibly addressed, and securely sealed by the sender, and all letters and other articles must also have the name and address of the sender indorsed thereon in writing or print before they can be registered.

Postmasters and their employees are forbidden to address a registered letter or a package for the sender, to place contents therein, or to seal it, or to affix the stamps thereto; this must in all cases be done by the sender.

Registered mail matter can only be delivered to the addressees in person, or on their written order. All persons calling for registered matter should be prepared to furnish reasonable proof of their identity, as it is impossible otherwise at large post-offices to guard against fraud. A receipt

signed by addressee and showing delivery is returned to the sender of each domestic registered letter or parcel, for which service there is no extra charge. The sender of registered letter or parcel addressed to any country in the Universal Postal Union may, by writing on the face of the letter or parcel "Return Receipt Demanded," have a written receipt sent back from post office of delivery.

Letters or packages containing money or articles of value should be registered, and never deposited for transmission in ordinary mail.

Mail matter can be registered at the General Post-Office and all stations and sub-stations, between the hours of 8 A. M. and 6 P. M. daily, except Sundays and Legal Holidays.

Money Order System.

The money order system is intended to promote public convenience, and to secure safety in the transfer through the mails of small sums of money. The principal means employed to attain safety consist in leaving out of the order the name of the person for whom the money is intended. In this respect, a money order differs from an ordinary bank draft or check. An advice or notification containing full particulars of the order is transmitted without delay by the issuing postmaster to the postmaster at the office of payment. The latter is thus furnished, before the letter itself is presented, with information which will enable him to prevent its payment to any person not entitled thereto, provided the remitter complies with the regulations of the Department, which prohibits him from sending the same information in a letter enclosed with his order.

Particulars Required.—The applicant must, in all cases, write his own given name and surname in full; and when the given name of the payee is known, it should be stated, otherwise the initial letters of the given name may be used. The given name of married women must be stated, and not those of their husbands.

Domestic Money Orders may be procured at any money office, payable at any other money office in the United States, by filling out and presenting the proper application form, accompanied by the amount required and the lawful fees, which are as follows:

For sums not exceeding \$5, 5 cents; over \$5 and not exceeding \$10, 8 cents; over \$10 and not exceeding \$15, 10 cents; over \$15 and not exceeding \$30, 15 cents; over \$30 and not exceeding \$40, 20 cents; over \$40 and not exceeding \$50, 25 cents; over \$50 and not exceeding \$60, 30 cents; over \$60 and not exceeding \$70, 35 cents; over \$70 and not exceeding \$80, 40 cents; over \$80 and not exceeding \$100, 45 cents.

Limitations.—A single money order may contain any amount from one cent to one hundred dollars, inclusive; but must not contain a fractional part of a cent. No more than three orders can be used on the same day to the same remitter, and in favor of the same payee and payable at the same office.

In case a money order is lost or destroyed or becomes invalid, as all money orders do after the expiration of one year, a duplicate will be issued by the department at Washington, on application therefor from either the remitter, payee or indorsee of the original, at the office of Issue or Payment, and proper blanks will be furnished for that purpose at any money order post office.

PAYMENT OF ORDERS.—Identification.—Every person who applies for payment of a money order is required to prove his identity to be the right-

ful owner of the order. The payee of the money order may, by his written indorsement thereon, direct it to be paid to any person, and the paymaster on whom it is drawn will pay the same to the person so designated, provided he shall furnish proof that the indorsement is genuine and that he is the person empowered to receive payment; but more than one indorsement will render an order invalid and not payable, and the holder, to obtain payment, must apply for a new order in lieu thereof, returning the original.

Re-Payment of Money Orders.—Repayment of a money order can be made to the person who originally obtained it at the issuing office, and by the return of the order; but the fee cannot be returned.

POSTAL NOTES are issued for any sum, from one cent to four dollars and ninety-nine cents (\$4.99), but not for any fractional part of a cent. The uniform fee for the issue of a postal note is three cents. A postal note is payable at no particular office, but is payable to bearer, without identification, at any money order office in the United States. No duplicates of lost or destroyed postal notes can be issued.

INTERNATIONAL MONEY ORDERS, payable in the Postal Union Countries, can be procured at the Brooklyn General Post Office, and at stations B, E, G, S, V and W.

Fees.—The following fees are charged for money orders issued on any of the countries named above:

On orders not exceeding \$10, 10 cents; over \$10 and not exceeding \$20, twenty cents; over \$20 and not exceeding \$30, thirty cents; over \$30 and not exceeding \$40, forty cents; over \$40 and not exceeding \$50, fifty cents; over \$50 and not exceeding \$60, sixty cents; over \$60 and not exceeding \$70, seventy cents; over \$70 and not exceeding \$80, eighty cents; over \$80 and not exceeding \$90, ninety cents; over \$90 and not exceeding \$100, one dollar.

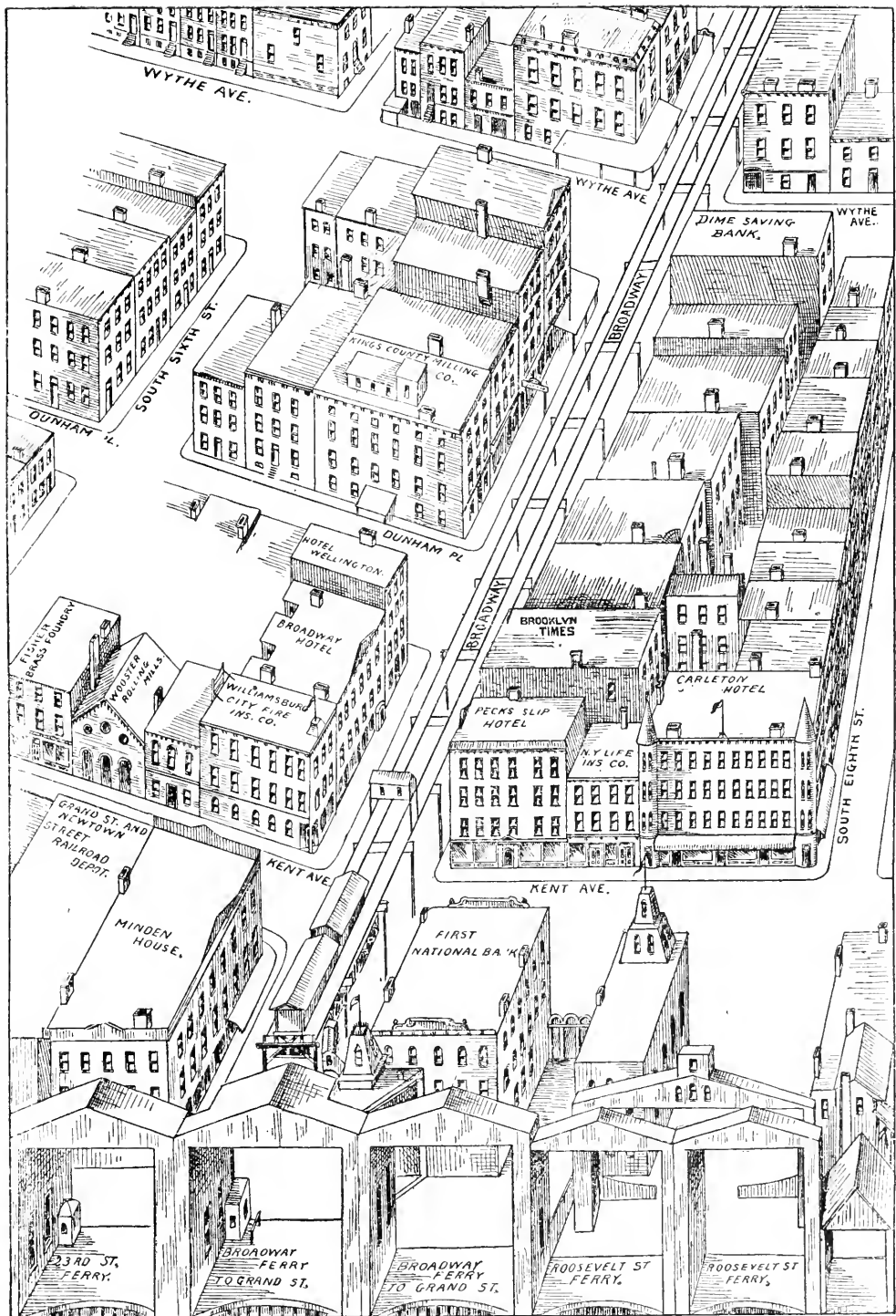
The payment of international money orders must be within twelve months after the month of issue, and is governed by the same rules as regards identification, signature, etc., that apply to domestic orders. In some cases the remitter forwards the money direct, and in others the postmaster forwards it, giving a receipt to the sender.

CHANGE OF ADDRESS.—Persons and firms changing or intending to change their places of residence or business, should promptly notify the postmaster.

Postage Rates and Conditions—Domestic.

Domestic Mail Matter—First Class. The rate on all letters, sealed or unsealed, sent to any post-office in the United States or Canada, is two cents for each ounce or fraction thereof, or one cent for each ounce or fraction thereof when mailed or called for at the same office. Letter rate is charged upon all packages sealed against inspection (excepting proprietary articles in original trade packages) typewritten matter, printed matter containing writing (excepting corrected proof sheets, inscribed books, pamphlets and dated or signed circulars), postal cards to which anything is attached or on the face of which anything excepting the address is written, and all ordinary cards used as substitutes for postal cards. This class includes postal cards.

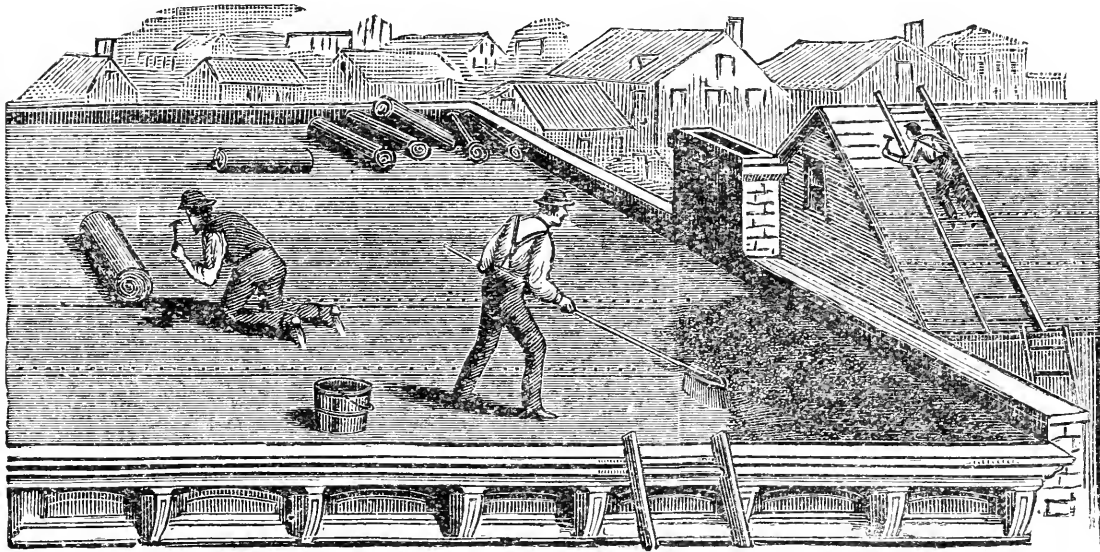
The Second Class embraces all newspapers, magazines and periodical publications issued regularly and at least four times a year, and having a legitimate list of subscribers, and the rate, when mailed by the publisher or news agent, is one cent a pound, but when mailed by any others is one cent for each four ounces or fraction thereof. Limit of weight none.



XI. BROADWAY. FROM THE FERRIES TO WYTHE AVE.

GUM ELASTIC ROOFING.

Laying and Painting Gum Elastic Roofing.



THE GUM ELASTIC ROOFING

IS ABSOLUTELY NON-COMBUSTIBLE and **Guaranteed to last 10 years.** Costs only **\$2.00 per 100 square feet.**

Strongly endorsed by New York Board of Underwriters. Send stamp for circulars, samples and particulars.

— GUM ELASTIC PAINT —

Costs only 60 cents per gallon in bbl. lots, or \$4.50 for 5-gal. tubs. Color dark red. Will stop leaks in Tin or Iron Roofs that will last for years.

~ TRY IT. ~

Gum Elastic Roofing Co.,

41 West Broadway, New York City.

OLD ROOFS REPAIRED AND NEW ROOFS PUT ON AND WARRANTED.

ESTIMATES FREE.

Second-class matter must be wrapped so as to allow easy inspection by the Postmaster.

Third-Class. The rate of postage on third-class matter is one cent for each two ounces or fraction thereof, fully prepaid by postage stamps. This class embraces books, pamphlets, and all matter wholly in print on paper (and not included in the second-class), such as printed hand bills, cards, labels, calendars, printed postal cards mailed in bulk, legal and insurance blanks, photographs, blank check and receipt books, engravings, lithographs, re-productions by hektograph, cyclostyle, or mimeograph or other similar process; but the following articles, although bearing printing, are not included in the third-class, but are fourth-class matter: Printed letter heads and bill heads; envelopes printed or unprinted (except when one or two with printed address are in enclosed with third-class matter for reply), printed or unprinted blotters, blank books, playing cards, dissected maps or pictures, oil or water color paintings, crayon, pencil, or pen and ink drawings, paper patents, paper sacks and wrapping paper with printing thereon, photographs retouched in India ink or water colors, unprinted postal cards available in both. Limit of weight four pounds. Matter of this class must be so tied or wrapped as to permit easy examination.

Fourth-Class. The rate of postage on fourth-class matter is one cent for each ounce or fraction thereof, which must be fully prepaid by postage stamps. This class embraces merchandise, samples, and all articles (not in themselves unmailable), which are not embraced in the first, second or third-class. Seeds, cuttings, bulbs, roots, scions and plants are available at the rate of one cent for every two ounces or fraction thereof. Under this head are included samples of wheat and other grain in its natural condition, seedling potatoes, beans, peas, chestnuts and acorns. Not, however, samples of flour, rolled oats, pearly barley, or other cereals which can only be used as articles of food; or cut flowers, dried plants and botanical specimens, which are all subject to postage at one cent per ounce; or foreign nuts and seeds (such as the coffee bean), used exclusively as articles of food. The limit of weight of each package is four pounds. Matter of this class must be so wrapped or packed to be easily inspected, and when of dangerous nature so secured as to prevent damage to the other contents of the mail bags and the post-office employes.

In general, mail matter of the second, third and fourth-class may bear simply the address of the intended recipient and the sender. To the latter the word "from" should be prefixed. Second-class matter may bear the inscription "marked copy," or words directing attention to passages contained therein.

Unmailable matter embraces all obscene or lottery literature, any matter otherwise available bearing inscriptions of scurrilous or defamatory character, and all materials of an essentially destructive nature. Concealing matter of a higher class in that of a lower class is an offense punishable by \$10 fine.

Postage due on mail (the amount indicated by postage due stamps affixed to the letter or package), is collectable before delivery.

Letters alone may be withdrawn by the person depositing them or his agent within an hour after their receipt at the general post office. Application must be made to the assistant postmaster before 3 P. M., and a facsimile to the envelope used and of the address in the same handwriting must be presented.

Foreign Mail Matter.

All countries, except those enumerated in a succeeding paragraph, are

included in the Universal Postal Union, between which a uniform postal tariff obtains.

The rates of postage on mail matter posted in the United States and addressed to countries included in the Universal Postal Union (excepting the Dominion of Canada and Mexico), are as follows: Letters, per one half ounce, five cents. Postal cards, each, two cents. Newspapers and other printed matter, per two ounces, one cent. Commercial papers: Packets not in excess of ten ounces, five cents; packets in excess of ten ounces, for each two ounces or fraction thereof, one cent. Samples of merchandise: Packets not in excess of four ounces, two cents; packets in excess of four ounces for each two ounces or fraction thereof, one cent. Registration fee on letters or other articles, eight cents.

Ordinary letters for countries of the Postal Union (except Canada and Mexico), will be forwarded whether any postage is prepaid on them or not. All other mailable matter must be prepaid at least partially.

Mail matter for the Dominion of Canada and Mexico is subject to the same rates and conditions as domestic mail. The following articles are absolutely excluded from the mails to these countries:

All sealed packages, excepting letters; all packages (excepting single volumes of printed books) weighing over four pounds six ounces, and publications which violate the copyright laws of these countries. From the mails to Mexico are excluded liquids, pastes, confections, etc. The rate on seeds, etc., to Canada is one cent per ounce.

The countries not embraced in the Universal Postal Union are: China, to which all matter may be registered; Cape Colony and the Orange Free State; Morocco (except the European post offices therein); Madagascar (excepting St. Mary's, Tamatave and Majanga); Ascension and St. Helena. The rates to these countries are, for letters ten cents for each half ounce or fraction thereof for newspapers, etc., two cents for each two ounces or fraction thereof.

Dutiable articles received as mail matter are detained by the Customs Department of the post office and notice of their detention is sent to the addressee, who receives the same upon application and payment of the duties. Duty on books is collected on delivery. Books printed in foreign languages are free.

Local Deliveries.

There are four forms of delivery of ordinary, non-registered mail matter: One, by carriers; two, through lock-boxes; three, at the "Poste Restante" or General Delivery; four, by special delivery messengers.

There are on an average seven deliveries by carriers daily throughout the most populous part of the city, and at least three in the scattered districts. The first delivery begins at 7:15 A. M., the last 6:40 P. M. Pieces of mail bearing "Special Delivery Stamps" are the only ones delivered on Sunday. Carriers are required to deliver no mail matter except to the persons addressed or their authorized agents; to receive all prepaid letters, postal cards, and small packages handed them for mailing while on their routes; and to collect any postage that may be due on mail matter delivered by them. In certain suburban districts they are required to carry a limited number of postage stamps for sale to the public. They are forbidden to deliver any mailable matter which has not first passed through the mails. They are not required to deliver heavy or bulky packages. A notice to call at the

nearest post office for any package of this kind is sent to the person whose address it bears.

All ordinary mail matter may be delivered through lock-boxes to the lessees, their employees, members of their families or firms, and their temporary visitors or guests.

All letters or other mail parcels bearing in addition to the address the words "Poste Restante" or "To be called for" are placed in the Poste Restante at the general post office to be called for. All matter failing of delivery or lacking the street or box address, and for which correct addresses cannot be found in the city directories, is likewise placed in the Poste Restante. Letters, etc., bearing the address of the sender are returned within thirty days if no shorter time is specified on their envelopes.

Clerks conversant with almost all foreign languages are on duty at the foreign delivery window. Local letters are not advertised, and after remaining unclaimed in the Poste Restante for thirty days are sent to the Dead Letter Office, Washington. All foreign mail matter of ostensible value is advertised. On Sundays residents of the different districts can obtain their mail at wickets of the branch offices during office hours on presentation of reasonable evidence of their identity.

Special Delivery.

The law establishing the special delivery system provided for the issue of a special stamp, of the face valuation of ten cents, which when attached to a letter or package (in addition to the lawful postage thereon), will entitle such letter or package to special delivery within the carrier limit of a free delivery office between the hours of 7 A. M. and 11 P. M., and within a radius of one mile from the Post Office; at all other offices between 7 A. M. and 6 P. M., by messengers who, upon delivery, will procure receipts from the parties addressed or some one authorized to receive them.

Posting Special Delivery Letters.—Special delivery letters (particularly those intended for delivery in Brooklyn) should be posted either at the General Post Office or at one of the stations. Special delivery stamps may be purchased at the General Post Office, or at any of the stations, sub-stations or stamp agencies.

Telegraphic Service.

No country in the world excels the United States in the extent and completeness of its telegraphic service. The Western Union and Postal Telegraph Companies cover the country with their aerial system of wires as with a vast metallic net. Every city and town and almost every village and hamlet in the land is in direct telegraphic communication with the great centres of commerce and population. In Brooklyn and on Long Island the service is very extensive and satisfactory. The telegraph offices throughout the island, except in the cities, are closed generally at 8 o'clock in the evening. Besides these two great companies the American district and Brooklyn District Messenger Companies provide Brooklyn with telegraphic service.

The main offices of the Western Union Company for Brooklyn are at 369 Fulton street; those of the Postal Telegraph Cable Company are at 168 Montague.

Telegraph offices in Brooklyn are located as follows (those marked with an asterick are open all night):

Western Union Offices:—*17 Adams St.; Annex foot Fulton St.; *Atlantic Ave., cor. Flatbush Ave. (L. I. R. R. Depot); *Atlantic, cor. Franklin Ave. (L. I. R. R. Depot); 2659 Atlantic Ave.; *1074 Bedford Ave.; 1233 Bedford Ave.; 26 Broadway; *153, *1080, and 1364 Broadway; Bushwick Depot L. I. R. R.; 4 and *325 Court St.; 689 Dekalb Ave.; *420 Fifth Ave.; *313 Flatbush Ave.; *369; Loeser's; *726, 860, *1719, 2069 Fulton St.; 578 Grand St.; 148 Greenpoint Ave; 71 Hamilton Ave.; Manhattan Crossing; *414 Myrtle Ave.; Navy Yard; North Ninth St., cor. Rent Ave.; *242 Sumner Ave.; 734 and 1179 Third Ave.; 37 Washington Ave.; Eagle Office, Washington St., cor. Johnson; 623 Wythe Ave.; and Hotel St. George, Hicks, cor. Clark St.; Fulton St., cor. Tompkins Ave.

Postal Telegraph Cable Company's Offices:—168 Montague; 596 Atlantic; 98 Broadway; 746 Flushing; 1306 Broadway; 1587 Broadway; 7 Brooklyn; 2 Court; 328 Court; 335 Dekalb; 194 Ewen; 453 Fifth Ave.; 426 Fulton; 7 Greene Ave.; 1100 Fulton; 838 Fulton; 81 Greenpoint Ave.; Howard House Entry; 93 North Third, 84 Seventh Ave.

For offices of the American District Telegraph Co. and the Brooklyn District Messenger Co., see page 125.

Telegraphic Rates and Conditions.

The words contained in the body of a message alone are charged for. The date, address and signature are transmitted free of charge. Messages may be of any length. Specific regulations are printed on the back of each message blank.

Local Rates:—For messages between points in Brooklyn and New York City, Jersey City, Newark, Bay Ridge, Flatbush, Fort Hamilton, Hoboken, Weehawken, and many of the nearby towns, the charge is twenty cents for ten words and one cent for each additional word.

Continental and Foreign Rates:—The rates to a few places only can be given here. These, however, will indicate the cost of sending messages to points throughout the country.

Messages containing ten words besides the address and signature are forwarded from Brooklyn to the following points at the rates named: Albany, N. Y., 25 cents; Alleghany, Pa., 25 cents; Atlanta, Ga., 50 cents; Boston, Mass., 25 cents; Baltimore, Md., 25 cents; Buffalo, N. Y., 25 cents; Chicago, Ill., 50 cents; Cincinnati, O., 40 cents; Cleveland O., 40 cents; Columbus, O., 40 cents; Cambridge, Mass., 25 cents; Camden, N. J., 25 cents; Detroit, Mich., 40 cents; Denver, Col., 75 cents; Dayton, O., 40 cents; Fall River, Mass., 25 cents; Grand Rapids, Mich., 50 cents; Indianapolis, Ind., 50 cents; Kansas City, Mo., 50 cents; Lowell, Mass., 25 cents; Louisville, Ky., 50 cents; Milwaukee, Wis., 50 cents; Minneapolis, Minn., 50 cents; Memphis, Tenn., 50 cents; New Orleans, La., 60 cents; New Haven, Conn., 25 cents; Nashville, Tenn., 40 cents; Omaha, Neb., 50 cents; Providence, R. I., 25 cents; Pittsburg, Pa., 25 cents; Reading, Pa., 25 cents; Richmond, Va., 35 cents; Rochester, N. Y., 25 cents; Scranton, Pa., 25 cents; Syracuse, N. Y., 25 cents; St. Paul, Minn., 50 cents; St. Louis, Mo., 50 cents; San Francisco, Cal., \$1.00; Toledo, O., 40 cents; Troy, N. Y., 25 cents; Trenton, N. J., 25 cents; Wooster, Mass., 25 cents; Washington, D. C., 25 cents; Wilmington, Del., 25 cents; and the cities of Middle and Eastern Canada, 40 cents.

Night messages forwarded during hours when business is slack on the Great Trunk lines are charged at half the regular rate, but 25 cents is the

minimum sum received in payment for any message. Telegrams are delivered and answers received by messengers within the city limits free of charge on week days between 7.30 A. M. and 9 P. M. Out on Long Island messages are delivered free within one half mile of the receiving stations, which are generally situated on the line of the Long Island Railroad. When the distance is greater than one half mile the charge is regulated by the actual cost of the messenger employed and usually amounts to 25 cents for the first additional half mile and 25 cents for each mile thereafter. The officers of the company are instructed to make the cheapest delivery possible in keeping with celerity. Persons may order their messages delivered to their Post Office Boxes, and receive them along with their mail, thus saving delivery charges.

Cable Telegraph System.

Trans-Atlantic and South American and West Indian telegraph cables have their main offices for North America in New York. The principal European and South American cables are managed by the following companies: American Telegraph and Cable Company, 195 Broadway; Anglo-American Telegraph Company, 8 Broad St.; Commercial Cable Company, 1 and 3 Broad St.; Compagnie Francaise du Telegraphe de Paris and New York, 34 Broad St.; The Direct United States Cable Company, 40 Broadway; The Pedro Secundo American Telegraph and Cable Company, 44 Broadway, and the Central and South American Cable Company, 39 Wall St. Messages over any of these lines may be forwarded from Brooklyn by the Local Telegraph systems without any additional fee.

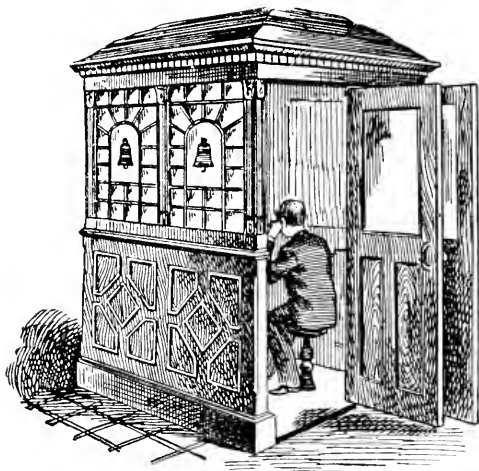
A Tariff of Rates agreed upon by all the Atlantic cable companies is in force. Messages may be written in any language using Roman letters. The maximum length of a cablegram word is ten letters. Should a word contain more than ten letters, every ten or fraction thereof is counted a word, except the names in the address. Groups of figures are counted at the rate of three figures to a word. Groups of letters having a secret meaning can be employed only in government messages. To secure accuracy a message may be repeated at an additional cost of one-quarter the ordinary rates. Replies may be prepaid. Cable Messages are delivered free within the city limits. Cable rates per word to some of the most important cities and countries are as follows: Austria, 34 cents; Belgium, 30 cents; Bosnia, 36 cents; China, \$1.06; Cyprus, 64 cents; Denmark, 35 cents; Egypt, about 60 cents; France, 25 cents; Germany, 25 cents; Gibraltar, 43 cents; Great Britain and Ireland, 25 cents; Greece, 43 cents; Holland, 32 cents; India, \$1.23; Italy, 32 cents; Japan, \$2.21; New Zealand, \$2.74; Norway, 35 cents; Persia, 84 cents; Portugal, 39 cents; Russia, 43 cents; Sardinia and Sicily, 32 cents; Spain, 40 cents; Sweden, 39 cents; Switzerland, 30 cents.

To South and Central American Points: The rate per word to Guatemala and other Central American Republics is about \$7; Argentine Republic, \$1.75; Brazil, \$1.55; Chili, \$2.41; Colombia, \$5; Peru, \$2.25; Uruguay, \$1.06.

Telephone Systems.

The Telephone systems afford the public the most unique, direct and satisfactory means of communication at present in existence. By the telephone the delays and the misconstructions incident to the telegraph, postal and messenger services are entirely obviated. The paramount

advantages of the system are the rapidity of the service and the



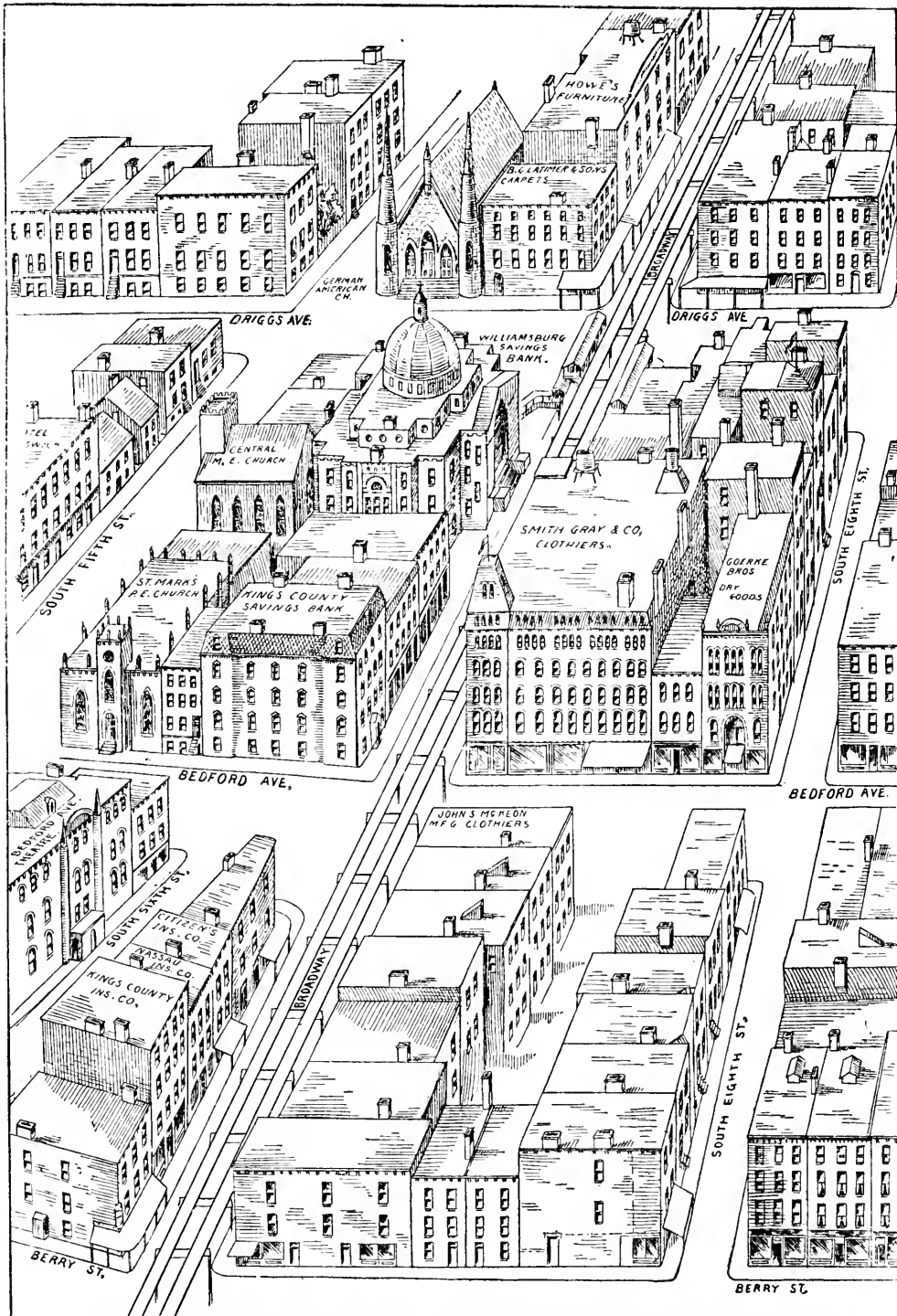
possibility of the negotiating parties conversing as freely and fully as though they were face to face, while in reality they may be hundreds of miles apart. Business which would ordinarily take weeks to transact can thus be begun and ended in a few minutes. The New York and New Jersey Telephone Company provides Brooklyn and Long Island with a most efficient telephone service. The central office and largest exchange of this company is at 16 Smith street. Other large exchanges are located at convenient points. All of the subscribers' lines centering at these offices are conducted underground

almost exclusively, and a comprehensive system of underground trunk lines connects the various central offices together. Hereafter anything like a serious break-down, due to storms or blizzards, which have heretofore interrupted communication in large cities, cannot occur in Brooklyn.

The equipment of subscribers' stations is of the highest class known to the telephone art; and it is possible to talk with entire satisfaction from metallic circuit subscribers' stations to any point reached by the long distance wires, including Chicago and all intermediate points in the West; Baltimore and Washington in the South; and Boston and Portland in the East. There are about 4,700 subscribers in Brooklyn. There are in use over 12,000 miles of wire, of which over 8,000 miles are underground.

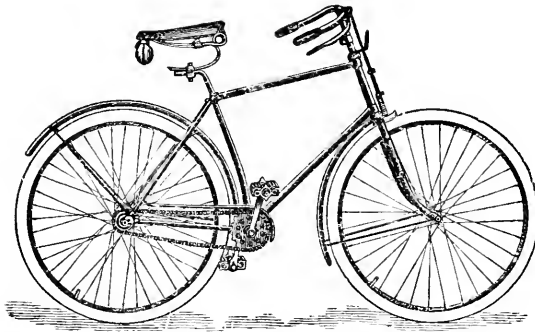
The telephone business is unique in the commercial world, as being the only one which can be done cheaper on a small scale than in a wholesale way. The reason for this paradox cannot be stated in a few words, but is due principally to the fact that, while the income from subscribers bears a direct ratio to their number, yet the cost of apparatus and the plant required to provide the necessary facilities for inter-communication increases at a much greater rate. While the actual sum of money paid for the use of the telephone in Brooklyn is somewhat higher than in small cities, yet when the quality of service and the number of miles of wire over which the subscriber talks are considered, it may fairly be said that the Brooklyn subscriber has the cheapest and the best telephone service in the world.

The New York and New Jersey Telephone Company has about 600 employees, 200 of whom are girls (who operate the switchboards at the various offices). This company has complied with the underground law, and as a result nearly two thirds of its wires are buried. In addition to the underground system, there are a large number of cables connecting with New York City by the Brooklyn Bridge and with points on Long Island. Under the North River and the Harlem River there is a complete system of submarine cables connecting Brooklyn via the City of New York with the North and West. Altogether the problem of telephoning in Brooklyn has been solved in a manner whose success is reflected in the satisfaction expressed by a great majority of the subscribers of the company.



XII. BROADWAY, FROM BERRY ST. TO DRIGGS AVE.

BICYCLES.



THE NAME OF

SCHWALBACH

Is so well known and has been
so long identified with the retail

Bicycle Trade,

That we wish to IMPRESS on the public mind that he
is ONLY CONNECTED WITH ONE FIRM, and that is

CHAS. SCHWALBACH,
FLATBUSH AVENUE,

FRANKLIN AVENUE ENTRANCE
TO PROSPECT PARK. : : : : :

Branches: { NINTH AVENUE AND UNION STREET,
 { No. 450 BEDFORD AVENUE.

The only indoor **TRAINING SCHOOL** in Brooklyn

WHEELS SOLD ON EASY TERMS.

A comparatively new feature of the business is the increasing number of pay stations distributed over the city, so that the residents who do not have the telephone in their houses have but to walk a short distance to places where, at a moderate charge, they may telephone to their friends in any quarter of the Island or to any point reached by telephone. The fee for a local message from any pay station to any other telephone in Brooklyn, is 10 cents. Long distance messages are charged at a rate proportionate to the distance.

PAY STATIONS, indicated by the sign of the Blue Bell, and equipped with long distance instruments and cabinet sound-proof booths, are located wherever there is business to warrant them.

The following is a complete list of pay stations in Brooklyn:—

89 Atlantic ave (Henry st), 404 Atlantic ave (Bond st), 596 Atlantic ave (Flatbush ave), 2469 Atlantic ave (East N. Y. depot), Atlantic ave cor. Elton st, 369 Bedford ave (South 5th st), 433 Bedford ave (South Ninth st), 994 Bedford ave (De Kalb ave), 1071 Bedford ave (Lexington ave), 1074 Bedford ave (Greene ave), 1145 Bedford ave (Madison st), 1222 Bedford ave (Hancock st), 1233 Bedford ave (Halsey st), 14 Boerum st (Broadway), 22 Broadway (Kent ave), 153 Broadway (Bedford ave), 516 Broadway (Union ave), 1080 Broadway (Reid ave), 1205 Broadway (Lafayette ave), 1316 Bushwick ave (Covert st), 404 Central ave (Palmetto st), 13 Chauncey st (Lewis ave), 51 Clark st (Hicks st), 397 Classon ave (Greene ave), Court House, Kings Co, 2d floor, 2 Court st (Fulton st), 191 Court st (Bergen st), 325 Court st (Sackett st), 328 Court st (Sackett st), 261 Dean st (Nevins st), Dean st and Sackman st, 231 De Kalb ave (Clermont ave), 236 De Kalb ave (Clermont ave), 335 De Kalb ave (St James Place), 346 De Kalb ave (Ryerson st), 140 East New York ave (Powell st) 420 Fifth ave (Eighth st), 445 Fifth ave (Ninth st), 559 Fifth ave (Fifteenth st), 313 Flatbush ave (St. Marks ave), 252 Franklin ave (De Kalb ave), 338 Franklin ave (Greene ave), Fulton st (Foot of), 5 Fulton st (Water st), 285 Fulton st (Tillary st), 369 Fulton st (Opp. City Hall), 371 Fulton st (Arbuckle Building), 460 Fulton st (Elm Place) 505 Fulton st (Bridge st), 518 Fulton st (Hanover Place), 631 Fulton st (Rockwell Place), 670 Fulton st, (So. Portland ave), 725 Fulton st (Lafayette ave), 726 Fulton st (Cumberland st), 793 Fulton st (Cumberland st), 838 Fulton st (Vanderbilt ave), 981 Fulton st (St. James Place), 1100 Fulton st (Franklin ave), 1107 Fulton st (Ormond Place), 1179 Fulton st (Spencer Place), 1719 Fulton st (Marion st), 1831 Fulton st (Buffalo ave), Fulton st and Van Sicklen ave, 235 Gold st (Concord st), 288 Grand st (Marcy ave), 578 Grand st (Lorimer st), 7 Greene ave (So. Oxford st), 19 Greene ave (Cumberland st), 178 Halsey st (Marcy ave), Halsey st and Ralph ave, 71 Hamilton st (Van Brunt st), 247 Hewes st (Marcy ave), 149 Lafayette ave (Carlton ave), 322 Lafayette ave (Grand ave), 487 Manhattan ave (Freeman st), 543-5 Manhattan ave (Dupont st), Manhattan ave and Greene st, 613 Marcy ave (Willoughby ave), 947 Marcy ave (opp. McDonough st), 168 Montague st (Clinton st), 360 Myrtle ave, 406 Myrtle ave (Vanderbilt ave), 448 Myrtle ave (Waverly ave), 679 Myrtle ave (Bedford ave), 1278 Myrtle ave (Cedar st), 107 Nevins st (opp Wyckoff st), 239 Ninth st (Fourth ave), 439 Ninth st (Seventh ave), Pacific st and E N Y ave, 207 Park ave (Clermont ave), 471 Park ave (Franklin ave), 76 Pennsylvania ave (nr. Atlantic ave), 25 Putnam ave (Grand ave), 48 Putnam ave (Irving Place), 268 Putnam ave (Nostrand ave), 263 Reid ave (Macon st), 97 Sands st (Jay st), 84 Seventh ave (Berkeley Place), 16 Smith st (Fulton st), 251 Smith st (Douglass st), 379 South Second st (Hooper st), 242 Sumner ave (Lexington ave), 345 Sumner ave (Putnam

ave), Thirty-ninth st and Second ave, 703 Third ave (22d st), 619 Throop ave (Decatur st), 417 Tompkins ave (Hancock st), 336 Union st (Smith st), 752 Union st (Cor Sixth ave), 143 Washington st (near Sands st), 284 Washington st (Johnson st), 231 Willoughby st (Jay st), 63 Wythe ave (Ross st).

The following towns on Long Island are connected with the Central Office by Long Distance Telephones, through which of course they can again be connected with any individual telephones besides, thus affording the most complete service possible.

Astoria, Babylon, Baldwins, Bath Beach, Bay Ridge, Bay Shore, Bay Side, Bayville, Blythebourne, Brooklyn, Coney Island, Corona, Cypress Hills, East Moriches, East Norwich, Far Rockaway, Flatbush, Flatlands, Flushing, Freeport, Glen Cove, Gravesend, Great Neck, Hempstead, Islip, Jamaica, Lawrence, Little Neck, Long Island City, Middle Village, Woodhaven Junction, Newtown, Oyster Bay, Ozone Park, Port Washington, Richmond Hill, Rockville Centre, Roslyn, Sands Point, Sea Cliff, Sheepshead Bay, Steinway, Van Pelt Manor, West Brighton, and Whitestone.

It is intended to extend the line further East on the Island wherever business warrants the expenditure.

The value of this means of communication to the commercial world may be judged from the fact that 10,250,000 messages are transmitted annually through the Brooklyn Exchanges—a daily average of 3,000.

Complete directories of the subscribers to the telephone service in the metropolitan districts are to be found in all pay stations, where every accommodation is afforded the patrons of the system.

Messenger Service.

The Brooklyn District Messenger Company, with executive offices at 369 Fulton street, and the American District Telegraph Company, with head offices at Montague corner Clinton street, combine to provide the city of Brooklyn with a most efficient messenger service. A force of several hundred boys in uniform is maintained. In addition to this the equipment includes several thousand automatic electrical call boxes, connected with the nearest offices of the messenger companies and with the police and fire departments. These call-boxes are small electrical signal instruments operated with a crank moved through different distances on the arc of a circle and then released—the distance depending upon the service required. As it is possible to summon by these instruments a messenger boy, a policeman, a doctor, or the fire department, persons not familiar with their use should carefully read the instructions printed on the face of the box. Call-boxes are furnished under a peculiar agreement, viz: For the charge of \$1.25 per month, the company supply the box and its wire connections with the system and provide a special watchman who patrols at least twice during each night the immediate neighborhood of the building in which the box is placed. No special charge is made for the ordinary use of these boxes, but only for the services of the messengers summoned. Messenger boys are always in waiting at the offices of the company.

MESSENGER RATES.—The regular charge for messenger service is based upon the standard rate of thirty cents an hour. Detentions are charged at the same rate. All persons employing messengers should write plainly upon the tickets presented to them the amount paid and the destination of the message, to prevent extortion and miscarriage. Messengers can be called from the first class hotels and restaurants and many other public places at any hour of the day or night.

MESSENGER OFFICES of the different companies are located at the following points. These offices are never closed :

American District Telegraph Company.—91 Clinton street, Executive Offices 168 Montague street, 328 Court street, 7 Green avenue, 1100 Fulton street, 7 Brooklyn avenue, 64 Seventh avenue, 335 DeKalb avenue, and 2 Court street.

Brooklyn District Messenger Company.—1074 Bedford avenue, 1233 Bedford avenue, 1080 Broadway, 325 Court street, 420 Fifth avenue, 313 Flatbush avenue, 726 and 1719 Fulton street, 448 Myrtle avenue and 242 Sumner avenue.

EDUCATIONAL INSTITUTIONS.

The Public School System—Colleges, Institutes, and Academies— Schools of Art, Music and Medicine—Libraries—Newspapers.

During the early history of the village of Brooklyn, as throughout the other Dutch colonies, education was fostered by the ecclesiastical authorities. Beyond the pale of the church there was little or no attention paid to either public or private instruction. The first record of educational work in Brooklyn was the appointment on July 4th, 1660, of a certain Carrel de Beauvois to the position as teacher of a Parish school, located on Red Hook Lane in a little church edifice near what is now the junction of Fulton and Bridge streets, about a pistol shot from the present office of the Board of Education, established for the benefit of the youngsters of the then straggling hamlet. This worthy dominie received for his services the entire tax or contribution levied for school purposes, and performed his work subject to the authority of the church consistory. His duties, and those of his successors, were more varied than can well be imagined at the present day. He taught the children—the branches of study being limited to reading and spelling, the curriculum at that time not even including arithmetic—led the church choristers, acted as a lay-reader and sexton, tolled the church bell, conducted the funerals, dug the graves, for small fees attended to all the details of the baptismal services, and served as messenger to the consistory; nor were these tasks merely perfunctory, he was under signed contract to perform them. The simplicity of the curriculum of this early day is readily explained by the multiplicity of the engagements of the teacher. The progress from this stage was slow indeed, for it was not until 1749 that we find any attention paid to the higher branches of education, when some independent schools were established, relying for their maintenance upon the patronage of those desiring a higher training than could be gotten in the church schools. After this day advancement was rapid, and checked only during the seven years of the Revolutionary War. In 1805 the Public School Society of New York established in that city several free schools and Brooklyn, jealous of this progress, began to reach forward in the same direction. In 1816, after prolonged and obstinate resistance on the part of those prejudiced in favor of the old systems of education, there was established in Brooklyn the first free school, supported in part by a tax on the inhabitants of the district and in part by a tuition fee of \$1.50 per quarter, which fee provided everything necessary for instruction. The new school was under the control of a board of three trustees and the first teacher was Judge John Dikeman. The number of scholars who presented themselves on the first day was sixty-three. The school building stood at the corner of Concord and Adams streets, subsequently the site of public school No. 1.

At this time there were in all 553 children in the district who did not attend school.

Since this time nothing has checked the progress of the educational system in Brooklyn, a progress which has not been surpassed or even rivalled by any other American city. The present school system is controlled by the Board of Education with executive officers at 151 Livingston street. This Board is appointed by the Mayor and consists of forty-five members who serve gratuitously for three years. The term of one-third of the members expires annually and the vacancies are filled by new appointments. The Board appoints the executive officers, to whose care is entrusted the management and general supervision of the entire system.

This system at present embraces day, evening and industrial schools. Efforts are being made to establish well equipped manual training schools to meet the exigencies of a city whose manufacturing interests have so wonderfully developed in the past few decades. There are in all eighty-six public school buildings, affording accommodations for 96,385 pupils. These pupils are under the care of 2,185 teachers. The number of pupils enrolled is many hundreds in excess of the school accommodations, but new buildings are being erected to provide for the natural demands of a so rapidly growing city. The enrollment in the evening schools is about 12,500 and the average attendance 4,200. In the orphan asylum schools there are over 1,600 scholars and fifty-seven teachers. The value of school property is about six and a half million dollars. The salaries of teachers, which are graduated according to the grade of school and length of service, range from \$350 for a teacher of the primary girls classes to \$3,000 for the principal of a grammar school. The total expenditure for 1892 was nearly \$2,900,000, of which about \$700,000 was expended on new buildings. The new school buildings are constructed upon the most improved plans and are models of their kind.

The following are the most important branches of the public school system :—

THE TRAINING SCHOOL FOR TEACHERS, Ryerson street and Myrtle avenue, established in 1885, has a staff of fourteen instructors, and accommodations for 475 students. There are at present 379 young women enrolled. The school is divided into a department of theory and a department of practice. In the former the pupils receive instruction in the principles and history of education and in methods of teaching, while in the latter they are required to teach a class of young children for at least ten weeks, and thus familiarize themselves with class-room devices, the work of instruction and the management of a school in general. As an evidence of the value of this school, nearly all of its graduates have received appointments from the Board almost as soon as they have completed their studies. The curriculum includes all the subjects required in the primary and advanced schools in Brooklyn.

THE GIRLS' HIGH SCHOOL, Nostrand avenue near Halsey street, has a staff of fifty-six teachers, and is provided with 1,737 sittings. The number of pupils enrolled last year was 1,536. In this school three courses of study have been established—a language course of four years, an English course of three years, and a commercial course of two years. The accommodations of this school have been almost doubled by the completion of a large annex during the past year, and it seems destined that the institution will become one of the largest and most successful high schools in the country.

THE BOYS' HIGH SCHOOL, corner of Marcy and Putnam avenues, owes its existence as an independent organization to the division of the Central School, two years since, into the Girls' High School and the Boys' High School. The school is equipped with twenty-three instructors, and enrolled during the last year 584 pupils. The number of sittings is 705. The curriculum embraces three courses of study—a four years language course, a three years scientific course, and a two years commercial course.

THE EVENING SCHOOLS, fifteen in number, were established some years since for the benefit of youths employed during the day who desire to advance themselves, and are located at convenient points throughout the city. The courses of study are especially designed to meet the requirements of the class of pupils in attendance. Among the features of these schools are the classes in the English language for foreigners. The enrollment in each has always been large and is constantly increasing. Various expedients have been devised to aid in securing greater regularity in attendance at these schools, which work much good to the laboring classes.

ATTENDANCE SCHOOLS.—Education is compulsory in Brooklyn between the ages of six and fourteen, and in order to enforce this regulation, special "truant agents" are employed by the Board, whose duty it is to report and investigate all the cases of wilful non-attendance. To free regular schools from demoralizing influences, and to insure better the correction of truant pupils, attendance schools have been established. About 40,000 visits are made by the truant officers annually, and about 10,000 cases receive special investigation.

FREE SCHOLARSHIPS in the leading educational institutions of the State—Columbia College, University of the City of New York, Cornell University, State Normal Schools, Packer Institute—numbering about 100, of an average annual value of \$100, have been placed at the disposal of the Board of Education for distribution among deserving graduates of the public schools.

FREE KINDERGARTENS.—There are in Brooklyn two large free kindergarten associations, namely, the Brooklyn and the East End, both founded within the past two or three years. The object of these associations is to establish free kindergarten schools for the benefit of the little children of the poorer classes, who would otherwise go untaught during their earlier years, or be forced to submit to the more abstract methods of the public school system. These schools are equipped with all the devices and appliances for the natural methods of instruction. The Brooklyn Kindergarten Association maintains four schools. The East End Association is under the management of a Board of Trustees, made up of delegates from the different churches of the Eastern District interested in the movement. Offices, Grand Army Hall, Bedford avenue and North Second street. This association maintains ten schools in the Eastern District.

FREE SEWING SCHOOLS, for the instruction of girls with a view of enabling them to earn an honorable living, are maintained in connection with about forty churches, chapels and missions in Brooklyn. In general the classes are held on Saturdays, between the hours of 10 and 12 A. M. or 2 and 5 P. M.

BROOKLYN CHAUTAUQUA ASSEMBLY, organized in 1886, embraces thirty-two local circles and a large number of affiliated readers. The objects of the organization are similar to those of the Central Chautauqua Society, with which it is associated. There are in all about 1,000 members. The resident counsellor is the Rev. Lyman Abbott, D. D., of Plymouth Church.

Although Brooklyn cannot boast of a great university, it possesses many institutions of learning that have gained for themselves a wide and even national reputation. In the great sister city of New York there are no schools established upon the same lines that equal them in point of equipment, breadth of plan, patronage and public utility. Several of these institutions are most intimately connected with every step in the march of progress of the city of Brooklyn. They have provided her with higher education in almost every field of learning and have grown at the expense of many more pretentious colleges in this and the neighboring states. The chief among these are :

THE BROOKLYN INSTITUTE OF ARTS AND SCIENCES is foremost among the educational organizations in Brooklyn, in that it is the most comprehensive in scope and the most alive to the wants of the general public. As at present constituted, it is the result of the organization of the old Brooklyn Institute chartered by the Legislature in 1843, which in turn was the outgrowth of the earlier Brooklyn Apprentices' Library Association, founded in 1823. From 1835 to 1891 the Brooklyn Institute occupied a building on Washington street, where through the various vicissitudes of fortune it did effective work until the building was destroyed by fire in the latter year. During the years 1887-88 a new era in the history of the Institute was inaugurated. The property of the Institute became the nucleus of a broad and comprehensive institution for the advancement of science and art, and its membership an active association laboring not only for the advancement of knowledge, but for the education of the people through the establishment of public libraries, lectures and collections in art and science. By this new effort it emulated the work done in other cities; also a new charter was secured through the instrumentality of the most public spirited citizens of Brooklyn. The Institute has made, during the past five years, the most wonderful progress in the accomplishment of its ends.

The plan of work of this organization embraces departments in every field of learning. At present the active departments are: Archæology, architecture, astronomy, botany, chemistry, electricity, engineering, entomology, fine arts, geography, geology, mathematics, microscopy, mineralogy, music, painting, pedagogy, philology, photography, physics, political and economic science, psychology and zoölogy.

Each of these separate branches has a membership of its own and a special course of lectures. The members of the separate departments are *ex officio* members of the general organization, which at the close of last year had an enrollment of 1790. The corporation of the Institute has secured from the Legislature a grant of \$300,000 for the erection of a public museum on the East Side lands bounded by the Eastern Parkway, Washington avenue, Old President street and Prospect Hill Reservoir. To this fund the city corporation will add \$50,000 as an endowment as evidence of the confidence reposed in the destiny of the new institution and in its power of accretion. The Brooklyn Microscopic Society, the American Astronomical Society, the Brooklyn Entomological Society, and the Linden Camera Club have voluntarily become special departments of the Institute. The plan of each department provides for lectures, exhibitions and the reading of papers on special subjects. At present the value of the property belonging to the Institute is about \$250,000. The projected MUSEUM, when completed, will be leased at a nominal rent to the Institute authorities, and the enterprise will then have a home worthy of the great future which undoubtedly lies before it.

The General Library of the Institute, which comprises about 17,000 volumes, is the oldest in the city. It is specially rich in American editions and collections of works on travel and exploration. It is free to residents of Brooklyn, and the books are loaned for home use. The libraries of the departments, some of which possess valuable special collections, are for consultation, and are open only to members of the Institute.

The Biological Laboratory, located at the head of Cold Spring Harbor, is one of the newer features of the Institute, already attracting wide interest and patronage; it provides courses in Biology and Bacteriology, and offers facilities for advanced work and original investigation. The Laboratory is open from July 7th to August 28th. The tuition fee for the full course is \$25.

The Shinnecock Hills Summer School of Art is located at Southampton, L. I., and is established for the purpose of affording facilities to students and artists for study and work at the sea-shore during the summer months at reasonable rates. The school is under the direction of Mr. William M. Chase, President of the Society of American Artists, and is open from June 1st to October 1st; 103 students were enrolled last year. The tuition for the advanced classes in portrait, figure and landscape painting, is \$15 per month, and for the preparatory classes \$3 per month. Good boarding accommodations are to be had in the vicinity at reasonable rates.

The Adirondack Summer School of Art was established in 1892, at the village of Worcester, Otsego County, N. Y., in the midst of a picturesque hill country, and is intended to provide abundant facilities for landscape, cattle and figure painting. The school is under the supervision of Mr. Walter Shirlaw. The tuition is \$12 per month for advanced and \$8 per month for preparatory work.

THE PRATT INSTITUTE, on Ryerson street, between Willoughby and DeKalb avenues, was founded by Mr. Charles Pratt of Brooklyn, for the promotion of Art, Science, Literature, Industry and Thrift. The Institute is based upon an appreciation of the dignity as well as the value of skilled manual labor. It affords opportunities for complete and harmonious education, and develops a spirit of self-reliance; in short, its purpose is to aid those who are willing to aid themselves. Its classes, work-shops, library, reading-room and museum are for this purpose, and while tuition fees are required, yet it is the endeavor to make possible by some means consistent with self-helpfulness and self respect, the admission of every worthy applicant. The Institute is provided with a liberal endowment, which enables it to make merely nominal charges for tuition, and to secure the best talent and facilities for the accomplishment of its aim. The tuition fees and all other receipts are used for the advancement and maintenance of its work. The buildings of the Institution are really noble edifices, and are a splendid monument to the memory of their philanthropic founder. The buildings are at present four in number, the Main Building, the High School, the Science and Technology Building, and the Trade School. They are of brick, with trimmings of stone and terra cotta, and are heated by steam and lighted by electricity. The main building is provided with a passenger elevator, which runs at all hours when classes are in session. A new building is about to be constructed on the west side of Ryerson street to contain the Library, Museum, Art Department, and a large Auditorium. Ample play-grounds aggregating 192,000 square feet adjoin the buildings. The Institute is under the control of a Board of Trustees. Its work is conducted on the department system; the heads of the various departments consti-

tuting the faculty. Morning, afternoon and evening classes, in all of which the character of the work is similar, are held in all departments. Both sexes are admitted on equal footing to the privileges of the Institute. An important feature of the Institute is its system of lecture courses, devoted to practical instruction upon the right mode of living, the problems of social and political life, domestic economy, sanitary science, literary culture, ethics, etc.; many of these courses are open to outsiders. The departments of the Institute are as follows:

I. The High School, in which the work is similar to that of other high-schools, but is allied to various forms of manual work. Its literary course includes language, sociology, mathematics, science, and drawing; its manual work for boys comprises wood work and metal work; for girls, sewing, hygiene, home nursing, and wood carving. The fees range from \$10 to \$20 per term.

II. Department of Industrial and Fine Arts, provides practical instruction in sketching and composition, freehand and instrumental drawing, clay modelling, technical designs, architectural and mechanical drawing, wood carving, and art needlework. This department is equipped with fifteen studios and rooms especially fitted for the various classes, and has exceptionally fine art collections for reference and study. The fees range from \$3 to \$15 per term, according to the studies taken.

III. Department of Domestic Art and Science, provides two curricula, one including sewing, dressmaking, millinery, and physical culture, and the other a normal domestic science course, household science, hygiene and home nursing, public hygiene, cookery, and laundry work. Large, well appointed chemical and physical laboratories, ideal kitchens, valuable charts and models, an extensive library and a rich museum, constitute in part the equipment of this department. The fees range from \$2 to \$30 per term, according to the special studies selected.

IV. Department of Science and Technology, affords instruction in scientific and technical subjects and practical training for the principal mechanical trades. The branches taught are algebra, geometry, physics, chemistry, electrical construction, steam and the steam engine, strength of materials, machine designing, carpentry, plumbing, and house, sign and fresco painting. The fees in this department range from \$5 to \$30 per term.

V. Department of Commerce, gives instruction in phonography and typewriting, bookkeeping, arithmetic and penmanship, English and Spanish. Fees, \$8 per term for each day course and \$6 for each evening course.

VI. Kindergarten Department, is intended for the training of teachers for this branch of educational work. Fees, \$30 per term.

VII. Music Department, aims at conferring the benefits of a musical education upon the masses of the people. Fees, from \$2 to \$10 per term.

VIII. Department of Agriculture, provides theoretical and practical instruction during the summer months. Tuition for two months, \$15. Board, including room, furnished at \$5 per week.

The students in all the departments during 1891-92, numbered over 4,000; the instructors 120.

The free public library of the Institute comprises 40,000 volumes, and has connected with it large, comfortable and well-lighted reading-rooms and reference-rooms, in which are kept on file over 200 leading periodicals. Over 19,500 persons have registered as members of the library, which circulates annually about 170,000 volumes. The library is open daily from

9 A. M. to 6 P. M., and on Wednesdays and Saturdays until 9.30 P. M., while the reading-room is open on week days until 9.30 P. M.

A distinctive feature of this institution is a sort of savings bank annex called "The Thrift," established to promote habits of economy as well as to instruct in the methods and advantages of public savings institutions. The idea is in part a copy of that employed in many large cities in Europe, and makes use of a so-called stamp system of deposits. There are three branches—investments, deposits and loans—and the plan works exceedingly well.

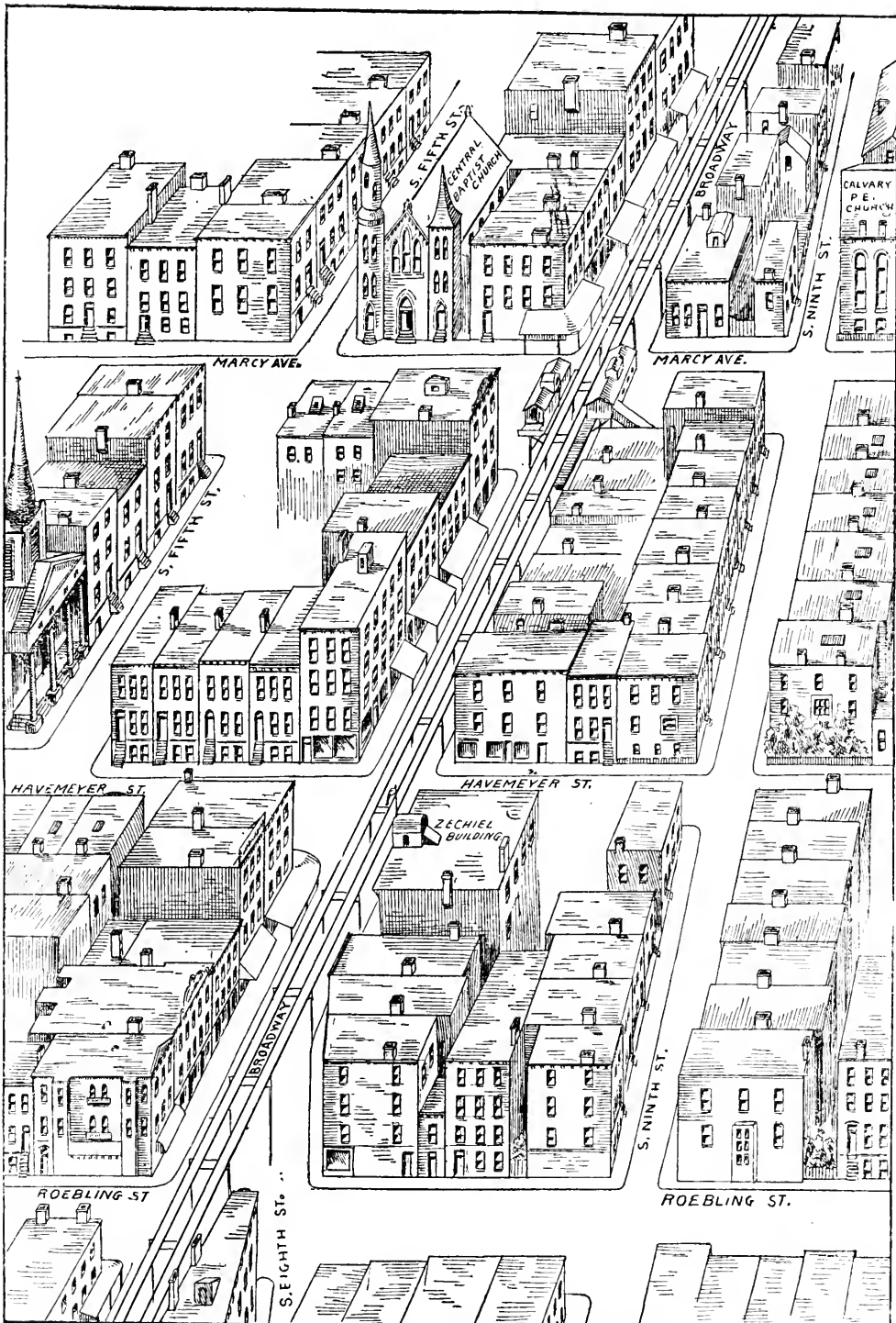
THE POLYTECHNIC INSTITUTE OF BROOKLYN resulted from the reorganization of the former Brooklyn Collegiate and Polytechnic Institute, founded in 1854, and is located on Livingston street, between Court street and Court square, immediately behind the Municipal buildings, and occupies a very stately and spacious suite of buildings. Two courses of study are provided, leading respectively to the degrees of Bachelor of Science and Bachelor of Arts. The educational work embraces two departments, the Academic and the Institute proper, each distinct from the other and occupying a separate building. The academic department comprises the preparatory courses of the Institute which are designed to prepare students for entrance there as well as for mercantile life. The studies of this department embrace the ordinary English branches with modern languages, classics and advanced mathematics. In the Institute the courses are four in number—Liberal, Engineering, Chemical and Electrical. In addition to these a post-graduate course is added in Civil and Electrical Engineering which leads to the degrees of Civil or Electrical Engineer. In each of these departments the work is equivalent to the corresponding courses in other colleges or technical schools leading to like degrees. Besides the higher English, classical and mathematical studies, the natural and applied sciences, such as chemistry, zoölogy, chemical philosophy, blow pipe analysis, geology, physics, qualitative and quantitative chemical analysis, assaying, mineralogy, crystallography, electrical measurements and testing, there are in addition classes in surveying and engineering, architecture, astronomy and the theory and construction of steam engines.

The Institute is equipped with a library of 8,000 volumes—a gift of Captain Elihu Spicer, in memory of his son. Connected therewith is a reading room amply supplied with reviews and periodicals.

The gymnasium on the ground floor is furnished with every appliance for thorough physical exercise and development; it has a running track, baths and a swimming tank, and is open to students under prescribed conditions.

The chemical and physical laboratories are spacious and exceedingly well equipped and arranged. The electrical laboratories and machine shops are very complete and are supplied with the Edison current for the generation of the necessary power. The observatory is provided with an astronomical telescope. The museum on the ground floor contains good collections in geology, zoölogy and paleontology. The art studio is a spacious, lofty and well lighted room at the top of the Institute building and is supplied with studios and designs from the flat, in relief and plaster models. The tuition fees in the Institute are \$50 per term; in the academic department from \$25 to \$45 per term, according to the grade. Last year over 850 students were enrolled.

THE PACKER COLLEGIATE INSTITUTE, originally founded in 1844 as the Brooklyn Female Academy, occupies very spacious quarters on Joralemon



XIII. BROADWAY, FROM ROEBLING ST. TO MARCY AVE.

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THE OLDEST ESTABLISHED DRUGGIST IN BROOKLYN.

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 Combined with other powerful ingredients
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CAN BE USED DURING ANY
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Has been known to cure in many
 cases where other Sarsaparillas
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A Reliable and Efficacious Remedy
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A Specific for Diseases caused by Impure
 and Impoverished Blood.

Acts Upon the Liver and Kidneys and
 Restores these Important Organs to a Healthy
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DOUGLAS' AMANDINE SOLUTION.

For the Cure and Prevention of
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Gentlemen after shaving will find it allay all irritation and tenderness of the skin.

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WM. H. DOUGLAS, Chemist. BROOKLYN, N. Y. Registered A. D. 1879.

DEAR SIR:—My wife has long been in the habit of using your "DOUGLAS' AMANDINE SOLUTION;" some of her neighbors are also in love with the very useful and meritorious article. As we are not able to procure it here, please send us, soon as convenient, half dozen bottles, fifty cent size.

DEAR SIR:—Having used your "DOUGLAS' AMANDINE SOLUTION" for several years, am happy to say that I have always found it decidedly beneficial, and I most cheerfully recommend it for chapped hands, lips, face or any simple irritation of the skin, one trial will convince any one of its soothing and healing effects.

This Preparation has been before the public for the last THIRTY YEARS, during which time its reputation has steadily increased, and it now stands UNRIVALED. Please procure a bottle from your Druggist and thoroughly test its merits, for we are confident that ONE TRIAL will convince the most skeptical that its virtues are not exaggerated.

Fulton Street, N. Y.

For Sale by all Druggists, and C. N. CRITTENTON, 115

Price 25 and 50 Cents.

and Livingston streets, half a block from the City Hall. The Institute is a memorial to Mr. William S. Packer, a distinguished citizen of Brooklyn, and is intended to provide a liberal education for young women. It has large resources and offers to students advantages for a systematic and thorough training in primary, academic and collegiate instruction. The buildings are in every way adapted to the wants of a thorough graded school. Besides the chapel, laboratories, studios, library and gymnasium, there are thirty study and recitation rooms. The halls are spacious and the ceilings high, and the rooms large and airy. The climbing of stairs by the students is obviated by the use of an elevator. The chapel has a beautiful Gothic interior and accommodates 800 students. The gymnasium is furnished with all desirable appliances for the physical training of young women. The physical lecture room is completely equipped with all the devices and appliances of modern physical laboratories. The chemical laboratory accommodates twenty-four students at a time and is well equipped. One peculiar feature of the school is that the furniture in the class-rooms is not fixed to the floors, thus rendering it possible at any time to change the arrangement if such change is expected to promote the comfort and health of the students. Improved apparatus for heating by indirect radiation and for ventilation is used in every room with most satisfactory results; so perfect is the system that a vitiated atmosphere is no longer possible. The work of the Institute is divided into four departments, the primary, academic, preparatory and collegiate. In the academic department two courses are provided, a Latin course and a mathematical course, while in the collegiate department the curriculum is similar to that filled in the higher colleges and embraces such studies as logic, psychology, physiology, chemistry, biology, physics, astronomy, geology and drawing. The Institute has several excellent collections of minerals and fossils illustrative of geological history, shells, birds, etc., for use in the classes in zoology, and a large equipment of apparatus and material for the study of physiology and natural history. The observatory is provided with a six inch achromatic telescope, fitted with all necessary appurtenances. The library contains 5,000 books, well distributed over the entire field of literature. Twenty-four scholarships, securing free tuition to as many students, are at the disposal of the trustees. Last year there were 765 students enrolled, of whom 131 were in the collegiate department. The tuition fees, payable in advance, range from \$20 a term in the primary, to \$40 a term in the collegiate.

THE ADELPHI ACADEMY, on St. James Place, Lafayette avenue and Clifton Place, was founded in 1869, and occupies very handsome and commodious buildings, which owe their existence to the generosity of some members of the Board of Trustees, notably Charles Pratt and Hayden W. Wheeler. In 1888 a building endowed by Charles Pratt and occupied by the scientific and art departments of the Academy, was opened. This building was especially planned with the view to healthfulness, and the scientific arrangement is a model of its kind. The courses of study and the methods of instruction are designed to furnish a thorough and systematic training.

The work above the Kindergarten is divided among four departments, namely:—The Preparatory, which admits pupils between the ages of six and ten, for elementary study; the Academic, which admits students from nine to sixteen years, provides for a good English education and embraces among its studies physiology and some knowledge of German, French or Latin, English History and English Literature; the Collegiate, which ad-

mits advanced students of all ages, providing three separate courses ; the Classical, the Literary and the Scientific, each of which leads to a diploma, and the Art, which affords advanced instruction in the history and appearance of artistic subjects in the highest and widest sense. The students of this latter class are frequent exhibitors at the National Academy of Design and the Water Color Society of New York, and have won no little credit for themselves and the Institution of which they are members. In each of these departments the course is of four years duration. The Academy and College Curriculum includes extensive and practical work in the chemical and physical laboratories. About 1,150 students were enrolled last year. The instructors number fifty-two ; the tuition fees range from \$10 per term in the Kindergarten to \$40 in the Collegiate. The Institution possesses a very valuable library.

ST. FRANCIS COLLEGE, 300-12 Baltic street and 29-47 Butler street, a Roman Catholic Institution, was founded in 1859. The work of the college comprises four departments, Primary, Preparatory, Collegiate and Commercial. In the collegiate department the degrees of Bachelor and Master of Arts, and Bachelor of Science, are conferred upon graduates. In the commercial department students are fitted for every species of business pursuit. The courses extend over four years and embrace in the higher departments such studies as are common to the higher institutions of learning throughout the land. The college is conducted by the Franciscan Brothers. The students number about 300 ; provision is made for boarders as well as for day students. The tuition fees are very moderate ; the annual charge for a boarder being \$250. Instrumental and vocal music, drawing and painting form part of the curriculum. A good library is connected with the institution.

ST. JOHN'S ROMAN CATHOLIC COLLEGE, corner Willoughby and Lewis avenues, is invested with the powers and the privileges of a university. Two courses of study are provided, Collegiate and Commercial. The collegiate course covers those branches usually taught in literary colleges of the first rank ; the commercial course is thorough and practical, particular attention being given to arithmetic, bookkeeping, letter-writing and commercial law. Graduates in the former course receive the degree of Bachelor of Arts. A post-graduate course of two years duration is provided for those desiring to progress further with their literary and classical studies. The tuition fee is \$15 per quarter. The number of students is about 200. The trustees have at their disposal several scholarships and many premiums.

THE BROOKLYN BRYANT AND STRATTON BUSINESS COLLEGE, at Court and Joralemon streets, is an institution devoted exclusively to commercial training. The departments are two, namely—theory and practice. The former embraces courses of instruction in mathematics, penmanship, English language, correspondence and book-keeping, and is extended by a series of lectures upon business customs and commercial law. The department of practice comprises complete training in the different forms of business, such as retailing, wholesaling, agencies, commission, banking, etc., and is supplemented by actual work in conducting banking, jobbing and commission houses, an agency bureau, a transportation office, and a completely equipped post office. The institution is individual and adapted to the particular wants of the student, enabling him to advance entirely independent of others. Progress is thus made dependent upon diligence and ability. Such training as is here given has invariably secured rapid advancement in

business houses. Students are received on any school day in the year. The location of the school is central and healthful and the sanitary conditions and equipment of the building are unexcelled.

THE LONG ISLAND BUSINESS COLLEGE, 103 South Eighth street, is the outgrowth of Wright's College, established in 1873. This institution, which has had a very rapid growth, is at present housed in a very handsome structure recently built for it. The building is excellently equipped with every convenience and arrangement necessary for a commercial institution and affords unrivalled facilities for a practical business education. The college draws its patronage from every corner of the island as well as from New York City, New Jersey and Connecticut. Day and evening sessions are provided in which the studies are substantially the same. For the day session the school year begins early in September and closes at the end of June, while for the evening session the school year begins about the middle of September and closes about the middle of April. Students are received at any time and are charged pro rata from the date of entering. The college embraces five departments: Commercial, Stenographic, Academic, Language and Drawing, in each of which a thorough training is provided. The students number about 600.

Other less important educational institutes in Brooklyn are as follows: Brooklyn Heights Seminary, Montague street near Clinton; Brooklyn Latin School for Boys, 145 Montague street; Brooklyn College of Pharmacy, 399 Classon avenue; Frobel Academy, 686 Lafayette avenue; College of Dentistry; Medical Colleges; Music and Art Schools.

Schools of Art.

THE BROOKLYN ART SCHOOL in the Ovington Building, 246 Fulton street, is under the management of the Brooklyn Art Association and is conducted for the purpose of furnishing thorough courses of instruction in drawing, painting, modeling and composition. The methods of the school are similar to those employed in the great art schools of Europe and the Art Students League of New York. Special advantages are offered to artists and advanced students in the study and practice of composition. The studios are large and afford advantages for the best work. Applicants for admission to the Life and Painting classes are required to submit finished drawings from cast or life and for the Modeling classes examples of drawing or modeling. Applicants to the Antique classes are admitted without examination. There are seven different classes, namely: life painting, antique, modeling, composition, perspective and sketch. The tuition fees varies from \$3 per term in the perspective class, to \$40 in the life class. The Art Guild has been recently consolidated with the Brooklyn Art School, which in turn is affiliated with the Department of Painting of the Brooklyn Institute.

THE ART SCHOOL of the Pratt Institute will be found described above.

Schools of Medicine.

THE LONG ISLAND COLLEGE HOSPITAL, located on Henry street, between Pacific and Amity streets, was organized for the purpose of practically uniting a medical school and hospital, and its success has surpassed the most ardent expectations of its promoters. The courses of instruction are given

in the hospital buildings, so that the student without any loss of time is brought in direct contact with the patients, not only in the amphitheatre, but also in the wards of the hospital. Clinical teaching is thus made a reality, and the faculties of observation of the students are brought into play. The college buildings, which are incorporated with those of the hospital, are very commodious and equipped with all the conveniences of a great hospital school. In the college department the main amphitheatre has a seating capacity for nearly 300 students, besides a large number of rooms for recitations, examination of clinical cases, etc. There are also a well equipped chemical laboratory and a museum, the latter containing a large number of rare specimens, including valuable collections made by the late Professors Austin Flint and Frank H. Hamilton.

The College year is divided into two terms—a regular, and a reading and recitation term. The regular term begins in the latter part of September and continues until the end of March. The reading and recitation term, which begins at the end of March and closes in June, is designed to thoroughly prepare the student for the ensuing regular term. The course of study extends over three years, and embraces all the branches of theoretical and practical medicine, clinical and surgical practice taught in the other great medical schools of the country. The requirements for admission are a medical student's certificate from the Regents of the University of the State of New York, or the passing of a satisfactory examination conducted by the college faculty. The annual tuition fees and hospital dues are about \$130. The number of students is about 250, and of professors and lecturers 30.

One of the most important adjuncts of this institution is the Hoagland Laboratory in Henry street, directly opposite the College buildings. It is especially adapted to scientific research in all the important departments of medicine, more particularly in Bacteriology, Histology, Pathology and Medical Photography. The equipment includes the most recent apparatus from European manufacturers, and is perhaps unsurpassed in the country. Special courses in Bacteriology and Photo-micrography, intended particularly for graduates, are provided. Microscopes, necessary material and animals for experimental purposes are furnished by the laboratory. The fee for the course is \$25.

THE BROOKLYN COLLEGE OF PHARMACY was organized in 1891 under the auspices of the Kings County Pharmaceutical Society for the proper instruction and training of young men and women desiring to equip themselves for positions as druggists' assistants. The lecture rooms of the college are situated at 399 Classon Avenue. The course of study which extends over two years, embraces general chemistry, botany, materia medica, theoretical and practical pharmacy, physics and laboratory work in all departments. The college year begins in September and ends in June. There are about 70 students enrolled. The hours for work are so arranged as to enable those who desire it to engage in lucrative employment during the greater part of the day. The tuition fees are \$55 for the junior, and \$65 for the senior year.

Schools of Music.

THE GRAND ITALIAN CONSERVATORY OF MUSIC, located at Fulton street, corner of Gold, was established in 1887. In the department of voice culture it has gained for itself a wide and well merited reputation. The Conservatory is under the management of Signor R. E. De Stefani, who is an oper-

atic artist of distinction and conducts the vocal classes. In his teaching he adopts the purest Italian method. His assistants are Professor Carlo Brizzi, a well known composer, who takes charge of the instruction in instrumental music and harmony; and his son, Professor Louis Brizzi, who is the instructor on the organ and in solfeggio. Complete instruction is given to those desiring to finish for the profession in vocal music for church or oratorio, concert singing and English and Italian opera. In order to promote the ambition of the pupils Italian operas and public concerts are given each season in the Academy of Music or some other large hall. These entertainments have become a feature of the institution and have met with the greatest success.

The fees of tuition are moderate, and range from \$40 to \$80 for private vocal instructions, and from \$20 to \$30 in classes; and for pianoforte, organ, instrumental and harmony from \$20 to \$30.

Instruction in the Italian language and in dramatic acting is included in the vocal department without extra charge. Over 100 pupils of the best social standing are patrons of this Conservatory. The rooms of the Conservatory are very suitably arranged for the purposes of instruction. Facing the Fulton street side is the large hall, excellent in its acoustic properties, where the vocal lessons are given. This hall is furnished with a platform or stage, on which the students may acquire a knowledge of pose, thereby enabling them to make a graceful, effective and successful appearance before the public. On the Gold street side are the rooms for piano and instrumental instruction. The location is central and accessible from all parts of the city.

GROSCHEL CONSERVATORY OF MUSIC, 136 State street, near Clinton, offers a complete course of musical instruction to amateurs and professionals. All branches of vocal and instrumental music are taught. Special attention is paid to instruction in harmony, counterpoint and chorus. A course of lectures on musical subjects is given. The Conservatory has a staff of over twenty instructors.

Libraries.

THE BROOKLYN LIBRARY, formerly the Mercantile, on Montague street, between Court and Clinton streets, directly opposite the Academy of Music, is the chief library of Brooklyn. It is housed in a building especially erected for it in 1868 at a cost of \$150,000. The building is of brick with stone trimmings and the style of architecture is Gothic. The library contains about 115,000 volumes, and is supported in part by the fees of subscribers. The interior of the building is very commodious and well lighted and ventilated. The main floor is occupied by the reading rooms and library of special reference; in the former are kept on file all the leading newspapers, magazines and reviews in the English and foreign languages. The second and upper story of the building is occupied by the library proper and the reference department. During 1892, 100,000 persons made use of the reading rooms, and over 97,000 books were borrowed. The reference library contains 12,000 volumes, which were consulted during the same period by over 75,000 persons. A branch of the library with reading rooms has been established in the suburb of Bensonhurst. For the convenience of residents remote from the central library, nine branches have been established where books may be exchanged daily. These branches are located as follows: I. 1,176 Fulton street, corner Franklin avenue; II. Flatbush avenue, corner Seventh avenue; III. 981 Fulton street, corner St.

James Place; IV. Court street, corner First Place; V. 19 Greene avenue, corner Cumberland street; VI. 397 Classon avenue, corner Greene avenue; VII. Lafayette avenue, corner Grand avenue; VIII. 570 Bedford avenue, corner Taylor street; IX. 515 Halsey street, corner Stuyvesant avenue.

The number of volumes delivered at these branch stations in 1892 was over 5,000. The number of members, including life and permanent members, is about 2,900. The annual subscription fee is \$5; life membership may be purchased for \$100, and permanent membership for \$500. The library derives part of its income from real estate investment and from an endowment fund. The library is open from 8:30 A. M. to 9 P. M.; the reading room from 8 A. M. to 10 P. M.

THE LONG ISLAND HISTORICAL SOCIETY LIBRARY, housed in the magnificent home of the Society at the corner of Clinton and Pierrepont streets, is a reference library only for the use of members of the society or persons introduced by them. Occasional permission is granted by the librarian to those desiring to consult any special department. The library contains about 48,000 volumes, including many rare and valuable books. It is rich in works relating to American local history and to family genealogy, and contains nearly all the important works which have been published upon general American history. It is also strong in English and French history and biography, and has a fine collection of costly and richly illustrated volumes, relating to fine art, antiquities and natural history. It contains a good collection of general literature, and is well furnished with encyclopedias, dictionaries and similar works of reference. The most important American and English periodicals and the New York and Brooklyn daily and weekly papers are supplied regularly, and of many of these periodicals and newspapers the library contains complete or nearly complete files.

Many unpublished manuscripts are in possession of the Society, among them a large portion of the papers of Henry Laurens, the correspondence of his son, Col. John Laurens, with letters of Richard Henry Lee, General Gates and other eminent men of the period; also a series of 123 original letters of Washington, formerly belonging to Edward Everett, and which have recently been printed by the Society. Thus far the Society has published four volumes with the following titles: Volume I.—Journal of a Voyage to New York and a tour in several of the American Colonies in 1679–80, by Jasper Dankers and Peter Sluyter; translated from the original Dutch manuscript. Volume II.—The battle of Long Island with connecting preceding events and the subsequent American retreat. Volume III.—The Campaign of 1776, around New York and Brooklyn, including a new and circumstantial account of the Battle of Long Island, and loss of New York. Volume IV.—George Washington and Mount Vernon, a collection of Washington's unpublished agricultural and personal letters.

The privileges of the library are extended to the ladies in the immediate families of members, and to members, and to members' sons who are minors. The terms of membership in the society are \$10 for the first year, and \$5 for each year thereafter. The cost of life membership is \$100. In connection with the library is a very fine museum, open from 9 A. M. to 5 P. M. The hours of the library proper are from 8:30 A. M. to 9:30 P. M.

Next in importance rank the libraries of the Pratt Institute and the Brooklyn Institute described above. Other important libraries are: The Union for Christian Work, 67 Schermerhorn St., containing 30,000 volumes free to all persons of good character; open daily (Sundays and holidays

excepted), from 8 A. M. to 6 P. M.; Saturdays to 9 P. M.; the library is in part supported by an appropriation from the City Treasury; the circulation last year reached 183,000. The Long Island Free Library, 568 Atlantic Ave., containing about 8,000 volumes, open daily (Sundays and holidays excepted) from 8 A. M. to 9 P. M. Young Men's Christian Association Library, 502 Fulton St., is a free reference library to all and a circulating library among the members; it contains about 11,500 volumes; last year about 41,000 books were drawn; the reading room maintained in connection with this library is free, and has on file over 300 periodicals, read daily by about 275 persons; the library is open from 8 A. M. to 10 P. M.: branches through which books are circulated are located as follows:—131 South Eighth St., 416 Gates Ave., 362 Ninth St., cor. Pennsylvania Ave. and Liberty St.; and the Long Island College League, cor. Henry and Pacific Sts. Young Women's Christian Association Library, at the junction of Schermerhorn St. and Flatbush Ave., contains over 5,000 volumes, and is free as a reference library to all respectable young women, and as a circulating library to the members of the association. Law Library, Room 16, Court House, is strictly a reference library; from it books cannot be removed except upon an order from a judge, and then only to the court room for use in some case or trial; it comprises about 14,000 volumes, treating upon legal subjects exclusively; the number of books consulted last year was 4,000; membership 144. Medical Society Library, 356 Bridge St., contains 6,000 volumes restricted to the use of the medical profession. Public School Libraries, South Third St., cor. Driggs Ave., E. D., free to residents of school districts Nos. 16, 17, 18, 19, 22, 23, 24, 26, 31, 33, 34 and 37; open to the public Tuesdays and Fridays from 4 to 6 and from 7 to 9 P. M.; open to children on Wednesdays and Saturdays from 4 to 6 P. M.; the library contains about 19,000 volumes, and has a very large circulation.

Other important reading rooms not already described are as follows:—All Soul's Free Reading Room, South Ninth St., near Bedford Ave.; Atlantic Avenue Congregational Chapel, Atlantic and Grand Aves.; Children's Mission, 125 Eagle St.; Factory Girls' Improvement Club, 872 Bedford Ave.; First Reformed Church, Seventh Av. and Carroll St.; First Baptist Church Free Reading Room, Hendrix St., Twenty-sixth Ward; Grace Church, Hicks St., near Remsen; Greenwood Baptist Church, Fifteenth St., near Fourth Ave., free to male residents of South Brooklyn; Hebrew Mission, Rockaway and Sutter Aves.; Kent Street Reformed Church, Kent St., near Manhattan Ave.; Marcy Avenue Baptist Church, Marcy, Putnam and Madison Aves.; Mount Olivet Presbyterian Church Reading Room and Library, Evergreen Ave., cor. Troutman St.; Plymouth Bethel Free Reading Room, 15 Hicks St.; Our Saviour's Danish Lutheran Church, Ninth St. near Third Ave.; South Presbyterian Chapel, 184 Twenty-fourth St.; South Third Street Presbyterian Church, South Third St. and Driggs Ave.; St. Paul's P. E. Church, Clinton St. cor. Carroll; Sailors' Reading Rooms, 339 Furman St.; Trinity Church, Dean St., cor. Nostrand Ave.; Willoughby Avenue Chapel, Willoughby Ave., near Grand, for young men only.

Newspapers of Brooklyn.

That Brooklyn is a great metropolis is shown by her enterprising, go-ahead, splendidly equipped newspapers. They are all published in the afternoon and are filled not only with the news of the city itself given in careful detail but of the world at large, In size, scope and general typo-

graphical appearance they are quite the equals of the morning journals of the burg over the bridge.

THE CITIZEN is the Répresentative Home Newspaper and the representative Democratic newspaper of Brooklyn. It can boast a larger circulation among church people than most religious periodicals, because it devotes more space to church news than any other secular newspaper in the metropolitan district.

In its Woman's Department, it is second only to the great fashion magazines. The passing whims of dress are embodied in its cut paper patterns that are furnished without cost to its readers, who make a selection from figures printed every Sunday.

Fraternal Society members find in it the correct news of their orders. It is the official organ of the Legion of Honor, Tonti and the Odd Fellows. High officials of other orders write for it.

Scholars in the public schools and their parents find in its Roll of Honor the rating made by the teachers of monthly progress in studies.

Thus the Church, the School and the Home are catered to with unflagging zeal and watchfulness, and hence the CITIZEN has become known as the Best Home Newspaper. It has besides everything that pertains to a thoroughly equipped metropolitan daily.

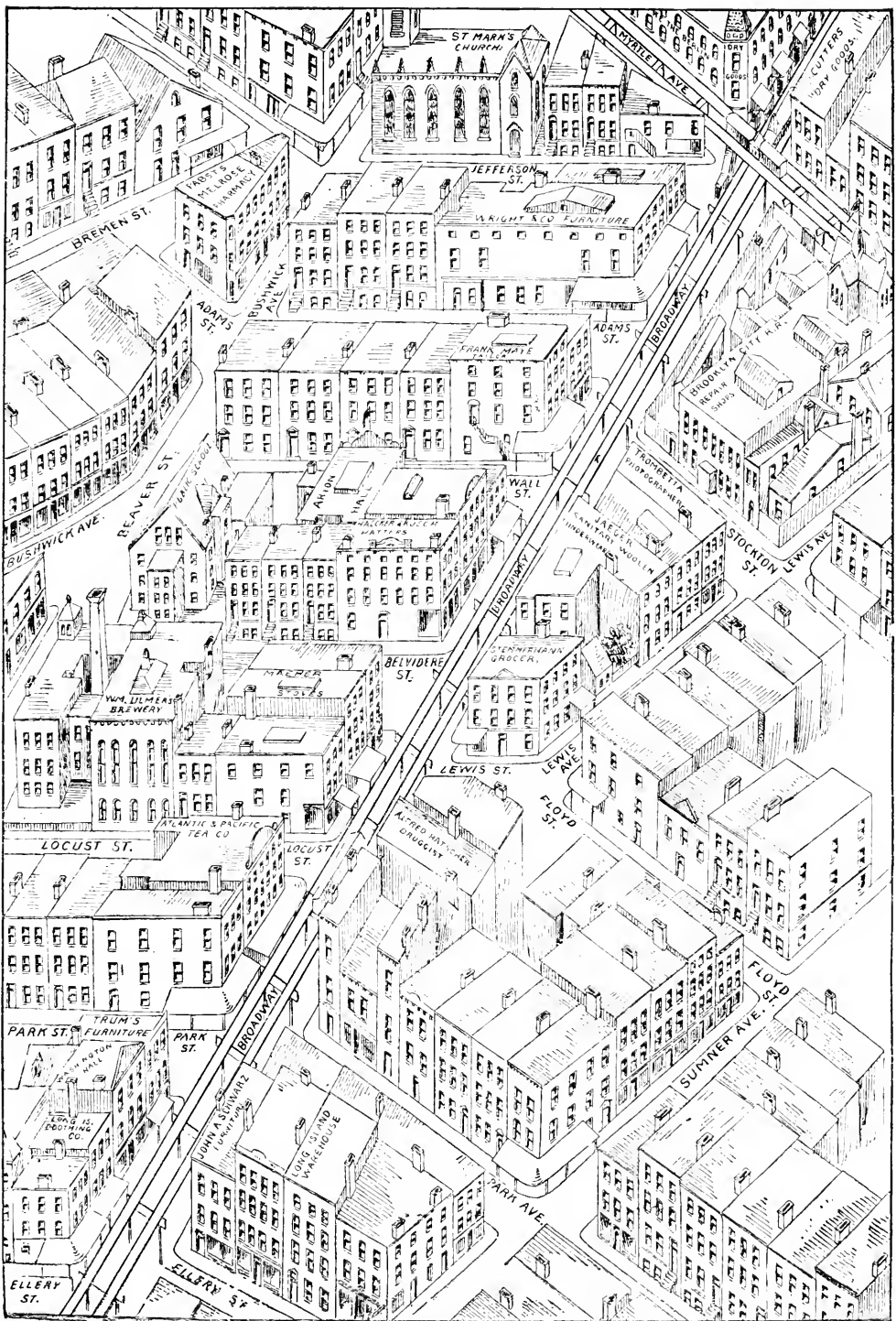
THE BROOKLYN EAGLE, the organ of the Mugwumps, recently celebrated its half century by moving into a handsome building on Washington street that contains the latest improvements necessary to make a live, up-to-date, prosperous newspaper.

THE STANDARD UNION, the Republican organ of the Western District, forsook lower Fulton street with the Eagle and settled on the same block with its rival on Washington street, in new quarters very prettily furnished. It is a cautious, conservative, well edited newspaper.

THE BROOKLYN TIMES is the able exponent of Republicanism in the city and county at large, and in the Eastern District in particular. Its location is on Broadway near the ferry, but in the near future it will have a new habitation further up the street that will be a credit to the city and a pointer as to its well deserved prosperity. In the "Burg" every one swears by the Times and knows and admires its proprietor and his coadjutors.

These four great dailies do not exhaust the journalistic field in the city. There are a number of neighborhood sheets devoted to special interests, trade papers, and individual church publications without end.

Out on the island the press flourishes like a green bay tree. Every town has its organ, and it is a very small hamlet indeed that does not support, and generously, too, a weekly exponent of Democratic or Republican opinion and a chronicler of local news.



XIV. BROADWAY, FROM ELLERY ST. TO MYRTLE AVE

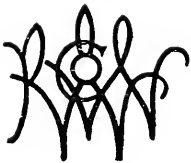
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BENEVOLENT ORGANIZATIONS.

The Bureau of Charities—Public and Private Aid—Hospitals, Dispensaries, Ambulances and Nurses—Asylums for the Insane—Juvenile Asylums and Homes for the Aged—Reformatories and Day Nurseries—General and Special Relief.

Brooklyn is a city of almost a million inhabitants and from its juxtaposition to perhaps the greatest cosmopolitan city in the world, New York, it naturally takes upon itself more or less the characteristics of the latter and exhibits every possible phase of prosperity and adversity. One of the paradoxical characteristics of human progress seems to be that in the communities where are found instances of the greatest wealth, there also exists examples of the most abject poverty. To this paradox Brooklyn is no exception. A large proportion of the foreign population which drifts into New York finds its way to Brooklyn and meets here the same difficulties in assimilating itself to American institutions and modes of winning a livelihood. These immigrants in general come from the middle and lower social strata of their native lands and are content with a much lower standard of living than is consistent with the spirit of our American institutions. This tends to degrade not only the better class of foreign citizens but the lower classes of our native population. These influences, of course, are extraneous, and to them must be added the natural circumstances and tendencies in a great centre of population to produce the class of unfortunates dependent upon public or private charities. In Brooklyn, as in other large cities, the demands for assistance have been the means of creating a spirit of generosity, parent to benevolent institutions and societies that cover almost the entire field of charitable work.

Besides the innumerable benevolent societies especially connected with the various churches and denominations, Brooklyn contains 121 charitable institutions more or less general in their scope. The number of beneficiaries of these institutions aggregated in 1892 about a half a million. The amount annually expended is about two millions of dollars, which, of course, is entirely independent of the large private contributions to similar purposes for which no estimate can be given. The value of the charitable institutions, public and private, in Brooklyn is about \$3,000,000.

THE BROOKLYN BUREAU OF CHARITIES, founded in 1878, acts as a charity clearing house where are intended to be registered the names of all persons seeking or receiving public or private alms. This institution confers upon charitable institutions the advantages of concurrent action so indispensable to all departments of social and business life. It is non-sectarian, non-political and cosmopolitan. Its specific objects are : the promotion of cordial co-operation between benevolent societies, churches and individuals ;

the maintenance of a body of friendly visitors to the poor ; the encouragement of thrift, self-dependence and industry ; the provision of temporary employment and industrial instruction ; the collection and diffusion of knowledge on all subjects connected with the relief of the poor and the maintenance of a free library of information on these subjects ; the prevention of imposition and the diminution of vagrancy and pauperism. The registry of this bureau includes to date \$2,100 cards representing 170,000 applications for aid by or for 211,800 persons. These figures will give some idea of the value of such a bureau to institutions and persons interested in charitable work. The registry is in short a history of Brooklyn pauperism and other phases of poverty, and by consulting it imposters may be easily exposed and the wasteful overlapping of charitable work prevented. All the facilities of this bureau are freely at the service of those who need them. The central offices are at 69 Schermerhorn street, but to facilitate the work the city is divided into fourteen districts, each with a separate office or conference. Last year cases of about 18,000 individuals were investigated for the first time, and about 3,400 people were provided with temporary or permanent work, exclusive of those assisted by industrial agencies and the Union for Christian work. In addition to the conferences the bureau maintains two industrial wood-yards affording temporary work for men, and two industrial laundries and laundry training schools for women, two work-rooms for women, two day nurseries for babies of working parents, and a lodging house for homeless women. The income of the bureau last year amounted to about \$24,000. The applications for alms from stray mendicants should be referred to this bureau for investigation, after which those so disposed may follow up deserving cases individually.

Public or Official Aid.

The Commissioners of Charities and Corrections of Kings County have charge of all charitable and correctional operations of the city and county government ; offices, 29 Elm Place, corner Livingston street. Applications for relief of any kind, admission to hospital, alms house, asylums, nurseries and work houses should be made to the superintendent of charities at this address. Permits to visit the public institutions are granted from the central office only. The city charities embrace the following institutions :

THE ALMS HOUSE, a spacious brick and stone structure at Flatbush, for the care of those over sixteen years of age incapable of self support. Last year the inmates numbered about 1,200, and the expenditure was nearly \$80,000.

ALMS HOUSE NURSERY, an institution subsidiary to the former, and also situated at Flatbush, for the care of foundlings and infants under two years of age of impoverished parents.

THE COUNTY HOSPITAL, Flatbush, is a large and well equipped institution for the care of the destitute sick of every age, creed and nationality, residents of the county. Contagious diseases are not admitted. The number of patients last year was about 3,100, and the expenditure nearly \$80,000.

THE INSANE ASYLUM at Flatbush is one of the greatest and most unique of the county charities. The principal building of this institution is very extensive and imposing, having a frontage of 450 feet and a depth of about 86 feet. The edifice is five stories high and comprises a central building and four wings all connected by spacious transepts. The buildings are constructed of brick and brown stone. The facade of the central building

is embellished by a lofty portico, supported by pillars, and presents a very imposing appearance. This building is also surmounted by a dome which renders the edifice conspicuous from a distance. The interior appointments are in keeping with all modern improvements and conveniences, and it is consequently one of the best appointed public asylums in the State. A branch of this asylum is maintained at King's Park. The cost of the maintenance of the two institutions is about \$320,000 annually. The number of inmates last year exceeded 2,000, of whom over 700 were cared for in the branch. The institution is non-sectarian and admits insane persons of all ages.

THE CITY PRISON, at Nostrand avenue corner Crown street, is the official penitentiary of the city and county criminal courts, where are confined offenders of 16 years of age and upwards.

KINGS COUNTY JAIL, in Raymond street, receives prisoners committed by the city and county magistrates. This institution is presided over by the sheriff of Kings County.

THE MORGUE, corner Willoughby and Canton streets, is intended for the reception and detention for a limited time, until identification, of the unknown dead from the city prisons, police stations, streets, etc. It is the most gruesome of all the city charities, and is open at all hours. Bodies are kept for three days, and if then unclaimed are buried at the public expense in the Potter's Field. Photographs are taken and the clothing and other personal effects preserved for at least one year.

Hospitals, Dispensaries, Ambulances and Nurses.

Brooklyn is well provided with both general and special hospitals. Many of them are equipped with every modern sanitary improvement and convenience. So perfect are some of these institutions in their appointments and in the quality of the medical service and attendance that they are desirable places of refuge during sickness, and are consequently patronized by many wealthy persons who have long since recognized their superiority to the less scientific arrangements of their private residences or hotels. The medical staffs of the hospitals comprise in general the most distinguished specialists and physicians in the city. Strangers residing in boarding houses or hotels should not hesitate to make use of these institutions when necessary. Persons suffering from contagious diseases are not admitted to any of the general hospitals, but are sent by the officers of the Board of Health to the Flatbush Hospital.

THE PRINCIPAL GENERAL HOSPITALS of the City are :

THE BROOKLYN HOSPITAL, Raymond street corner DeKalb avenue, founded in 1845, is the oldest and one of the most important hospitals in the city. It comprises an extensive suite of buildings from three to four stories in height, of brick with stone trimmings. The site is elevated and healthful. The buildings are in part surrounded by an extensive and beautiful lawn. The appointments of the hospital are as perfect as engineering skill and medical judgment can make them. Patients of all ages and creeds suffering from diseases other than contagious, are received at any hour. The number treated last year was over 1,300. The cost of maintenance is about \$70,000 annually. Persons able to pay are charged from \$7.00 and upwards per week, according to the attendance required. The hospital has an outdoor department and dispensary as well as a training school for nurses, mentioned below. A special department of this hospital is

THE ORTHOPEDIC DISPENSARY, which was founded in 1868, in which over 1,100 cases are treated annually. It is especially devoted to the treatment of deformed persons of all ages.

THE LONG ISLAND COLLEGE HOSPITAL, founded in 1858, in Henry street, near Pacific, is a public unsectarian hospital admitting patients of all ages suffering from non-contagious diseases. The buildings of this hospital and the college associated therewith are spacious and well appointed. In the hospital department are wards for surgical, medical, and gynecological cases and a number of private wards adapted to the treatment of private pay patients. The institution is made to subserve the purpose of a clinical school and a general hospital and so far has played the double role with admirable success. About 3,600 cases are treated here each year. The annual expenditure is about \$75,000. An outdoor dispensary is attached to the hospital in which about 17,000 people received treatment last year. A depot of the city ambulance system is stationed at this hospital and the surgeons in attendance thereon are appointed after a competitive examination open to graduates of the Long Island Hospital Medical School.

METHODIST EPISCOPAL HOSPITAL, founded in 1881, is an unsectarian institution for the care of the sick of all ages, and is situated at Seventh avenue and Sixth street. The hospital buildings, three in number, are extensive and built of brick and stone. The site has been well chosen and offers many advantages for such an institution. Patients who are able to pay are charged fees in accordance with the attendance desired. Last year about 1,100 persons received treatment. The income of the institution is in part derived from an endowment fund, and in part from public and private benevolence. The annual income is about \$38,000 a year. The hospital maintains a well equipped ambulance service. A training school for nurses is conducted in connection with the institution.

ST. CATHERINE'S HOSPITAL, founded in 1870, is a Roman Catholic institution for the care of the sick of all ages. It is situated in Bushwick avenue near Maujer street, and occupies a very extensive and commodious building. The hospital is in charge of the Sisters of St. Dominic, and although Roman Catholic in its management it is non-sectarian in its field of work, patients of every creed being freely admitted. Pay patients are received at rates proportionate to the services given. Last year over 3,800 cases received treatment. In the outdoor department a very great work is carried on, and many thousands of prescriptions are put up, and innumerable visits made. The ambulance service of this hospital is very efficient and answers about 1,500 calls annually. For support the hospital depends largely upon private subscriptions, but derives a small income from public funds. Patients are admitted upon personal application by introduction between the hours of 9 and 11 A. M. A contribution of \$1.00 a quarter insures membership and in case of sickness admittance to this hospital.

ST. PETER'S HOSPITAL, Henry and Warren streets, a Roman Catholic institution, founded in 1864, admits persons of all ages, irrespective of color, creed or nationality. The hospital buildings are extensive and well appointed. Pay patients are received. Last year about 2,000 persons were cared for, besides whom several thousand outdoor patients received treatment in the dispensary or were visited at their homes and provided with medicine. Admission, unless in extreme cases, is between the hours of 9 A. M. and 5 P. M.

ST. MARY'S GENERAL HOSPITAL, St. Mark's avenue, between Buffalo and Rochester avenues, is a Roman Catholic institution founded in 1868. Its buildings occupy an entire block and front on St. Mark's avenue. The main facade is 700 feet long, and the wings on the adjacent avenues 225 feet. The present buildings were opened in 1882, and accommodate about 300 patients. The hospital admits patients of every creed and nation. About eighty per cent of the patients are received free, while the remainder pay fees proportionate to their ability. A commodious ward is set apart for the diseases of children. An efficient ambulance service is connected with the hospital. The appointment of the hospital buildings is in accordance with the latest discoveries in science and medicine. An outdoor department is maintained.

ST. JOHN'S HOSPITAL, Albany street, corner Atlantic avenue, established in 1848, is a Protestant Episcopal institution, under the direct management of the Church Charity Foundation Society. It receives patients of all ages, suffering from curable non-infectious diseases. The hospital building is a massive and imposing structure five stories high, 140 feet long and ninety feet wide. The institution is well-equipped, and accommodated last year about 225 patients. The wards contain about 140 beds.

SOUTHERN DISPENSARY AND HOSPITAL, 119 Third Place, founded in 1873, is an unsectarian institution, and affords medical relief to the poor of all ages. In 1892 about 4,500 patients received treatment.

THE BROOKLYN HOMŒOPATHIC HOSPITAL, 105 to 111 Cumberland street, founded in 1852, admits patients of all ages and religions. The treatment in the institution is in accordance with the homœopathic principles of medicine. The hospital buildings have been recently erected and are spacious and exceedingly well adapted to the uses they subserve. About 13,000 patients received treatment either in the wards of the hospital or in the outdoor department last year. About \$40,000 is expended yearly in the maintenance of the institution. Pay patients are received. An ambulance service and outdoor department are annexed to the hospital.

OTHER GENERAL HOSPITALS ARE :—The Chinese Hospital, 45 Hicks street, for the treatment of Chinese of all ages; Eastern District Hospital and Dispensary, 108 South 3d street, an unsectarian institution, which treated last year 30,000 patients of all ages and creeds; Lutheran Hospital, East New York avenue corner Powell street, an unsectarian institution for the care of sick and wounded; Memorial Hospital, 808 Prospect Place, for women and children of all ages; Norwegian Lutheran Hospital, Fourth avenue and Forty-sixth street, for the care of sick Norwegians; and the Charity Hospital at Flatbush.

THE SPECIAL HOSPITALS for the treatment of diseases indicated by the title of the Institution are as follows :—Brooklyn Eye and Ear Hospital, 94 Livingston street, founded in 1868; Brooklyn Home for Consumptives, Kingston avenue and Butler street, founded in 1881; Brooklyn Maternity Hospital (Homœopathic), 44 Concord street, founded in 1871; Brooklyn Throat Hospital, Bedford avenue and South Third street, founded in 1878, for the treatment of eye, ear, throat, lung, and nasal diseases; Faith Home for Incurables (non-infectious), Classon avenue and Park Place, founded in 1875; Orthopedic Dispensary (Brooklyn Hospital), Raymond street and DeKalb avenue; Brooklyn Home for Habitues, 185 Brooklyn avenue, founded 1891, for the care of sufferers from opium, chloral, and similar vitiating habits; Long Island Throat and Lung Hospital, 1025 Gates avenue, established in 1891, for the treatment of eye, ear, throat, lung and

nasal complaints ; St. Mary Maternity and Female Hospital, Roman Catholic, 155 Dean street ; St. Martha's Sanitarium, Kingston avenue and Dean street, for the treatment of chronic and curable diseases ; Wells's Sanitarium, 945 St. Mark's avenue, a hospital for women suffering from nervous and mental diseases.

Dispensaries.

The general and many of the special hospitals of the city maintain free dispensaries for the treatment of outdoor patients in which all persons receive attention for ailments or injuries not sufficiently serious to require their confinement in the wards of the hospitals proper. Many other dispensaries have been established at different points throughout the city for the diagnosis of diseases and the dispensing of medicine among the worthy poor. Their value it is impossible to over-estimate. Tens of thousands of patients who would otherwise go uncared for seek the advice and relief that are freely offered to them in this way. In general a small fee is charged for the medicine dispensed. This method in part makes the institution self-supporting, and removes a barrier to many deserving persons who would rather suffer than receive assistance purely gratuitous. In the main, these charities are supported by voluntary contributions. In the performance of their work they recognize neither creed, color nor nationality. To this class belong the following :—Atlantic Avenue Dispensary, 849 Atlantic avenue ; Bedford Dispensary, 1754 Fulton street ; Brooklyn Central Dispensary, 29 Third avenue ; Brooklyn City Dispensary, 11 Tillary street ; Brooklyn Medical Mission, 412 Van Brunt street and 224 Concord street ; Brooklyn Eclectic Dispensary, 142 Prince street ; Brooklyn Homœopathic Dispensary, 111 Cumberland street ; Bushwick and East Brooklyn Dispensary, Lewis corner Myrtle avenue ; Central Homœopathic Dispensary, 39 Sumpter street ; City Park Dispensary, 302 Concord street ; Dispensary for Women and Children, 161 Twenty-second street ; Long Island College Dispensary, Pacific street near Henry ; E. D. Homœopathic Dispensary, 194 South Third street ; Gates Avenue Homœopathic Dispensary, 13 Gates avenue ; Hillside Homœopathic Dispensary, 478 Bergen street ; Helping Hand Dispensary, 266 Jay street ; Lucretia Mott Dispensary, 315 Atlantic avenue ; Memorial Dispensary, 811 Bedford avenue ; Orthopedic Dispensary, DeKalb avenue and Raymond street ; Red Hook Medical Dispensary, 412 Van Brunt street ; People's Dispensary, 1025 Gates avenue ; and St. Martha's Dispensary, Dean street and Kingston avenue.

As an adjunct to these institutions which dispense advice and medicine the Brooklyn Diet Dispensary was established in 1877, upon a strictly unsectarian basis, for the purpose of supplying proper and nutritious food to the sick. Last year about 90,000 diets, consisting of milk, beef tea, nutritious broths and meats were dispensed. This charitable work, inestimable in its usefulness, relies for its support chiefly upon voluntary contributions. It is under the management of a group of energetic and self-sacrificing Brooklyn women. The central dispensary is at 21 DeKalb avenue ; branch dispensaries are located at 883 Myrtle avenue, 231 Lorimer street, 86 Dikeman street, 39 Sumpter street and 289 Sackett street.

Ambulances.

At the principal general hospitals ambulances are kept in constant readiness, and may be summoned at any hour of the day or night to any part of the city for the transfer of accident cases or cases of non-contagious

diseases to the respective hospitals. Each ambulance is accompanied by a hospital surgeon and one or more orderlies. These surgeons carry such medicine, instruments and appliances as may be of immediate service to the suffering. Ambulances are summoned by police surgeons or ordinary policemen by means of a certain telegraphic signal from the police signal boxes. All hospitals are connected by wire with the police stations, and hence these are often the most convenient places from which to call an ambulance. Cases of sudden illness, whether in private houses or public thoroughfares, if reported to the police will receive prompt attention. The Health Department, office in the municipal building, maintains an ambulance corps in connection with the disinfecting bureau. This corps is more especially concerned with the removal of patients suffering from contagious diseases and their transference to the special hospitals devoted to their care.

Nurses.

Brooklyn has not been behind her great sister city, New York, in the establishment of training schools for nurses. Such schools have become one of the leading features of hospital and general medical practice. In these schools the course of study embraces not only a training in the methods to be adopted in the sick-room in the administration of medicine and relief, but also a thorough study of the composition, nature and action of all drugs employed in ordinary medical practice. Trained nurses are filling a field at the present day which was formerly occupied, if at all, by the devoted mother, sister or friend. Strangers and residents requiring the services of such nurses, either male or female, may be furnished with them by applying either directly to the schools or through the attending physician. The following hospitals maintain training schools for nurses: Brooklyn Homœopathic, 105 Cumberland street; Brooklyn Maternity, 44 Concord street; Brooklyn Hospital, DeKalb avenue and Raymond street; Long Island College, Henry street, near Pacific; and Memorial Hospital, 808 Prospect Place.

Homes for the Aged.

Upwards of a dozen institutions in Brooklyn are devoted to the care of aged and infirm persons of both sexes. Some of these institutions are well endowed and possess handsome and commodious buildings.

THE OLD LADIES' HOME is the pioneer institution of this class and was founded in 1851 by the co-operation of twenty-six different congregations. This home is located at 320 Washington avenue and is devoted to the care of aged and indigent women. At present there are about eighty-six inmates. The popular name of the home is the Graham Institution, so called in honor of one of its projectors, John B. Graham. It is under the management of the Brooklyn Society for the Relief of Respectable Aged Indigent Females. Applicants for admission must be over sixty years of age and be provided with bedding and furniture for their apartments and pay \$100.

THE BROOKLYN HOME FOR AGED MEN, 745 Classon avenue, is an unsectarian institution founded in 1878 for indigent men over seventy years of age. There are accommodations for about thirty-four inmates.

BROOKLYN METHODIST EPISCOPAL CHURCH HOME, Park Place and New York avenue, was founded in 1883 and is devoted to the care of infirm men over sixty-five years of age who have been members of the Methodist Church for ten years. The admission fee is \$100. The property, if any,

of an intending inmate must be secured to the Home. At present the inmates number about fifty. The institution is under the care of a board of lady managers, representative of the M. E. Churches of Brooklyn.

BROOKLYN HOME FOR AGED COLORED PEOPLE, Dean street, near Albany avenue, is an unsectarian institution established two years ago for the care of the colored of both sexes over sixty-five years of age. Though unpretentious in appearance the Home is doing excellent work and will doubtless enlist much sympathy and increasing financial support.

CHURCH CHARITY FOUNDATION SOCIETY'S HOME FOR THE AGED, Albany near Atlantic avenue, was founded in 1852 under the auspices of the Protestant Episcopal Church of Long Island. It was not until 1871 that a separate house was provided for the society for this branch of the work. To the Home are admitted aged persons of both sexes over sixty-five years of age who have been members of the Protestant Episcopal Church. The building, which is four stories high, is quite spacious and well adapted to the purposes of the Home. At present there are about eighty inmates. The Bishop of Long Island is President of the Board of Management of the institution, which is in the direct charge of one of the sisterhoods of the Protestant Episcopal Church. The institution participates in the general endowment fund of the Society. Eligible persons incapable of providing for their own support are admitted, though a regular fee is charged inmates who can afford it.

GERMAN EVANGELICAL HOME, Chauncey street near Broadway, founded in 1878, is an unsectarian institution which provides a home, clothing and all other necessary comforts for persons over sixty years of age. The institution was established especially for the aged poor of German nativity. Its growth through the past few years has been very marked. There are at present upward of 200 inmates. The institution is under the patronage and management of the German Evangelical Aid Society, under whose auspices its commodious and well appointed home was erected in 1883. Intending inmates are required to pay \$500, if able; but if not able, they pay according to their means. The majority are received entirely without monetary consideration. Voluntary subscriptions from the German churches and societies are the main source of income.

GREENPOINT HOME FOR THE AGED, Oak and Guernsey streets, established 1882, admits persons over sixty years of age who are of the Protestant faith. Applicants for admission must have been residents of Brooklyn for at least five years. The annual dues are \$50. The inmates at present number about twenty-five.

HOME FOR THE AGED OF THE LITTLE SISTERS OF THE POOR, Bushwick corner DeKalb avenue, established 1868, is an unsectarian institution under the patronage of the Roman Catholic Church. The building is of brick, three stories high, 180 feet by 72 feet, and has accommodations for 275 persons. It is well supplied with every contrivance that contributes to the comfort of its inmates. A branch of this institution is maintained at Eighth avenue and Sixteenth street. Indigent persons over sixty years of age are admitted upon presentation of a certificate of good character. In the central and branch Homes there are at present about 550 inmates, the majority of whom pay absolutely nothing for the comforts by which they are surrounded. These institutions are the largest of their class in Brooklyn, and are doing perhaps the most effective work. They are supported by voluntary subscriptions.

ST. PETER'S HOME, 110 Congress street, is devoted to the care of indigent Roman Catholics over 40 years of age, and was founded in 1886.

WARTBURG HOME FOR THE AGED AND INFIRM, in Fulton street near Sheffield avenue, was established in 1886. This is a Protestant institution for the relief of both sexes. Applicants must be at least 65 years of age, and be willing to contribute a moderate sum to their own support. At present there are about 75 inmates.

Juvenile Asylums and Schools.

Thirty-five institutions in Brooklyn are directly devoted to the care and education of orphans or indigent children of every age, race or religion. Many of these are provided with spacious and handsome buildings, often attractive from their architectural design and appropriate surroundings.

The most noteworthy organizations in this field of work are :—

THE BROOKLYN CHILDREN'S AID SOCIETY, instituted in 1886, for the protection, care and shelter of friendless and vagrant youth ; and to furnish them with food, raiment, lodging, moral, religious and English education, and to train them to provide for their own wants. From a very modest beginning the work of the society has prospered to a wonderful degree, and at present it has under its care the following well equipped and progressive institutions :—Newsboys' Home, 61 Poplar street, for the shelter and education of homeless boys from 9 to 18 years of age ; Industrial School, 61 Poplar street, and 139 Van Brunt street, for the aid and education of neglected little children, special attention being given to such work as will enable them to become capable of self-support ; Children's Nursery, 139 Van Brunt street, for the care of the infants of working mothers during their hours of absence ; Sewing Machine and Hand Sewing School, 61 Poplar street, for the instruction of girls of all ages in needlework, with a view of equipping them to earn a respectable living ; and the Seaside Home at Coney Island, for the recreation, during the summer months, of little ones under 12 years of age, who would otherwise have no opportunity of breathing the fresh air of the seashore or country. About 6,000 children were benefited last year by the latter charity. In the other departments about 1,600 children received instruction and assistance. The society is Protestant in its organization and management.

BROOKLYN INDUSTRIAL SCHOOL ASSOCIATION, was organized in 1854, for the care and education of little boys and girls of Protestant denominations. The Association maintains 5 schools, and a home for destitute children. The latter is located in Stirling Place near Vanderbilt avenue, and contains the principal offices of the Association. In the schools the children are taught habits of neatness and order, and are instructed in domestic orders. The children are provided, when necessary, with food and clothing, and when of a proper age, with employment. Last year about 700 children were enrolled. During minority, the institution is empowered with guardianship rights over its former inmates, and can protect them against the abuses of their employers.

DOMINICAN HOME, or German R. C. Orphan Asylum, Montrose and Graham avenues, founded 1861, for the shelter and education of R. C. orphans of German extraction of all ages under 14 years of age. The Asylum is connected with Holy Trinity Church, and under the charge of the Sisters of St. Dominic. There are at present about 300 inmates. The children after passing from the Asylum are indentured to farmers, tradesmen and others. Wards are received and boarded from the city and

country. The buildings are very extensive and well appointed. The cost of maintenance is about \$90,000.

HEBREW ORPHAN ASYLUM, Ralph avenue and Pacific street, established 1879, for the shelter and education of Hebrew children under 15 years of age. The new building of this Institution is undoubtedly the finest and best equipped for its special purposes of any in Brooklyn. The facade on Ralph avenue is 140 feet in length, and is embellished with imposing towers and an elaborate entrance. The depth of the building is 268 feet. In the interior, besides the ordinary rooms, are playrooms for boys and girls, a tailor shop, dispensary, swimming baths, and many novel contrivances for the comfort and amusement of the inmates. The building is lighted by electricity and gas, and is heated by steam. Speaking tubes and electrical signals connect all the departments with each other, and with the central office. The danger of fire is obviated by a system of electric alarms. From the top of the main tower a magnificent view is had of the Lower New York Bay, and the intervening landscape. The cost of maintenance is about \$30,000 a year. There are at present over 100 inmates.

THE BROOKLYN ORPHAN ASYLUM, Atlantic avenue and Kingston street, organized 1833, is a Protestant Institution for the care and support of orphans, from 3 to 12 years of age. This building stands in the centre of the asylum grounds, and is a very handsome structure from an architectural point of view and from the taste and skill used in its arrangement it may be taken as a model institution. It cost over \$250,000, and can accommodate 450 orphans. Its capacity is taxed to the utmost, few if any vacancies existing at any time. The institution is supported by an endowment fund, bequests and voluntary contributions. The asylum is directly governed by a committee of lady managers known as the Orphan Asylum Society of the City of Brooklyn. The cost of maintenance is about \$66,000 a year.

ROMAN CATHOLIC ORPHAN ASYLUM, office 42 Court street, was established in 1834, for the care of R. C. orphans, and destitute children of both sexes from 2 to 16 years of age. The Asylums of the Society are:—St. John's Home for Boys, Albany and St. Mark's avenues; St. Joseph's Asylum for Girls, Sumner and Willoughby avenues; St. Paul's Industrial Schools, Congress and Clinton streets, for mothers engaged at work during the day. Last year the number of children receiving instruction and shelter from these institutions was about 2,300. The annual cost of maintaining the charity is about \$220,000. The largest institution of the society is the St. John's Home, which is one of the most extensive and well-appointed asylums on Long Island.

OTHER ASYLUMS AND SOCIETIES devoted to the care and instruction of orphans and poor children in Brooklyn are:—Baptist Home of Brooklyn, Greene and Throop avenues; Brooklyn Benevolent Society, 84 Amity street; Brooklyn Howard Colored Orphan Asylum, Dean street and Troy avenue; Brooklyn Society for the Prevention of Cruelty to Children, 105 Schermerhorn street; Convent of the Sisters of Mercy, 273 Willoughby avenue; Helping Hand Mission Home for Friendless Girls, 136 Lawrence street; Holy Innocents Union, 112 Warren street; Industrial and School Association of the Eastern District, 141 South Third street; Church Charity Foundation Orphan Asylum, Albany avenue and Herkimer street; St. Giles's Home for Cripples, 422 Degraw street; St. Joseph's Institute for Deaf Mutes, 113 Buffalo avenue; St. Malachi's Home, Atlantic and Van Siclen avenues; St. Vincent's Home for Boys, 7 Poplar street; Society



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for the Aid of Friendless Women and Children, 20 Concord street ; Union for Christian Work, 67 Schermerhorn street.

REFORMATORIES:—There are five institutions in Brooklyn especially restricted to the work of reformation, namely :—Home of the Good Shepherd, Hopkinson avenue and Pacific street, a Roman Catholic institution, for the reformation of women, presided over by the Sisters of the Good Shepherd ; Home of Industry, for discharged convicts, 201 Livingston street ; Inebriates' Home, Fort Hamilton, L. I., an unsectarian institution which cares for about 500 persons, annually, at an expense of about \$70,000 ; The Wayside Home (Protestant), for Girls, 352 Bridge street ; and the Truant Home of the City of Brooklyn, Jamaica avenue near Enfield street, maintained in connection with the public school system.

Day Nurseries.

These worthy charities are distinctly the outgrowth of the exigencies of a great city, and are organized for the care of infants and young children during the hours of the day when their mothers or guardians are compelled to be absent from their homes at work. No charity can appeal more directly to the hearts of benevolent persons than does this one. It has relieved the anxiety of hundreds of parents and saved the lives of thousands of helpless little ones. The little children are instructed in kindergarten schools and provided with the means of innocent amusement. In most instances a nominal fee, ranging from two to five cents a day, is charged for the care of each child. The following are the chief day nurseries in Brooklyn :—Brooklyn Children's Aid Society Nursery, 139 Van Brunt street ; Brooklyn Nursery and Infant Hospital, 396 Herkimer street ; Bureau of Charities Nursery, 69 Schermerhorn street ; St. Christopher's Day Nursery, 124 Lawrence street ; and Sheltering Arms Nursery, 157 Dean street.

General Charities.

There are many societies in Brooklyn which do not confine their work to any special field of charity, but apply themselves to the aid of the poor or unfortunate in any way that their assistance may be of most service. Prominent among such societies are : Brooklyn Association for Improving the Condition of the Poor, 104 Livingston street, which afforded last year temporary relief in over 50,000 instances of distress ; Brooklyn Benevolent Society, R. C., 84 Amity street ; Brooklyn Bureau of Charities (described elsewhere), 69 Schermerhorn street ; Church Charity Foundation P. E., Atlantic avenue, corner Albany street ; German Ladies' Association, 120 Schermerhorn street ; G. A. R. Bureau of Relief, offices City Hall ; City Mission Home of Industry and Lodging House for Men, 70 Willoughby street ; German Evangelical Aid Society, Fairfax street, near Broadway ; Hebrew Benevolent Society, 272 Dean street and 93 South Ninth street ; Ladies' Benevolent Association, Oak and Guernsey streets ; Sailors' Coffee House, 241-243 York street ; St. Phœbe's Mission, DeKalb avenue, opposite Fort Greene Place ; Society of St. Vincent de Paul, offices 7 Poplar street, which maintains twenty-nine conferences in connection with as many Roman Catholic churches throughout the city, and dispenses, annually, relief to about 2,000 needy persons, without regard to race, creed, or color ; State Charities Aid Association, office 157 Montague street ; Union for Christian Work, 67 Schermerhorn street ; Williamsburgh Benevolent Society, 61 Meserole street ; German Society of Charities, 271 Vernon avenue ; Lebanon Mission, 246 Myrtle avenue ; Loretto House, 78 Willow street, a

home for working women; the Life Line Mission and Home for Sailors, 410 VanBrunt street.

Special Charities and Humane Societies.

The Brooklyn institutions which devote themselves to a more or less special field of charitable work are as follows: Brooklyn Female Employment Society, 93 Court street; Brooklyn Flower and Fruit Charity, 195 Montague street; Brooklyn Society of Decorative Art, 15 Greene avenue; Brooklyn Training School and Home for Young Girls, 80 Livingston street; Boarding Department Y. W. C. A., Flatbush avenue; Hospital Saturday and Sunday Association of Brooklyn, 58 Remsen street and Garfield building; Norwegian Relief Society, Forty-sixth street and Fourth avenue; Red Cross Society, 195 Montague street; St. Joseph's Institute for Deaf Mutes, 113 Buffalo avenue; Society for the Aid of Friendless Women and Children, 20 Concord street; the Factory Girls' Improvement Club, 872 Bedford avenue; Women's Work Exchange and Decorative Art Society, 22 Atlantic avenue; Working Women's Vacation Society, 171 South Ninth street.

HUMANE SOCIETIES having offices in Brooklyn are: American Society for the Prevention of Cruelty to Animals, 416 Fulton street; and the Brooklyn Society for the Prevention of Cruelty to Children, 105 Schermerhorn street.

Besides the relief afforded by the many charitable institutions enumerated or briefly described in this chapter, a vast amount of benevolent work is carried on by the societies and guilds of the various denominations, independent churches, evangelical unions and missions. There are also a number of clubs for working boys and girls throughout the city.

CHURCHES.

Their Historical Associations—Choirs and Church Music—The Leading Preachers—List and Location of Churches.

The City of Brooklyn has been for several decades almost as widely and well known as the "City of Churches" as by its proper title. This designation, complimentary to the religious devotionism of its inhabitants was more strictly true some years since than at the present day. The change has been brought about by very natural causes. A large foreign population, careless of their religious duties, has crowded within the boundaries of the great city, and although the number of churches has regularly increased, the increase has not been proportionate to the growth of population. Still, however, its right to the title cannot be disputed by its sister New York, in which there is to be found church accommodation for but one-sixth of its inhabitants, while in Brooklyn the ratio is double.

There are in Brooklyn 411 churches and chapels with an aggregate seating capacity of about 309,000 or about one seat to every three of the population. The value of the church property is about \$25,187,400.

There are many congregations in which foreign languages are spoken, notably, German, Swedish and Italian. Brooklyn possesses very handsome church buildings, and when the new Cathedral, now in the course of erection, is completed the city will be able to boast of one of the finest ecclesiastical edifices on the continent. The Brooklyn Tabernacle, at the corner of Clinton and Greene avenues, is the most spacious church in either of the two cities.

Parallel with the title of Brooklyn as the "City of Churches" has gone forth her fame, world wide, as the city of eloquent preachers. From the pulpit of the old Plymouth (Congregational) Church, in Orange street, went forth those ever to be remembered utterances of Henry Ward Beecher that thrilled the nation before and during the time of the great Civil War. Here the great divine continued to preach for upward of forty years to congregations made up of admirers from almost every quarter of the English speaking world. The Church of the Pilgrims (Congregational) has long been famous on account of the scholarship and classic eloquence of its distinguished pastor, the Rev. Richard S. Storrs, D.D. The Brooklyn Tabernacle (Presbyterian) has vied with Spurgeon's Tabernacle in London in attracting vast audiences to listen to the eloquence and wisdom of the Rev. Dr. T. De Witt Talmage, than whom perhaps no living preacher enjoys a wider reputation. His published sermons are circulated and read throughout the English-speaking world. The auditorium of the Tabernacle seats over 4,000 persons and the membership is nearly 7,500.

The denomination having the oldest organization in Brooklyn is the Reformed (Dutch) Church of America, which maintained undisputed swa^y

over the religious life of Brooklyn and neighboring towns for fully 125 years after the foundation of the first church. In 1776 the Protestant Episcopal Church began to share with it in the spiritual guidance of the people. The architectural features of the Brooklyn churches are described in another chapter. Brief notices of the leading denominations are hereby given:

THE REFORMED (DUTCH) CHURCH.—The church history of Brooklyn, or rather of Long Island, began as early as the year 1654, when the good people of the then small villages of Breuckelen, and Midwout (Flatbush) grew weary of journeying to the distant town of New Amsterdam, across the East River, for their religious instruction. In that year the first church within the present limits of Brooklyn was established under the pastorate of one Dominie Megapolensis. The first church edifice cost about \$1,800, less than one tenth of which was raised by the inhabitants of Long Island, the rest being contributed by the other Dutch church communities of the state. This edifice stood on the site of the present Reformed church of Flatbush. The "Old Bushwick," opposite Conselyea street, was surrounded by a stockade, behind which the people frequently took refuge during the Indian troubles. The building was octagonal in form and a steep roof terminating in a bell-fry, the whole resembling a hay-stack in form and was called the "Bee Hive." The congregation furnished themselves with benches and chairs until 1795, when a gallery was built and the ground floor was furnished with pews. A part of the communion service still bears the date of 1708. The present church was erected in 1829 and renovated in 1876.

In 1666 the first church in old Brooklyn proper was erected in the middle of the highway, now Fulton street near Lawrence street. It stood for just one hundred years, when it was pulled down and replaced by a second larger though very gloomy and unpretentious church on the same site—a location convenient for the Dutch villagers of Gowanus, Red Hook, Bedford, Cripple Bush and Wallabout. The lineal descendant of this church is the present First Reformed, at Seventh avenue corner of Carroll street, now under the pastorate of the Rev. James M. Farrar, D. D. This congregation has still in use a portion of the communion service presented to the church by Maria Badda, in 1684. The original Dutch records of the church were made by Selyns, the first dominie, in 1666 and are still preserved. All the other churches in Brooklyn of this denomination have been founded during the present century, and are descendants or off-shoots of the foregoing. The largest of the present churches are the First (Dr. Farrar's), Bedford avenue (E. D.), Kent street, Greenpoint, the Heights, South (Dr. Bergen's), Old Bushwick, South Bushwick and Twelfth street churches. The property of the Reformed churches in Brooklyn is valued at about \$1,150,000, and the number of its communicants about 5,500. There are in all about 18 different congregations.

THE PROTESTANT EPISCOPAL CHURCH.—No exact date can be given for the establishment of this denomination in Brooklyn, although some traditions assert that the first services were held in 1766; reliable data, however, is wanting, to prove these statements. In 1774 the project was set on foot to found a church but failed. During the Revolutionary period, however, the Rev. James Sayes, a Church of England clergyman, was stationed in Brooklyn, and his successor in 1784, the Rev. George Wright, began to hold regular services in the house of Garrett Rapalje on Fulton street near Front. Soon afterwards the little congregation, which assembled ordinarily at private residences, removed their place of worship to a barn, owned by a certain John Middagh, at the corner of Fulton, Henry and Poplar streets,

and then soon afterwards to an old British Barrack, at the corner of Fulton and Middagh streets. Not long after this a meeting house, which was erected for an independent preacher, who was unsuccessful, came into the possession of one of Mr. Wright's parishioners, by whom it was transferred to the little Episcopal congregation. This became the first fixed home of Episcopalianism in Brooklyn, and was consecrated by Bishop Provost in 1787. After reorganization in 1795, the church was incorporated under the name of St. Ann's Church in honor of Mrs. Ann Sands, who, with her husband, Joshua Sands, were the most liberal patrons of the new church. Three years later a stone edifice was built at the corner of Sands and Washington streets, which was so injured by a powder mill explosion in 1808 that the erection of a new building was deemed necessary. The new church was consecrated in 1825, and was the home of the congregation until 1867, when the foundation stone of the present handsome church at the corner of Clinton and Livingston streets was laid. This latter edifice has cost \$400,000, and is the most commodious church of this denomination in Brooklyn, having seating capacity for about 1,756 persons. St. Ann's is the pioneer of all the other Protestant Episcopal Churches in Brooklyn. The next oldest church is St. John's, founded in 1827, at the corner of Washington and Johnson streets, now located at Seventh avenue and St. John's Place. Christ Church, at Clinton and Harrison streets, organized in 1837, was the direct offshoot of old St. Ann's. St. Mary's Church on Classon and Willoughby avenues is the next in point of age, having been established in 1836. Calvary Free Church, founded in Pearl street near Concord, was the parent of the present Holy Trinity at Montague and Clinton streets, in that a large portion of its congregation, its founder, rector, organist, choir and sexton, all became connected with the latter in the same capacity in 1849. Holy Trinity is one of the finest church edifices on Long Island. The names of Mr. and Mrs. Edgar Bartow are inseparably connected with the organization of this magnificent church, as it was to their untiring energy and generosity that the church owed not only its beginning but its present handsome building.

Besides the above the most prominent and influential churches of this denomination in Brooklyn are Christ, (E. D.), Grace Church on the Heights, Messiah, St. James's, St. Luke's, St. Mark's, St. Peter's (Dr. Haskin's) and St. Matthew's. The Cathedral for the diocese of Long Island is situated at Garden City, and is the most unique specimen of Gothic architecture on the island. The exterior of the building is of brown stone, and the interior of polished white marble. The organ is one of the most perfect in the country. Artistically wrought bronze is very largely used in the finishing of the church. In the crypt are said to lie the remains of the merchant prince Alexander T. Stewart, by whose generosity the cathedral was erected and endowed at a cost of about \$2,000,000. The number of Protestant Episcopal churches in Brooklyn is 45, and the value of their property over \$3,500,000. The number of communicants is about 20,000.

THE CONGREGATIONAL CHURCHES.—Closely following the establishment of the Episcopal churches, came the foundation of the first "Independent Meeting House" in 1785. This building stood in what was the old Episcopal burying ground, in Fulton street. Through dissension in the congregation, the services were discontinued and the church was bought by an Episcopalian, and became the first regular home of that denomination, as stated above. Congregationalism, after this unfortunate beginning, was not revived for about sixty years, when the Church of the Pilgrims, Henry

street corner Remsen street, was organized in 1844. Two years later the Rev. Richard Salter Storrs, Jr., the present pastor, was called to the young church. Since that time the progress of the church in numbers and influence has been uninterrupted. This church has been the centre of a very great religious work in Brooklyn, and was parent to the perhaps more noted Plymouth Church, founded by nine members from Dr. Storrs' congregation in June, 1847. The latter church stands upon a piece of ground in Orange street, purchased in 1823 as a building site for the First Presbyterian Church, when Brooklyn Heights was nothing but cultivated fields. The building which stood upon this plot was purchased by John T. Howard, of the Church of the Pilgrims, and on Sunday evening, June 13, 1847, Plymouth Church was duly organized. On the following evening, the late Henry Ward Beecher was unanimously elected pastor, and commenced his work in October of the same year. Two years later the edifice was damaged by fire but was rebuilt and ready for occupancy in 1850. The building, which is a plain brick structure with gable roof, is one of the largest in the city, and accommodates in all about 2,500 persons. Mr. Beecher continued as the pastor of this church until his decease March 8, 1887. It is impossible to estimate the influence that the preaching of this divine had upon the religious thought of this country. During the last thirty years of his life there was perhaps no more prominent figure in Christendom than his. The Rev. Lyman Abbott is the present pastor of the church. The other Congregational churches in Brooklyn are practically the outgrowth of the religious activity of these two churches. The value of the church property of this denomination in Brooklyn is about \$2,000,000, and the number of congregations 28. The leading churches are the Central, Church of the Pilgrims, Clinton avenue, Lee avenue, Plymouth, South and Tompkins avenue.

THE METHODIST EPISCOPAL CHURCH.—The first Methodist sermon ever heard in Brooklyn was preached by Thomas Webb, a captain of the British Army, in 1768. In 1787 the Rev. Woodward Hickson preached the second sermon from a barrel top which he mounted as a pulpit in front of the First Sands Street Methodist Church. In May, 1794, the old Sands Street Church was organized. The first congregation numbered about twenty-three white and twelve colored people. Joseph Totten was the first preacher. One of the first trustees of this church was Joseph Harper, grandfather of the Harper Brothers, publishers, who came from England in 1740. An entry in Mr. Harper's record of the church recalls some of the conveniences of the churches of this date. "Resolved—that the sexton be instructed to have the church open and candles lighted at a quarter of an hour before the meeting begins and to see that the boys make no disturbances; also, that on dark nights when there is a public meeting to light the lamp at the church door."

In 1810 a new church was built which served until 1844, when a larger edifice was dedicated; this latter building was destroyed by fire in 1848 and another church building was erected and used by the church members until the edifice was sold to make way for the bridge extension, and then a new and much more comfortable church was erected at the corner of Clark and Henry streets, and is now known as the Sands Street Memorial. This is the parent church of Methodism in Brooklyn, and many of the other churches of this denomination are its direct offspring. All the other societies have been founded since 1849. The largest and most influential churches of this denomination are the New York Avenue, St. John's, Simpson, Nostrand Ave., Grace, Hanson Place and Janes. Forty-nine churches, of

which six are colored, belong to this denomination. The value of the church property is about \$2,500,000, the membership about 19,000. Three other forms of Methodism prevail in Brooklyn, Primitive, Free, and Methodist Protestant; of the former there are four congregations; one in the Free, and two in the Methodist Protestant.

THE ROMAN CATHOLIC CHURCH.—Previous to 1822 the Roman Catholic inhabitants of Brooklyn were compelled, for religious instruction, to cross the East River to New York to attend St. Peter's Church in Barclay street, at that time the only organized place of worship of this denomination in the southern portion of the State. It is recorded that mass was first celebrated in Brooklyn on the north east corner of York and Gold streets, in the residence of William Purcell, the Rev. Philip Larissey officiating. In January of 1822 a project was set on foot to build a church, and a site was offered at the corner of Court and Congress streets, but was declined on account of its remoteness from the town. Two months later the foundation of St. James', the first church, was laid at the corner of Jay and Chapel streets, and the building was dedicated in August of the next year. So meagre were the resources of the new church that for some time they were unable to secure the services of a resident pastor. In 1853 Roman Catholic churches on Long Island had become so numerous from this small beginning at St. James', that the island was erected into a diocese by the authorities at Rome, and the late Very Rev. John Loughlin was appointed the first Bishop of Brooklyn. The venerable St. James' Church has since that time constituted the pro-cathedral of the diocese.

The second Roman Catholic Church was erected in 1836 on the plot at the corner of Platt and Congress streets, originally offered to the projectors of the first. The next church in order of age was the Church of the Assumption at York corner of Jay streets, originally founded as an independent church, but being abandoned was purchased by the orthodox Catholics and dedicated in 1842. About the time of the foundation of the last church, Holy Trinity Parish was organized and a church erected in Montrose avenue near Ewen street, E. D., for the German Catholics. The first edifice, which was used until 1882, has been replaced by a handsome stone church in Gothic style of the 13th century which stands as an architectural ornament to that section of the city. There are upwards of 2,000 scholars in attendance upon the schools connected with this church. St. Patrick's, formerly known as the Wallabout Chapel, corner of Kent and Willoughby avenues, was one of the earliest churches in eastern Brooklyn. St. Mary's Star of the Sea, Court street cor. of Luquer, was dedicated in 1855, and is one of the most spacious church edifices in the city, having seating capacity for 2,000 persons. So rapid was the growth of Roman Catholicism during the years from 1822 to 1872 in Brooklyn that no less than twelve new churches were dedicated.

The largest and most influential Roman Catholic churches as well as the finest from an architectural view, are St. John's Chapel, St. John the Baptist, St. Joseph's, St. Agnes', St. Anthony's, St. Augustine's, Holy Trinity, St. Paul's, St. Vincent de Paul's, St. Peter's, St. Patrick's, St. Stephen's, The Nativity, The Sacred Heart, Our Lady of Good Counsel and St. Mary Star of the Sea. All told there are 61 churches and 15 chapels within the city limits, representing a value of \$7,000,000. The parishioners number about 244,000.

THE PRESBYTERIAN CHURCH.—Presbyterianism was not established in Brooklyn until about the year 1822. The First Presbyterian church

stood on the site of the present Plymouth Church on Orange street, and was organized and admitted to the Presbytery of New York when it could boast of but ten members. The first minister was Rev. Joseph Sanford, who was installed in October, 1823. From this small beginning the church grew rapidly. In 1846 the foundation of the present noble edifice of this society was laid in Henry street, near Clark, and the old place of worship in Cranberry street was sold to the projectors of the Plymouth Church. The second Presbyterian Church was organized in 1831, by dissenting members from the First church. Their first home was in Adams street, near Concord, but subsequently they erected a brick church in Clinton, near Fulton street, where they continued to prosper until 1870, when they were consolidated without change of name, with the Third Presbyterian Church. In 1882 this church absorbed the Clinton Street Church, but continued to worship in its own building. Undoubtedly the most famous of all the Presbyterian churches in Brooklyn is the Tabernacle, founded in 1834, in a school-room in Prince street. This church did not rise in prominence until 1868, when its present pastor, Rev. T. De Witt Talmage, was installed as its head. When Dr. Talmage was called the church had dwindled almost to extinction by reason of transferences and dissensions. The congregation was then occupying a building on Schermerhorn street, near Nevins, which in 1870 gave place to the famous Tabernacle, which had a seating capacity for about 3,000 people. Two years later this edifice was destroyed by fire, but it was immediately rebuilt on a larger scale and dedicated in 1874. The new building was Gothic in its style of architecture and accommodated about 5,000 persons. Here for sixteen years Dr. Talmage conducted the services and vied with Henry Ward Beecher in attracting vast audiences, the equal of which could perhaps not be found on the continent. Unfortunately in 1890 this building, too, was destroyed by fire, and on account of the encroachment of business upon this section of the city, the new Tabernacle was erected on Greene avenue, corner Clinton. The architecture of the Tabernacle is described elsewhere. The Tabernacle contains one of the largest organs in the world.

Another Presbyterian church is that on Lafayette avenue, corner Oxford street, founded in 1857. This church was made famous by the preaching of the Rev. Theodore L. Cuyler, D. D., who enjoys a very wide repute as a powerful worker in the cause of temperance and Sunday schools. His published sermons and books have had a very extended circulation. The auditorium of the church accommodates 2,300 people. The other prominent Presbyterian churches in Brooklyn are the South Third Street, Memorial, Ross Street, Throop Avenue, and Westminster. The church property is valued at \$2,000,000, and the membership about 19,000.

THE BAPTIST CHURCH.—The first record of Baptist services in Brooklyn was in 1822, when, during the prevalence of yellow fever in New York, two Baptist refugees finding some of their denomination in Brooklyn, began to hold services in private houses. These meetings greatly increased in regularity and influence until in 1823 they began to occupy a little church of their own in State street, near Hoyt. This building, the cradle of the Baptist denomination in Brooklyn, is at present occupied by the Jewish congregation of Beth Elohim. The successor of this early church is the present First Baptist Church in Pierrepont Street. This Society has no church to worship in at present, having sold their edifice. Other congregations rapidly grew up around the parent church, and to-day within the city limits there are thirty-nine congregations, holding about \$2,000,000

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worth of property and enrolling about 15,000 members. The principal Baptist churches are: Calvary, Emmanuel, Greenwood, Hanson Place, Marcy Avenue, Strong Place, Washington Avenue, Greene Avenue, First (E. D.) and Central.

THE LUTHERAN CHURCH.—The German residents in Brooklyn began to hold services in their own language at the Brooklyn Institute in 1843. The first Lutheran church was erected in Schermerhorn street near Court. The present German Evangelical Church occupies the site of the first building, and is still one of the largest and most influential churches of this denomination in Brooklyn. The Lutherans have increased in number very rapidly, so that now their churches number 28, and represent a value of \$1,250,000. The membership is nearly 13,000. The principal churches are: The German Evangelical, St. Mark's, St. Peter's and Zion.

JUDAISM.—The first Jewish synagogue was established in Brooklyn in 1856. It is occupied by the congregation of Baith Israel and stands at Boerum Place corner State street. At present there are nine Jewish temples in the city. A large number of Jews cross to New York to worship in the more fashionable synagogues of the metropolis. The places of worship attended by the Jews are denominated synagogues (gathering places) or temples. The former is a very ancient term, as applied to places where Hebrews worship, but the latter is more modern in its application, due to the latter-day idea that every house of worship is as sacred as was the temple of Solomon. Any person may gain admittance to the temples and synagogues by conforming to the customs prevailing in the one attended. Some temples have a similar decorum to that observed in most churches, hats being removed and the pews being occupied by families. In others, the head should remain covered, the men go downstairs, the women go upstairs. The language employed in the services is mostly Hebraic, while in some temples the English and German tongues are spoken, with comparatively few Hebrew prayers. The services in the temples are conducted by a Cantor called Hazan, the sermon being delivered by the Rabbi. The large choirs in the handsome temples play no inconsiderable part in enhancing the solemnity and beauty of the service. Notwithstanding the apparent divergences in their modes of worship, the Jews are as one in most of their doctrine, especially in that the unity of God is emphasized in high and low sects, small and large, orthodox and reformed, synagogue and temple alike.

SMALLER DENOMINATIONS.—Besides the denominations sketched above, the following are represented by several churches or places of worship in Brooklyn. The German Evangelical Association, the Reformed and the United Presbyterians and the Reformed Episcopalians.

UNITARIANS AND UNIVERSALISTS.—The Unitarians were established as early as 1842 and have four churches, the principal of which is the Church of the Saviour. The Universalists date from 1845 and have six churches, the principal one being the Church of Our Father.

MISCELLANEOUS CHURCHES.—In Brooklyn there are 26 miscellaneous church societies, and these exert in the aggregate a very wide and beneficent influence upon the cosmopolitan population of this city. Many of them are exceedingly active in the City Mission field.

THE SUNDAY SCHOOLS.—Brooklyn has long been noted for the size, number and influence of its Sunday Schools, which have recently been bound together in the Sunday School Union. There are in all 289 Protestant Sabbath Schools in this city, with 10,751 teachers and about 102,000 scholars. These institutions very naturally act as feeders to the great churches.

The religious work in Brooklyn is not limited to the churches proper, but is carried on aggressively by Evangelical, Missionary, Bible, Tract, Helping Hand, and other kindred societies. The special efforts of these subsidiary organizations are directed toward the moral elevation of the poorer classes who crowd many sections of the city. Various means are used to attract to their places of meeting those who through carelessness, poverty, or criminal lives have little by little drifted beyond the pale of religious influences. Lecture courses, libraries, schools, reading rooms, reading clubs, gymnasias, bowling alleys, indoor amusements, and a great variety of other special and general charities have been provided as aids to the important end of moral reclamation.

THE YOUNG MEN'S CHRISTIAN ASSOCIATION, founded in 1853, is one of the most active agencies of evangelical work in Brooklyn. The Association building is at 502 Fulton street, corner Bond, and was erected in 1885 at a cost of \$300,000. It is a spacious and exceedingly comfortable edifice and well equipped for the use it subserves. It contains a circulating library of over 12,000 volumes and a large reference library, two large lecture rooms, a reading room supplied with over 300 magazines and newspapers, an excellent gymnasium, a running track, swimming tanks and shower baths, bowling alleys and many rooms for the convenience of chess and checker clubs. The Amateur Photographic League of the Association are accommodated with a room especially adapted to their use. The membership embraces 2,000 young men. Twenty branches of study are embraced in the educational department; between 700 and 800 men are enrolled in the evening classes. There are six branches, located as follows: Bedford branch, 420 Gates avenue; Eastern branch, 131 S. 8th street; Long Island College League, Long Island College Building; Prospect Park branch, 362 9th street; 26th Ward branch, Pennsylvania avenue, and a German branch at 10 Graham avenue.

THE YOUNG WOMEN'S CHRISTIAN ASSOCIATION, a sister institution to the above, was organized in 1888 and carries on a work similar in its utility and comprehensiveness. The building of the Association, Schermerhorn street at the corner of Flatbush avenue, was formally opened November 1, 1892, and is an imposing seven story structure of brick and terra cotta. The interior appointments of the building are unexceptionable; the reception rooms are artistically decorated and every possible convenience and comfort is provided for members and visitors. Eighteen class-rooms are set apart for the educational work of the Association. The main auditorium has a seating capacity for 600, besides which there are assembly rooms seating 400. The library contains over 5,000 volumes and there is annexed to it an excellent reading room. The gymnasium is complete in its equipment and is provided with a running track and needle baths. The total membership is about 3,000. The Association is strictly non-sectarian.

Church Music in Brooklyn.

The fame of Brooklyn as the City of Churches is founded in no small degree upon the fact of the artistic excellence and completeness of what is, next after the preaching, the most essential element in a well-rounded and impressive form of religious service, whether primitive, ecclesiastical or ritualistic—its church music. Nor is this cardinal characteristic confined to any particular denomination, but it is shared in alike by the congregations of the Mother Church of Rome, those of the Catholic and Apostolic Protestant Episcopal Communion, and that greater body of so-called

Dissenters, whose congregations constitute the majority of the church going community.

Brooklyn for many years enjoyed the distinction of being the nursery for church singers. Some of the most famous of the boy choristers known to the musical world were born and bred in the City of Churches. The membership of the original surpliced choir of the Dr. Henry Stephen Cutler, at old Trinity, New York city—the forerunner of the all-pervading vested choir of boys, men and women of the present—was made up almost exclusively of Brooklyn boys, several of whom are now holding prominent positions, either as rectors of parishes, organists and choirmasters, or soloists of church choirs in this city.

Of the forty-three Protestant Episcopal churches in the city of Brooklyn, twenty-three maintain vested choirs of boys and men, while the twenty-fourth, St. Peter's, (State street, near Bond,) has followed the lead of the parishes of St. Ignatius', All Souls' and St. George's in the diocese of New York, and reinforced the male choristers with women singers, who are also vested. In point of date of organization St. Mary's (Clason and Willoughby avenues) is entitled to take precedence among the churches of the Episcopal communion in the matter of vested choirs. St. Mary's is a free church, in which respect it has long been unique in its denomination. Its choir was originally modelled after that of the parent organization in Trinity parish, New York, and the high standard established by the late Wm. A. M. Diller has been consistently maintained.

St. James', although one of the latest to make the change from the mixed-voice quartette and chorus to the vested choir, ranks among the leading churches musically, While the services are not intended to measure up to the recognized cathedral standard, the modern English school is adequately represented in the works of Stainer, Barnby, Tours, Sullivan and kindred composers. St. Ann's-on-the-Heights, after many transitions, provides what is to all intents and purposes one of the most comprehensive and satisfying examples of the choral service, pure and simple, the instrumental accompaniment to which is of uncommon merit. Grace-on-the-Heights, which appropriates as much money for the support of its vested choir as any other Episcopal church in the diocese of Long Island, sets out programmes of a somewhat lighter character, the medium between the cathedral and the modern schools of church music being fairly well preserved, while prominence is given to the works of American composers.

Among other vested choirs calling for special recognition are those of the Church of the Redeemer, St. Luke's, the Messiah (Greene and Clermont avenues), St. George's, All Saints', St. Paul's in Clinton street, St. Bartholomew's, St. Mark's (Bedford avenue), St. Mark's (Adelphi street) St. John's, the Atonement, St. Stephen's, St. Matthew's, and the Church of the Good Shepherd. The field offered for the display of brilliant music in the carrying out of the "high church," or ritualistic form of service, is illustrated to the fullest extreme in St. Martin's Church, President and Smith streets.

Particularly conspicuous among the churches of this denomination for classicality, artistic worth, and the stateliness of its musical service is Holy Trinity at Clinton and Montague streets. It is not commonly known that the venerable rector of the parish, the Rev. Dr. Chas. H. Hall, is a violin virtuoso, and as brilliant a performer on the instrument which in the hands of the giants of the musical world, from Paganini to Sarasate, has proved itself king of the orchestra, as he is able and eloquent as a pulpit expounder of

theological dogma and doctrine; yet such is the fact. There is entire accord, consequently, between the chancel and the choir loft, with the result that the ripe culture and scholarly ability of Mr. Dudley Buck is afforded opportunity for the broadest exemplification of much of the music so admirably performed at Holy Trinity by the quartet and chorus choir, while the product of the pen of Mr. Buck, who enjoys the repute of being one of the most prolific composers of church music in this or any other country, is sung from the original manuscript, the fact of the works not having been published rendering them all the more valuable. Striking examples of this nature, which constitute in themselves a liberal education in the art of adaptation, are the *Te Deums* arranged by Mr. Buck from Mendelssohn's magnificent oratorio of "Elijah" and the "God, Thou Art Great," Cantata of Spohr.

At the Church of the Redeemer, one of the leading features of the musical services is the scholarly quality of the selections and the finish and careful attention to detail with which they are performed. The organist and choirmaster here is Mr. Edward J. Fitzhugh, to whose self denying labors in the cause of good music the music lovers of Brooklyn are indebted, more than to any other individual, for the knowledge of what is possible to be attained in the matter of perfection of mixed-voice part-singing.

Noteworthy Episcopal churches having quartet and chorus choirs in combination are Christ, Clinton street; Grace, Conselyea street; Christ, Bedford avenue; Calvary, Marcy avenue, and St. Barnabas, Bushwick avenue.

The Reformed Episcopal Church of the Reconciliation, Jefferson and Nostrand avenues, has a mixed voice quartet, and the only colored Protestant Episcopal church in Brooklyn, St. Augustine's, Canton street between Myrtle and Park avenues, has a surpliced choir of thirty voices.

In the churches of the Roman Catholic communion, with hardly an exception, impressiveness of ecclesiastical and musical display go hand in hand. Representative churches in the several sections of the city may be briefly mentioned without attempt being made at classification in order of merit. The Church of St. Charles Borromeo, Sidney Place, celebrated for the brilliancy of its festival services, has a capable quartet and organist. At St. Patrick's, Kent and Willoughby avenues, where Bernard O'Reilly is the organist and choirmaster, brilliant masses and vesper services can be enjoyed.

One of the best-known of the resident composers of Brooklyn is the organist and musical director of the Church of St. Agnes, Hoyt and Degraw streets, and the works of John M. Loretz are consequently conspicuous among the selections intrusted to the interpretation of the group of competent soloists constituting the quartet choir. It is at the Church of St. Stephen, Summit and Hicks streets, however, that the unique in church music is provided, male voice and Gregorian masses being not infrequently a feature of the services.

St. Peter's Church, Warren and Hicks streets, celebrated under the pastorate of the lamented Father Francioli for musical enterprise, has a quartet and a chorus choir of twenty voices, and continues to maintain its excellent repute. Churches other than those already named having claims to particular merit or consideration are St. John's Chapel, Greene and Clermont avenues; St. Paul's, Court and Congress streets; the Nativity, Classon avenue and Monroe street; St. Augustine's, Sixth avenue and Stirling Place; Sacred Heart, Clermont near Park avenue; the Transfigur-

ation, Hooper street and Marcy avenue; Immaculate Conception of the Blessed Virgin Mary, Leonard and Maujer streets; Sts. Peter and Paul, Wythe avenue near So. Second street; St. Anthony of Padua's, Greenpoint; St. James Pro-Cathedral, Jay street; Holy Trinity (German), Montrose avenue; Our Lady of Mercy, Debevoise Place; and Holy Name, Ninth avenue and Prospect Place.

In the lifetime of the "Old Man Eloquent," the Congregational denomination absorbed all that was worth while in church music in the estimation of strangers visiting the city of Brooklyn for the first time, to whom the be-all and end-all in that direction was the glorious congregational singing in Plymouth Church. When Henry Ward Beecher said, in the quiet, conversational tone in which he was wont to address his monster congregations, "Let us sing and play 'Zundel,'" a tremendous wave of melody went up. Plymouth counts among its musical forces of the current period a quartet of solo-trained Sunday school children for use on special festival occasions which are under the direction of Chas. H. Morse, Mus. Bac., as organist and choirmaster.

A disposition toward a ritualistic form of musical worship is plainly apparent in the churches of the Congregational as well as those of other Protestant denominations. Notable instances of this tendency are to be met with in the Church of the Pilgrims; the Central Church, Hancock street, with its double quartet and chorus; the Clinton avenue, the membership of whose admirable quartet recalls pleasurable recollections of the famous English Glee Club; the New England, Tompkins avenue, South and Puritan Churches.

Not the least of the attractions of the Tabernacle wherein the Rev. Dr. Talmage holds forth is the brilliant organ playing of Henry Eyre Browne and the valvular pyrotechnics of Peter Ali, the cornetist. The congregation do the singing. In sharp contrast with the musical service here is that of the Lafayette Avenue Presbyterian Church, where a carefully trained quartet and chorus choir furnish the music under the direction of the organist of the church, John Hyatt Brewer. Once in every month, save during the vacation period, a Sunday evening praise service is given here at which the works of the masters are performed.

At the First Presbyterian Church in Henry street, where the presiding genius is Mr. R. Huntington Woodman, the dilettant in sacred music, the vogue is in the matter of selections and interpretation, the quartet being reminiscent of the Manuscript Society of New York. Professional and semi-professional singers, favorably known to the local concert stage, are also to be met with in the quartet choirs of the Second, Clinton and Remsen streets; the Throop Avenue, Westminster, Ross Street, Memorial and Classon Avenue Presbyterian churches.

The musical services in the Methodist Episcopal Churches, originally of the plainest and most primitive character, have kept pace with the progress of the times. Fleet street, First Place and South Second street adhere to the volunteer chorus choir; in the DeKalb Avenue Church the congregation is led in its devotions by organ and cornet, but in the old York street, Summerfield, St. John's, Simpson, Janes, Hanson Place, Grace, Seventh Avenue, Sumner Avenue and Nostrand Avenue churches the quartet choir is the vogue, and the music is of a high order of merit. Hanson Place Church has in addition a chorus of fifty voices.

In the Baptist denomination the beautiful Emmanuel Church at Lafayette avenue and St. James Place, which owes it being largely to the benefi-

cence of the late Chas. Platt, the quartet choir is the medium for musical worship of the congregation, as is also the case at the First Free, Marcy avenue and Keap street; the Greenwood, which has a supporting chorus of thirty voices, the Strong Place, the Washington avenue and the Sixth Avenue. The Greene Avenue Church, near Lewis avenue, rejoices in a double quartet. In the Centennial Church the congregational singing is led by a chorus of volunteers, and the Hanson Place and the Marcy Avenue churches by a precentor.

Seekers after the charming and delightful in tone-painting will not fail of attendance on the musical services at the Reformed Church on the Heights. At the other extreme of Brooklyn the quartet of the Twelfth Street Church commands attention, while the First Reformed Church, in Seventh avenue at Carroll street, enjoys the benefit of the services of Mrs. Jennie Hall Wade.

It was in the Unitarian Church of the Saviour, Pierrepoint street and Monroe Place, during the ministry of the Rev. Dr. Frederick A. Farley, that the beautiful and impressive vesper service of that communion was instituted, the chief features of which are retained in the musical worship led by the present admirable quartet choir. The Second Unitarian Church, at Clinton and Congress streets, has both quartet and congregational singing, while the latter is the vogue at Unity Chapel, Gates avenue and Irving Place. The Universalist Churches of Our Father, Grand Avenue and Lefferts Place; All Souls', South Ninth street near Bedford avenue, and the Church of the Good Tidings, Quincy street near Reid avenue, are adequately equipped in the matter of quartet choirs and organists for the performance of good music. Familiar and congregational music is sung in the Zion Lutheran Church by a mixed quartet and a chorus of boys and men. Grace and St. Luke's have congregational singing, led by a large chorus of volunteers. St. Peter's in Bedford avenue supplements its solo quartet with a cornet. Brilliant and effective music is to be enjoyed amid peculiarly impressive and attractive surroundings in Temple Israel, Bedford and Lafayette avenues, the membership of the quartet here being made up of singers of eminence; Synagogue of the congregation Beth Elohim, State and Hoyt streets; and Temple Beth Elohim, Keap street, near Division avenue.

Directory of Brooklyn Churches.

The following is a complete list of the churches in Brooklyn:

BAPTIST.—Bedford Ave., Bedford Ave. bet. Myrtle and Willoughby, J. H. Gunning; Bedford Heights, Bergen St. cor. Rogers Ave., R. Marshall Harrison, D.D.; Berean, Prospect Place near Utica Ave., pastorate vacant; Bethany, cor. Vanderbilt and Atlantic Aves., R. I. Gaines; Bushwick Ave., Bushwick Ave. cor. Wierfield, T. J. Whitaker; Calvary, cor. Sumner Ave. and Decatur St., vacant; Centennial, Adelphi St. near Myrtle Ave., Isaac N. Phelps; Central, Bridge St. bet. Myrtle Ave. and Willoughby St., Edward Everett Knapp; Central, Marcy Ave. cor. S. Fifth St., J. L. Ray, Ph. D.; Concord, 165 Duffield St., Wm. T. Dixon; East End, Van Siclen Ave. near Eastern Parkway, Geo. H. Horne; Emmanuel, Lafayette Ave. and St. James Place, John Humpstone, D.D.; First, cor. Lee Ave. and Keap St., Daniel C. Eddy, D.D.; First East New York, Smith and Schenck Aves., R. H. Baker; First Free Baptist, Keap St. cor. Marcy Ave., Rivington D. Lord; First German, Montrose Ave., near Union Ave., J. C. Grimmell; First German, Prospect Ave. near Sixth Ave., S. Kornmeier; First, Greenpoint, Noble St. near Manhattan Ave., Wm. Jes-

sup Sholar; First Swedish, 543 Atlantic Ave., O. Hedeem; Greene Avenue, Greene Ave. bet. Lewis and Stuyvesant Ave., R. B. Montgomery; Greenwood, Fourth Ave. and 15th St.; Robt. B. Hull; Hanson Place, Hanson Place, cor. South Portland Ave., A. C. Dixon; Hope, Union Ave. and South Second St., J. G. Ditmars; Marcy Avenue, Marcy and Putnam Aves., W. C. P. Rhoades; Memorial Baptist, Eighth Ave. and 16th St., pastorate vacant; Messiah, Dean St., bet. Troy and Schenectady, Rufus L. Perry; Ocean Hill, Rockaway Ave. and Somers St., Geo. F. Warren; Pilgrim, S. W. cor. McDonough St. and Patchen Ave., Webster R. Maul; Second, Ainslie St. near Graham Ave., Edward K. Cressey; Second German, Wallabout St. near Harrison Ave., H. Trumpp; Sixth Ave. cor. Sixth Ave. and Lincoln Place, R. B. Kelsey, D.D.; Strong Place, DeGraw St. and Strong Place, Irwin Dennett; Tabernacle, cor. Clinton St. and Third Pl., pastorate vacant; Trinity, cor. Greene and Patchen Aves., H. M. Gallaher; Union Ave., Manhattan Ave. and Meserole St., Archibald H. MacLaurin; Washington Ave., cor. Gates and Washington Aves., Edward Braislin; West End, 47th St. near 3rd Ave., Geo. W. Greenwood; Wyckoff Ave., Wyckoff and Cooper Aves., S. V. Robinson; Flatbush, Diamond St., Henry J. Goeller.

CONGREGATIONAL.—Atlantic Avenue Chapel, Cor. Atlantic and Grand Aves., John Kershaw; Beecher Memorial, Herkimer St. near Rockaway Ave., S. B. Halliday; Bethel of Plymouth Church, 13 and 15 Hicks St., Howard S. Bliss; Bethesda Chapel, Ralph Ave. cor. Chauncey St., Chas. Herald; Bushwick Ave., Bushwick Ave. and Cornelia St., Chas. W. King; Central, Hancock St. near Franklin Ave., A. J. F. Behrends; Clinton Avenue, Clinton cor. Lafayette Ave., Thos. B. McLeod, D.D.; Church of the Pilgrims, Henry cor. Remsen St., R. S. Storrs; East, Tompkins near DeKalb, Doremus Scudder; Lee Ave, Lee Ave. cor. Hooper St., J. Brittan Clark; Lewis Ave. Cor. Lewis Ave. and Madison St., Robert J. Kent; Mayflower Branch of Plymouth Church, Jay St. near High, Richard H. Bosworth; Nazarene, Adelphi near Fulton St., A. J. Henry; New England, South Ninth St. near Driggs Ave., Alexander Lewis; Park, Seventh St. and Sixth Ave., R. C. Hallock, Ph. D.; Park Avenue, (branch Tompkins Avenue), Park Ave. cor. Marcy, vacant; Pilgrim Chapel (branch of Church of the Pilgrims), cor. Henry and DeGraw St., E. H. Byington; Pilgrim (Swedish Evangelical), 413-15 Atlantic Ave., bet. Nevins and Bond, August L. Anderson; Plymouth, Orange St. near Hicks, Lyman Abbott, D.D.; Puritan, Southwest cor. Lafayette and Marcy Aves., E. P. Terhune, D.D.; Rochester Avenue, cor. Rochester Ave. and Herkimer St., Albert F. Newton; Rockaway Avenue, Rockaway Ave. near Blake St., Richard Penrose; St. James' Mission, 46 Boerum St. near Lorimer, Moses Manning; South, cor. Court and President St., Albert J. Lyman; Tompkins Avenue, Tompkins Ave. and McDonough St., Robt. R. Meredith, D.D.; Trinity, Dean St. cor. Nostrand Ave., Henry Rundall Waite, Ph. D.; Union, Powell St. near East New York Ave., D. Butler Pratt; Willoughby Ave. Chapel (branch of Clinton Avenue Congregational Church), Willoughby near Grand Ave., August A. Robertson.

GERMAN EVANGELICAL.—Emmanuel, 396-8 Melrose St. near Knickerbocker, A. Pfost; Harrison Avenue, Harrison Ave. bet. Gwinnett and Middletown Sts., J. P. Schnatz; Salem Church, Jefferson Ave. near Central Ave., F. Kurtz; St. Paul's, 541-3 Leonard St., Carl Buehler; Zion, Liberty Ave., F. Weishar.

JEWISH.—Ahavas Achim, Johnson Ave. near Ewen St., M. B. Newmark; Baith Israel, Boerum Pl. cor. State St., M. Friedlander; Beth Jacob, Keap

St. near S. 5th St., Sol. Paum; Cook Street Synagogue, 44 Cook St., P. Feldblum; Temple Beth-El, 110 Noble St., M. J. Luebke; Beth Elohim, State near Hoyt St., G. Tanhenhaus; Bikur Cholim of East New York, Wyona St., A. Cantor; Temple Beth Elohim, Keap St. near Division Ave. (E. D.), Leopold Winter, Ph. D.; Temple Israel, cor. Bedford and Lafayette Aves., A. H. Geismar.

LUTHERAN.—Bethlehem (German), Marion St. near Reid Ave., E. H. William Kandelhart; Bethlehem (Swedish), Pacific near Smith St., Dr. F. Jacobson; Emmanuel (German), S. Fifth cor. Driggs Ave., F. T. Koerner; Emmanuel (German), 7th St. near Fifth Ave., E. F. Giese, D. D.; German Evangelical, Schermerhorn St. near Court, Jacob W. Loch; Grace (English), Rodney St. near S. 2d St., pastorate vacant; Holy Trinity (German), Americus Hall, 208 Grand St., G. Henry Vosseler; Our Saviour (Danish), 193-5 9th St. near 3d Ave., Rasmers Anderson; Our Saviour (Norwegian), 632-6 Henry St., C. S. Everson; St. Johannes' (German), Maujer St. near Humboldt, J. P. Beyer; St. John's (German), Milton St. near Manhattan Ave., F. W. Oswald; St. John's (German), cor. Liberty and New Jersey Aves., Justus F. Holstein; St. John's (German), Prospect Ave. bet. 5th and 6th Aves., J. H. Sommer; St. Luke's (German), Carlton Ave. near Myrtle Ave., J. Henry Baden; St. Mark's (German), Evergreen Ave. cor. Jefferson, A. E. Frey; St. Matthew's (English), cor. Clinton and Amity Sts., T. T. Everett, D. D.; St. Paul's (German), Henry, bet. 2d and 3d Pl., John Huppenbauer; St. Paul's (German), S. 5th and Rodney Sts., Henry B. Strodach; St. Paul's (German), Wyona St. near Glenmore Ave., J. F. Flath; St. Peter's (German), Bedford near DeKalb Ave., John J. Heischmann, D. D.; St. Paul's (Norwegian), Palmetto St. and Knickerbocker Ave., H. Chr. Luehr; St. Paul's, McDonough St. near Reid Ave., L. J. Sandrain; Seamen's (Scandinavian), William St., bet. Richards and Van Brunt, Kr. K. Saarheim; Trinity (German), Harrison St. cor. Tompkins Pl., Geo. Koenig; Trinity (Norwegian), cor. 2d St. and 3d Ave., M. H. Hegge; Zion (German), Henry St. near Clark, Emil C. J. Kraeling.

METHODIST EPISCOPAL.—Andrews, Richmond St., near Jamaica Ave., W. T. Pray; Bethany (Swedish), Troy Ave. and Herkimer St., Carl F. Thornblad; Bethel Ship (Norwegian), Carroll St., near Hoyt St., Sevesim Simonson; Bushwick Ave., Bushwick Ave., cor. Madison, F. B. Upham; Central, cor. S. Fifth St. and Driggs Ave., W. D. Thompson; De Kalb Ave., near Franklin Ave., John Ripper; Eighteenth St., Eighteenth St., near Fifth Ave., Chas. H. Buck; Emanuel (Swedish), Dean St. near Fifth Ave., A. J. Anderson; Embury, Herkimer St. and Schenectady Ave., Wellesley W. Bowdish; Epworth, cor. Bushwick and De Kalb Aves., Horace W. Byrnes; First, 405 Manhattan Ave., Wm. A. Layton; First Place, First Place and Henry St., R. S. Pardington, D. D.; Fleet Street M. E., Fleet Pl., cor. Lafayette Pl., Otto F. Bartholow, Fourth Ave., Fourth Ave. and Forty-seventh St., James H. Lightbourne; Francis, Park Ave., near Spencer St., C. S. Williams; Goodsell, Adams and Sheridan Ave., E. H. Hopgood; Grace, Seventh Av. and St. John's Place, Chas. M. Giffin, D. D.; Hanson, Hanson Pl.; cor. St. Felix St., Chas. W. Parsons, D. D.; Hatfield, cor. Leonard and Conselyea Sts., W. M. Hughes; Janes, Monroe St. and Reid Ave., James Montgomery; Johnson St., cor. Jay and Johnson, vacant; Knickerbocker Ave., Knickerbocker Ave. and Ralph St., W. M. Stonehill; New York Ave., New York Ave. and Dean St., Melville B. Chapman, D. D.; North Fifth St., North Fifth St. and Bedford Ave., W. C. Wilson; Nostrand Ave., Nostrand Ave. cor. Quincy St., Arthur H. Goodenough; Powers Street, Powers St., bet. Ewen and Leonard Sts., E. O. Tree;



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GERMAN METHODIST EPISCOPAL.—First German, cor. Lorimer and Stagg Sts., F. H. Rey; Greene Avenue German, 1171 Greene Ave., G. J. Bubeck; St. John's German, Yates Place between Broadway and Flushing Ave., A. Flammann; Wyckoff Street, Wyckoff, near Smith St., Frederick Gleuk.

METHODIST EPISCOPAL COLORED.—St. John's Mission, Howard Ave. bet. Atlantic Av. and Herkimer St., J. F. Anderson; Union Bethel, Schenectady Ave. and Dean St., J. G. T. Fry; Wesleyan, Bridge St., near Myrtle Ave., W. H. H. Butler; Cosmopolitan, Atlantic, near Troy Ave., C. H. Johnson; Fleet Street, Fleet St. near Myrtle Ave., R. H. Stitt; Union Zion, S. Third St., near Hooper, Geo. E. Smith.

PRIMITIVE METHODISTS.—First Primitive Methodist, Park Ave. near N. Elliott Pl., Owen Odell (supply); Monroe Street, Monroe St., near Stuyvesant Av., Stephen Wright; Orchard, Oakland St., near Nassau Ave., J. J. Arnaud; The People's Mission of the Fourth P. M. Church, 246 Myrtle Ave., vacant; Welcome Primitive Methodist, Classon Ave. near Myrtle, Cornelius V. A. Lacour.

METHODIST FREE CHURCH.—First Free Methodist, Sixteenth St., near Fourth Ave., J. T. Logan.

METHODIST PROTESTANT.—Trinity, South Fourth St., cor. Roebling St., J. H. Lucas; Mission, North 3d St., J. J. White.

PROTESTANT EPISCOPAL.—All Saints, Seventh Ave., cor. Seventh St., Melville Boyd; Calvary, Marcy Ave. cor. S. Ninth St., Cornelius L. Twing; Christ, (E. D.) Bedford Ave., near Division Ave., James H. Darlington, Ph. D.; Christ, cor. Clinton and Harrison Sts., Arthur B. Kinsolving; Christ Chapel, Walcott St., bet. Van Brunt and Conover, James Buchanan, Ph. D.; Church of Our Saviour, Clinton St., cor. of Luquer, Hugh Maguire; Church of the Ascension, Kent St., R. W. Cochrane; Church of the Atonement, Seventeenth St., near Fifth Ave., E. Homer Wellman, B. D.; Church of the Good Shepherd, McDonough St., bet. Lewis and Stuyvesant Aves., A. F. Underhill; Church of the Messiah, cor. Greene and Clermont Aves., Charles R. Baker; Emmanuel (St. Martin's) President, cor. Smith St., H. Ormond Riddel; Grace Church on the Heights, Grace Court, cor. Hicks St., C. B. Brewster; Grace, Conselyea St., near Lorimer, Wm. G. Ivie; Grace Chapel, High St., near Gold St., vacant; Holy Comforter (Schenck Memorial), Debevoise St., (E. D.), Wm. T. Tierkel; Holy Trinity, Clinton St., cor. Montague, C. H. Hall; St. Andrew's, 47th St., near Third Ave., Wm. Allan Fiske, LL.D.; St. Ann's, cor. of Clinton and Livingston Sts., Reese F. Alsop, D. D.; St. Augustine's, Canton, near Park

Ave., J. P. Williams; St. Barnabas', Bushwick Ave., opp. Ralph St., David L. Fleming; St. Bartholomew's, Bedford Ave. and Pacific St., Turner B. Oliver; St. Chrysostom's, Tompkins Ave., cor. McDonough St., J. B. Nies; St. Clement's, Pennsylvania and Liberty Aves., R. F. Pendleton; St. George's, Marcy Ave., cor. Gates, H. R. Harris; St. James', Lafayette Ave. and St. James Pl., Chas. W. Homer; St. John's, St. John's Pl., near Seventh Ave., Geo. F. Breed; St. John's Chapel, Albany Ave., cor. of Atlantic, A. C. Bunn; St. Jude's, 55th St., near 13th Ave., Blythebourne, Robt. Bayard Snowden; St. Luke's, Clinton Ave., near Fulton, Henry C. Swentzel; St. Margaret's Chapel, 135 Van Brunt St., pastorate vacant; St. Mark's, Adelphi St., Spencer S. Roche; St. Mark's (E. D.), cor. of Bedford Ave. and S. Fifth St., Samuel M. Haskins, D. D.; St. Mary's, Classon and Willoughby Aves., W. W. Bellinger; St. Matthew's, Throop Ave., cor. of Pulaski St., A. A. Morrison; St. Michael's, North Fifth St., near Bedford Ave., W. H. Thomas; St. Paul's, Clinton and Carroll Sts., J. Dolby Skene; St. Peter's, State St., near Bond, Lindsay Parker, M. A.; St. Stephen's, Jefferson and Patchen Aves., Henry T. Scudder; St. Thomas', cor. Bushwick Ave. and Cooper St., James Clarence Jones, Ph. D.; St. Timothy's Chapel, Howard Ave., near Atlantic Ave., Walter I. Stecher; The Church of the Redeemer, Fourth Av. and Pacific St., G. Calvert Carter, M. A.; The Church of the Reformation, Gates Ave., bet. Classon and Franklin Aves., J. G. Bacchus, D. D.; Trinity, Arlington and Schenck Aves., N. R. Boss.

PRESBYTERIAN.—Ainslie Street, cor. Ainslie and Ewen Sts., R. S. Dawson; Arlington Avenue, cor. Arlington Ave. and Elton St., Augustus B. Prichard; Bethany, McDonough St. and Howard Ave., John A. Billingsley; Bethlehem Mission, 575 Atlantic Ave., D. M. Heydrick; Central, Tompkins and Willoughby Aves., John F. Carson; City Hall Chapel, Concord near Gold St., Henry G. Golden; Classon Avenue, cor. Monroe St. and Classon Ave., Jos. Dunn Burrell; Cumberland Street, bet. Myrtle and Park Aves., G. M. Makely; Cuyler Chapel of Lafayette Avenue Presbyterian Church, 358 Pacific St. near Bond, John Lewis Clark; Duryea, Clermont Ave. near Atlantic, John E. Fray; Emanuel Chapel, Central Ave. near Madison St., Wm. Phin Mackay; Fifth German, Moore St. near Humboldt St., Charles H. Schwarzbach; First, Henry St. near Clark St., Charles Cuthbert Hall, D. D.; First German, cor. Leonard and Stagg Sts., John G. Hehr; Franklin Avenue, Franklin Ave. near Myrtle, Charles Edwards; German Evangelical, Wyona St., bet. Fulton St. and Jamaica Ave., Henry Frech; Grace, Stuyvesant Ave. near Jefferson, Asbury C. Clarke; Greene Avenue, Greene Ave., bet. Reid and Patchen Aves., H. G. Mendenhall; Hopkins Street (German), Hopkins St., A. W. Fismer; Kirche Friedens, Willoughby Ave. near Broadway, Louis Wolfertz; Lafayette Avenue, Lafayette Ave. cor. S. Oxford St., David Gregg, D. D.; Memorial, Seventh Ave. and St. John's Pl., T. A. Nelson, D. D.; Mount Olivet, Evergreen Ave. cor. Troutman St., David Junor; Noble Street, Noble St. cor. Lorimer St., R. D. Sproull, D. D.; Olivet Chapel, Bergen St. near 6th Ave., pastorate vacant; Prospect Heights, 8th Ave. and 10th St., Wm. A. Holliday, D. D.; Ross Street, Ross St. near Bedford Ave., J. E. Adams; Second, Clinton St. cor. Remsen St., John Fox; Siloam, Prince St. near Myrtle Av., W. R. Lawton; South Third Street, cor. S. 3d St. and Driggs Ave., John D. Wells, D. D.; Tabernacle, Clinton Ave. and Greene, T. DeWitt Talmage; Throop Avenue, Throop, cor. Willoughby Ave., Louis R. Foote, D. D.; Trinity, cor. Marcy and Jefferson Aves., J. H. Montgomery; Westminster, Clinton St. cor. First Pl., Alfred H. Momen, D. D.,

UNITED PRESBYTERIAN.—First United Presbyterian of Brooklyn, S. 1st and Rodney Sts., James H. Andrew; Second United Presbyterian, cor. Atlantic Ave. and Bond St., D. J. Patterson.

REFORMED DUTCH.—Bedford Avenue, Bedford Ave. cor. Clymer St., A. W. Mills; Bedford, Ormond Pl. cor. Jefferson Ave., H. C. Berg; Bethany, Hudson Ave. near Myrtle, pastorate vacant; Bethany Chapel, Schenck Ave. near Liberty, pastorate vacant; Centennial Chapel, under care of First Reformed Church, Wyckoff St. near 3d Ave., O. P. Stockwell; Church on the Heights, Pierrepont St. near Henry, Wesley Reid Davis, D. D.; E. N. Y. Reformed, New Jersey Av. near Fulton, Jesse W. Brooks, Ph. D.; First Reformed, 7th Ave. and Carroll St., James M. Farrar, D. D.; German, Herkimer St. near Howard Ave., J. Webber; German, Graham Ave. near Jackson St., W. Wolenta; Kent Street, Kent St. near Manhattan Ave., Lewis Francis; New Lots, New Lots Ave. near Schenck Ave., N. Pearse; North Reformed, Clermont Ave., bet. Myrtle and Willoughby, Edwin F. Hallenbeck; Ocean Hill, Herkimer St. near Hopkinson Ave., A. Messler Quick; Old Bushwick, cor. Bushwick Ave. and N. 2d St., T. Calvin McClelland, Ph. D.; South Brooklyn, 3d Ave. and 52d St., John Tallmadge Bergen; South Bushwick, Bushwick Ave. cor. Himrod St., George D. Hulst, Ph. D.; St. Peter's German Evangelical, cor. Union Ave. and Scholes St., John C. Guenther; Twelfth Street, 12th St., bet. 4th and 5th Aves., John E. Lloyd.

UNITARIAN.—Church of the Saviour, Pierrepont St. cor. Monroe Pl., Samuel A. Eliot; Second Unitarian, cor. Clinton and Congress Sts., J. W. Chadwick; Unity Church, Gates Ave. and Irving Pl., Stephen H. Camp.

UNIVERSALIST.—All Souls', S. 9th near Bedford Ave., John Coleman Adams; Church of Our Father, Grand Ave. and Lefferts Pl., C. Elwood Nash, D. D.; Church of the Good Tidings, (Fourth Universalist), Quincy St. near Reid Ave., J. Russell Taber; Prospect Heights (South Brooklyn), 8th St. cor. 7th Ave., J. M. Bartholomew; Church of the Reconciliation, N. Henry St. near Nassau Ave., pastorate vacant.

MISCELLANEOUS.—Berean Evangelical Church, cor. Sumner Ave. and Kosciusko St., W. Gould; Church of the New Jerusalem, Monroe Pl. cor. Clark St., J. C. Ager; Church of Christ (Disciples), Stirling Pl., near 7th Ave., Thomas Chalmers; Church of Christ (Second), Humboldt St. near Nassau Ave., A. B. Phillips; First Church of Christ (Scientist), Aurora Grata Cathedral, Bedford Ave. and Madison St., Frank E. Mason; First German New Church Society, 246 Lynch St., Wm. Diehl; First Reformed Catholic, Cumberland St., E. H. Walsh; Friends' Orthodox Church, cor. Lafayette and Washington Aves., James B. Chase; Household of Faith, Greene Ave. near Tompkins Ave., Wm. N. Pile; Moravian Church, Jay St. near Myrtle Ave., Clarence E. Eberman.

ROMAN CATHOLIC.—St. James' Pro-Cathedral, Jay St., cor. Chapel, Bishop McDonnell, J. A. Brosnau, Pro-rector; St. John's Chapel, Clermont Ave., cor. Greene, James H. Mitchell; All Saints (German), Throop Ave. and Thornton St., Anthony Arnold; St. Alphonsus (German), Kent St., near Manhattan Ave., Wendelin Guhl; St. Ambrose, Tompkins and De Kalb Aves., D. J. Sheehy; St. Agnes, Hoyt and Sackett Sts., James S. Duffy; St. Anne's, Front and Gold Sts., James J. Durick; St. Anthony of Padua, Manhattan Ave., opp. Milton St., P. F. O'Hare; Annunciation of the B. V. Mary (German), N. Fifth and Seventh Sts., George Kaupert; Assumption of the B. V. Mary, York and Jay Sts., James J. McCusker; St. Augustine's, Sixth Ave. and Stirling Pl., Edward W. McCarty; St. Benedict's (German), Fulton St. near

Ralph Ave., John M. Hanselman; St. Bernard's (German), Rapelyea St. near Hicks, Michael N. Wagner, S. T. D.; St. Boniface's (German), Duffield St. near Willoughby, George Foser; St. Bridget's, Linden St. and St. Nicholas Ave., John McCloskey; Blessed Sacrament, Fulton and Market Sts., Joseph J. McCoy; St. Cecilia's, Herbert and N. Henry Sts., Edward J. McGoldrick; St. Casimir's (Polish), Greene Ave., near Adelphi St., Vincent Brownikowski; St. Charles Borromeo's, Sidney Pl. cor. Livingston St., Thomas F. Ward; St. Edward's, Canton and Division Sts., James F. Mealia; Fourteen Holy Martyrs, Central Ave. and Covert St., B. F. Kurtz; St. Francis de Sales, Broadway and Hull St., E. M. Porcile, S. P. M.; St. Francis Xavier, Carroll St. and Sixth Ave., David J. Hickey; St. George (Lithuanian), N. Tenth St. and Bedford Ave., M. Yodyszus; Holy Name, Ninth Ave., cor. Prospect, Thomas S. O'Reilly; Holy Family (German), Thirteenth St., bet. Fourth and Fifth Aves., James J. Hanselman; Holy Trinity (German), Montrose Ave., bet. Graham Ave. and Ewen St., Michael May, V. G.; Holy Rosary, Chauncey St., near Reid Ave., Dominick Monteverde; Immaculate Conception of the Blessed Virgin Mary, Leonard and Maujer Sts., James Taaffe; St. John the Evangelist, Twenty-first St., near Fifth Ave., Bernard J. McHugh; St. John the Baptist, Willoughby Ave., bet. Lewis and Stuyvesant Aves., J. A. Hartnett; St. Joseph's, Pacific St., near Vanderbilt Ave., Edward Corcoran; St. Leonard's (German), Hamburg Ave. and Jefferson St., Henry F. Weitekamp; St. Louis' (French), Ellery St., near Nostrand Ave., James Jallon; St. Malachi's, Van Siclen near Atlantic Ave., Mortimer Brennan; St. Mary's Star of the Sea, Court and Luqueer Sts., Joseph O'Connell, D. D.; St. Matthew's, Utica Ave. and Degraw St., Patrick J. McClinchy; St. Michael's (Italian), York and Jay Sts., P. De Santi; St. Michael's (German), John St., near Atlantic Ave., A. M. Nieman; St. Michael's, Fourth Ave. and Twenty-second St., Henry A. Gallagher; Nativity of Our Blessed Lord, Classon Ave. and Madison St., Michael J. Moran; St. Nicholas (German), Olive and Powers Sts., John P. Hoffman; Our Lady of Good Counsel, Putnam Ave., near Ralph Ave., Eugene P. Mahoney; Our Lady of Mercy, Debevoise Pl., near De Kalb Ave., P. J. McNamara, V. G.; Our Lady of the Presentation, Rockaway and St. Marks Ave., Hugh Hand; Our Lady of Mount Carmel (Italian), N. Eighth St. and Union Ave., Peter Saponara; Our Lady of Sorrow (German), Morgan Ave. and Harrison Pl., John Zentgraf; Our Lady of Victory, Throop Ave. and McDonough St., James J. Woods; St. Patrick's, Kent and Willoughby Aves., Thomas Taaffe; St. Paul's, Court and Congress Sts., Wm J. Hill; Sts. Peter and Paul, Wythe Ave., bet. S. Second and S. Third Sts., Sylvester Malone; St. Peter's, Hicks and Warren Sts., John J. Canmer; Sacred Heart, Clermont Ave., near Park Ave., John F. Nash; Sacred Hearts of Jesus and Mary (Italian), President and Van Brunt Sts., Pasquale De Nisco; St. Stanislaus Martyr (Scandinavian), Fourteenth St., near Sixth Ave., Claudius H. Dumahut; St. Stephen's, Summit and Hicks Sts., Michael T. Kilahy; St. Thomas Aquinas, Fourth Ave. and Ninth St., James Donohoe; St. Teresa's, Classon Ave., cor. Butler St., Joseph McNamee; Transfiguration, Hooper St., cor. of Marcy Ave., John M. Kiely; St. Vincent de Paul, N. Sixth St., near Bedford Ave., Martin Carroll; Visitation of the B. V. Mary, Verona St., cor. of Richards St., John J. Loughran, D. D.

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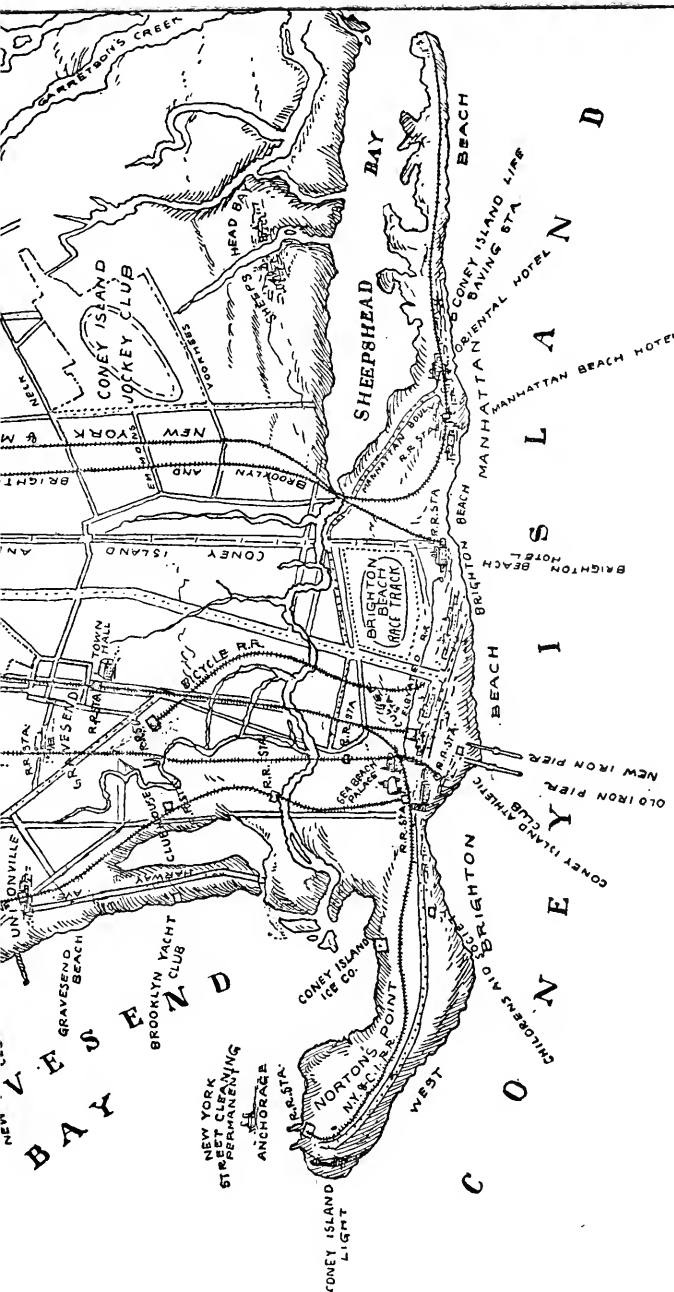
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CEMETERIES.

Description of the Great Burying Places in and about Brooklyn— Incineration.

Within the limits of Brooklyn or in the immediate vicinity are over thirty cemeteries, embracing an aggregate area of over 3,100 acres, or about five square miles. Up to the present date more than 1,750,000 interments have been made in these "God's acres." These cemeteries, however, must not be regarded as strictly Brooklyn institutions, but as the burying places of Brooklyn, New York, and the metropolitan district in general. From the prohibition in 1851 of burials south of Eighty-sixth street on Manhattan Island, the great increment in the number and extent of the Brooklyn cemeteries may be dated. Convenience of location, rural attractiveness, beauty of surroundings, and the general character of the soil, very naturally led to the establishment of numerous cemeteries on the western extremity of Long Island. Here are to be found burying places of almost every denomination, as well as many larger reservations, such as Greenwood, the Evergreens, Cypress Hills, etc., upon which no race or sectarian restrictions are imposed. Millions of dollars have been expended upon the topography and monuments of these great cities of the dead. They contain the finest specimens of sculpture in the country, and are second to none of the city parks as places of restful recreation and public resort. No stranger should sojourn in Brooklyn or its neighborhood without visiting Greenwood Cemetery, which is without a doubt the greatest necropolis of America, and the rival in beauty of scenery and works of art of the most noted cemeteries of the Old World.

The following are the cemeteries in Brooklyn and vicinity. The arrangement is alphabetical.

AHAWATH CHESEDS, a small Jewish cemetery, thirteen acres in extent, situated in East Williamsburgh, reached by the Long Island Railroad and North Second street surface cars, from Eastern District ferries.

BAYSIDE CEMETERY is a non-sectarian burying-ground, located near Jamaica, Queens County. Area, twenty acres. Reached by the Long Island Railroad to Woodhaven, and by the electric railroad from East New York.

CALVARY CEMETERY, at Newtown, Queens County, is the principal Roman Catholic burying-ground of Brooklyn and the metropolitan district. Over a half million people are buried here. The cemetery was laid out in 1848, and was at first limited in extent. The grounds, with the recently annexed portion, cover an area of more than 300 acres, subdivided into sections intersected by numerous avenues, roads and foot-walks. The older part of the cemetery occupies a very commanding position on the crest of

the hill, which slopes gently away on all sides. The grounds have been very artistically laid out, the whole producing a pleasing rural effect. One of the chief points of interest is the Soldiers' Monument, erected in 1866 by the City of New York in commemoration of the Union Troops who fell during the Civil War. This monument is a granite shaft 45 feet high, surmounted by a life size figure in bronze typifying "patriotism." The supporting figures, four in number, symbolize different branches of military service. The remains of Catholic soldiers, who died during the Rebellion, and for whose interment no provision was made elsewhere, are buried in the plot surrounding this monument. The cemetery is owned and managed by the Trustees of St. Patrick's Cathedral, New York. It is reached by the Grand street horse car line from all the Eastern District ferries, and by the Long Island Railroad from Long Island City.

CHEVRA B'NAI SHOLANU is a small Jewish burying-ground, situated on Morris avenue, Newtown. Opened for interments last year. Reached from Long Island City by the Long Island Railroad and the horse car lines.

CYPRESS HILLS CEMETERY embraces about 400 acres, partly in Kings and partly in Queens County, near the North-eastern boundary of Brooklyn on Jamaica avenue. The cemetery was organized in 1847. The site of the cemetery has a historic fame. During the battle of Long Island it was selected as a centre of strategic movements by General Woodhull, and was strongly fortified. Several British cannon balls have been found from time to time by the workmen in the cemetery. The grounds are somewhat irregular in shape, and are made up of hills, gently sloping valleys, and level stretches interspersed with small lakes, and shaded by large trees and artistically arranged shrubbery. From the observatory on Mt. Victory, the most elevated point of ground, may be had a splendid view of New York Bay, the Atlantic Ocean, the Highlands of New Jersey, the Hudson and East Rivers, the Palisades and the cities of New York and Brooklyn. Numerous benevolent, ecclesiastical and humane societies own plots in the cemetery. The "Soldiers' Plot," known as the Soldiers' National Cemetery, is a reservation purchased by the United States Government, and, under the care of a special keeper, contains the graves of about 4,000 soldiers, many of whom were veterans of the war of 1812. The American Dramatic Fund Association own a plot in which are to be found the tombs of Lysander Thompson, Chas. D. S. Howard, Geo. Sekeritt and other stars of the early American stage. The founder of the fund, Francis Courtney Weymiss, is buried in an adjoining lot. This great city of the dead abounds in elaborate and stately vaults and monuments, attractive, not merely on account of their chaste and artistic designs, but also for their historic associations. Among the notable monuments are the Press Club Monument, the Metropolitan Police Monument, and the monument to Col. Jas. H. Perry, erected by members of the 48th Regiment, N. Y. Volunteers, in honor of their commander. The grounds are reached by Atlantic avenue Rapid Transit Railroad to Crescent street, by horse cars from Grand or Roosevelt street ferries, by Jamaica and Brooklyn Electric Railway, by the Brooklyn Elevated Railroad, or by the horse cars from Broadway and Fulton street.

THE EVERGREENS, a rural cemetery chartered October 6th, 1849, embraces 300 acres and is situated in the eastern part of Kings, and on the contiguous western boundary of Queens county. Its main entrance is on Bushwick avenue and Conway street, Brooklyn. It is at the focus of all the principal lines of travel and conveniently accessible from the most widely

remote parts of Brooklyn and New York. Notwithstanding these unequalled facilities of access, the location is appropriately secluded from the noise and bustle of the great world of life whose surges break into silence at its borders. Its grounds are unequalled in their fitness for a necropolis. Nature has endowed the spot with varied and picturesque sylvan beauties and a charming diversity of landscape. Magnificent woodland vistas and reaches of mossy, emerald sward loom up in panoramic surprises as the visitor rambles over the knolls and slopes, across the dells and plains, and by the margin of the lakelets that here abound. From the terraces of the cemetery and from the summits of its higher hills the prospect embraces the great cities with their manifold engineering and architectural wonders, and in striking contrast therewith, hamlets nestling amid rural charms, glimpses of bays dotted with numerous islands, and, in the distance, the majestic ocean bearing the nation's commerce on its breast. To these admirable natural advantages are to be added the elaborate adornments of art which unstinted outlay on the part of the Trustees has supplied and is continually supplying, and which arise in costly cenotaphs, shrines and monuments, erected by wealthy patrons as tributes to the memory of their dead.

The selection of its site was made by its promoters after a careful and extensive survey of the entire vicinity of New York and Brooklyn. The original enclosure comprised two hundred acres, which has since been augmented by successive additions to the north, south and east, to the present dimensions of three hundred acres. Broad, substantial stone roads, bordered with paved gutters, furnish at all seasons a hard and pleasant drive of many miles, conducting the visitor to every part of the cemetery. Inviting footpaths wind their pleasant ways over and around the hills and explore each shady nook and dell. Few cemetery sites in the world have been more prodigal in their possibilities of development, and the genius of the landscape gardener has here won some of its most noteworthy and admirable triumphs. The work of grading the entire grounds, a work involving immense labor, is now going forward, and is prosecuted with constant regard to the enhancements of beauty and utility. Water for drinking purposes, from the pipes of the Brooklyn City Reservoir, is furnished for the convenience of visitors through hydrants placed at appropriate distances upon the grounds.

When to these accessories and conditions is added the dry and sandy character of the soil, due to the elevation of the site, it will be understood why orderly thousands of admiring visitors from the crowded cities are almost daily to be found in this peaceful resting place, attracted not less by its solemnizing inspirations than by the rural quiet and artistic beauty of the grounds. Considered, therefore, with reference to its position of nearness and accessibility, the availableness of its entire surface for the purpose of interment, the extent, diversity and beauty of its grounds, its native forest growth and the loveliness of its surroundings, THE EVERGREENS compares most favorably with all other rural cemeteries. Great public interest is manifested in this cemetery, an interest evidenced not only by the throngs who daily visit the spot, but by the rapidly increasing demand for lots and graves.

The grounds are reached by the street cars in Brooklyn from Roosevelt, Grand, 23rd street, Fulton or Wall street Ferry, or by the Brooklyn Elevated R. R. to East New York, or by Manhattan Beach R. R. from Long Island City and stations along the route,

MORTUARY ART IN THE EVERGREENS. One of the handsomest pieces of monumental work that has been erected in a long time past in any of the great cemeteries in the neighborhood of New York is that in the plot of the Actors' Fund in the Cemetery of the Evergreens. It has since been admired by thousands, and all are loud in their praises of the skill which produced its fair proportions. It is the work of the eminent house of R. Cocroft's Sons, who have their works at the corner of Conway street and Bushwick avenue—at the entrance of the Cemetery of the Evergreens. The business now carried on under this style was originally established some thirty years ago by Mr. R. Cocroft, and about sixteen years ago he was succeeded by his two sons, Mr. James Cocroft and Mr. Samuel Cocroft—two very able and popular gentlemen, who have made for themselves and their work a most honorable reputation. The firm undertake every kind of monumental work, in granite and marble, from the plainest to the most elaborate. They produce some of the most artistic and elegant cemetery work ever seen in this country. They personally supervise all orders, and allow no work to leave their shops until properly executed and finished, and give the same attention to the smallest tombstone as to the most expensive monument. As their workshops and ground cover a space of eight city lots, they have ample room and facilities for executing the largest as well as the most modest tombstones.

The Actors' Fund monument is one of the best examples of the skill and taste of the firm upon a large scale. The monument and enclosure cost \$9,000. Other notable productions of the house are as follows:

A monument for Henry Batterman, of Williamsburg, and one for his father in Greenwood Cemetery.

One for Charles Plummer, of New York.

One for Geo. C. Bennett, President of the Cemetery of the Evergreens.

One for Samuel Colville, Treasurer of the Actors' Fund.

A monument for Ferdinand O. Hen in Evergreen Cemetery.

A monument for George W. Adams in Evergreen Cemetery.

A very large number of other monuments the productions of this firm have been erected in other cemeteries throughout the United States. The firm have recently built a vault for Wm. Krauss, of New York, in the Salem Fields Cemetery, costing \$7,000, and are about completing one for Mr. M. Newborg, to cost about \$8,000. A specialty is made of work in Brooklyn and its vicinity and throughout Long Island. Both of the Messrs. Cocroft are thoroughly practical men and take a great pride in the fine character of the work they do. They employ a force of about twenty men at the works and have about as many more working in different quarries.

Personally speaking, Mr. James Cocroft and Mr. Samuel Cocroft are both very courteous and popular gentlemen, and are highly spoken of by all who know them. Their business is now in a better condition than ever before.

In the manufacture of monuments and tombstones at these works granite is extensively employed, the most beautiful and perfect specimens being always selected. Many people are often sadly disappointed on finding that their costly monuments begin to crack or crumble in a few years from some defect in the stone itself or from the poor quality of the material chosen. Such accidents are not liable to happen to the monuments turned out by this firm, on account of the scrupulous care taken in examining all

the blocks of stone used before they are subjected to the stone-cutter's chisel. When marble is used in the production of monuments the purest and most flawless pieces are picked out, and those free from discoloring ingredients, such as oxides of iron or manganese, which, when present, in a very few years completely destroy the beauty of the work by the development of rusty yellow lines and patches. In these works everything is done that will insure permanence and preserve the original beauty and clear outlines of the monuments.

FLORAL DISPLAYS. Among the most attractive features of public parks and cemeteries are the artistically arranged displays of flowers and shrubbery, which give a brightness and beauty to what would otherwise seem monotonous and tame. The eye seems to long for that embellishment which flowers can give to rural scenery. The beautiful and pathetic practice so widely observed in this country of keeping the graves of departed friends fresh and bright with flowers is one that should never die out. At the main entrance to the cemetery of the Evergreens on Conway street near Broadway is the extensive floral establishment of William H. Hall, which is well worth visiting. Floral decorations and flowers of all kinds are to be had here. Memorial pieces are a specialty with Mr. Hall, who also undertakes to plant and care for the flower beds and floral decorations in the private plots in cemeteries, as well as the supply of flowers of all sorts for public and private entertainments.

FRIENDS' CEMETERY, located between Tenth and Eleventh avenues and Fifteenth street, is a burying-ground ten acres in extent under the management of the Society of Friends. It is reached by the Coney Island and Brooklyn R. R.

FLUSHING CEMETERY, situated in the eastern part of Flushing, L. I., is a small unsectarian burial place, used more particularly by the people of Flushing and its vicinity. It is reached by L. I. R. R. (north side division) from Long Island City.

GREENWOOD CEMETERY is not only the finest of all Metropolitan cemeteries, but in the variety and grandeur of its embellishments it far excels any other necropolis in America. The cemetery was established in 1838 and was opened for interments in 1840. It is located in the Southern section of Brooklyn on Gowanus Heights, overlooking the bay of the same name. The area is about 474 acres. Broad substantial stone roads furnish at all times a firm and pleasant carriageway of over twenty miles in length, and in their windings conduct the visitor to every part of the grounds. Wide and inviting footpaths laid with concrete wind around every hill and explore every dell and shady nook. An immense amount of labor and money have been expended in the work of grading the grounds, and laying out and paving the roadways. Constant regard is had, not merely to the utility, but also to the beauty of each improvement. Many fountains are placed at different points throughout the grounds and are supplied by water from driven wells which is pumped into a reservoir and thence conveyed by subterranean pipes. The Brooklyn City Water Works system supplies water for drinking purposes. Several lakes nestle in the valley of the gently sloping hills and lend an additional charm to the surrounding scenery. The cemetery is drained by eighteen miles of underground pipes connected with over 1,200 receiving basins. There are five different gates to the cemetery, namely: The Main or Northern entrance at Fifth avenue and Twenty-fifth street; the Western entrance on Fourth avenue at Thirty-fourth street; the Southern entrance on Thirty-seventh street and Ninth

avenue; the Eastern entrance on Fort Hamilton avenue near Gravesend avenue, and the Ocean Hill entrance at Twentieth street on Ninth avenue.

The general fund for the improvement of the cemetery amounts to about \$1,700,000. Greenwood is conducted upon a plan different from that of other cemeteries. It is not dependent upon private enterprise, but is a trust organization incorporated under the laws of the State of New York and managed by a Board of Trustees elected by the lot owners from among themselves. The cemetery is thus exempt from the evils of speculation. All moneys received are added to the interest on the General Improvement Fund, which is partly made up of bequests. The annual interest on this fund is applied to the improvement of the cemetery property and to the maintenance and embellishment of private lots. About 270,000 interments have already been made in the grounds. The price of lots is determined largely by position and surroundings, and ranges from \$190 to \$1,000. The cemetery contains 652 vaults, the majority of which are built in the hill-sides or underground. The monuments and tombstones number about 58,000, and their aggregate cost has been many millions of dollars. The Receiving Tomb, at Arbor Water, has a capacity for 1,500 caskets. In addition to this there are several other public vaults and temporary receptacles. Special detectives patrol the grounds, and a large number of other employees of the cemetery, duly licensed by the Brooklyn Police Commissioners, are also on duty. It is not allowable to pay fees to any gate-keepers or other persons in the employment of the cemetery authorities in reward for personal services and attention. Among the notable features of the cemetery are the Northern and Eastern gates. The Northern gate is a massive stone building of N. J. free stone, 132 feet in length and 40 feet in depth, surmounted by a central pinnacle 106 feet high. The recesses over the gate-ways are filled with sculptured groups by John M. Moffitt, representing the "Raising of Lazarus," "The Raising of the Widow's Son," "The Resurrection," and "Our Saviour's Entombment." The entrance for pedestrians is in the left wing of this gate-way; in the right wing are the offices of the cemetery, where information may be obtained. At the left of the Eastern entrance at the end of Vine avenue, which may be reached by Prospect Park, is the gate-keeper's lodge, and opposite to this is the building for the use of visitors. Over the porches of this latter building are representations in stone of the four ages of man, infancy, youth, manhood and old age, also from the chisel of Mr. Moffitt. The monuments most interesting to visitors are: The John Matthews Monument, by Carl Muller, at the southwesterly end of Valley Water; the monument and bronze bust of Horace Greeley, on Locust Hill, near Oak avenue, erected by the printers of the United States; the Brown Brothers' Monument, on Hill Ridge, commemorating the loss of six members of this family who perished in the wreck of the steamship Arctic; the Firemen's Monument, erected by the old volunteer fire department of New York; the Morse Monument, on High Wood Hill, commemorative of the inventor of the electric telegraph; the Chapel Monument, to Miss Mary M. Danser, the philanthropist, at Fir and Vine avenues; the Monument to Roger Williams, the founder of Rhode Island, in section 130; the Stephen Whitney Chapel and Tomb, Ocean Hill; the Monument to the Rev. Henry Ward Beecher, in section 140; Gen. Benjamin F. Tracy's Family Monument, also in section 140; the Thomas T. Read Statue and Monument, in section 160; the C. K. Garrison Oriental Tomb, Vernal avenue; Niblo's Tomb, Crescent Water; the Archway, Western entrance at Thirty-fifth street and Fourth avenue; Temple and Statue of A. S.

Scribner, at Vine and Cypress avenues; the Sea Captain's Monument, at Vista avenue, in memory of Captain John Correja; the Charlotte Canda Monument, at Fern and Greenbough avenues; the Soldiers' Monument, on the plateau of Battle Hill, erected by the City of New York in memory of the soldiers who died during the Rebellion; the Pilots' Monument, erected by the pilots of this city in memory of the heroic pilot, Thomas Freeborn; the James Gordon Bennett Statuary Group; the colossal bronze statue of DeWitt Clinton, by Henry Kirk Brown, in Bayside Dell; the Louis Bernard Monument, in Battle avenue, erected by the Society for the Prevention of Cruelty to Animals, in commemoration of Mr. Bernard's philanthropy, and his devotion to the work of this society; and the Brooklyn Theatre Fire Victims' plot, at Bayview and Battle avenues, in which are buried 105 unrecognized bodies, victims of the Brooklyn Theatre Fire on the evening of December 5th, 1876, when nearly 300 persons lost their lives. Greenwood cemetery is reached by the Brooklyn Elevated Railroad, Fifth avenue Division, and the Third and Fifth avenue street car lines.

HOLY CROSS CEMETERY, founded in 1849 by the late Archbishop Hughes, of New York, is located in the town of Flatbush, about five miles from Fulton ferry. It is a Roman Catholic burial place in which, up to the present date, over 200,000 interments have been made. The grounds are reached by the Flatbush avenue or Nostrand avenue surface cars.

HOLY TRINITY CEMETERY, formerly an independent burying ground, has recently been incorporated with the Cemetery of the Evergreens.

LINDEN HILL CEMETERY, near Middle Village, is managed by the German Methodist Episcopal Church of 254 Second street, New York, and embraces about 50 acres of land. It is a favorite burying place for Germans. The cemetery is non-sectarian, and contains a large plot recently purchased by Hebrew societies. It is reached by the Long Island Railroad from Long Island City, and the North Second street surface cars from the Eastern District ferries.

LUTHERAN CEMETERY, situated in Middle Village, Newtown, was founded in 1852 by the United Lutheran Church of New York. It embraces about 400 acres of undulating land, the largest portion of which has been laid out in sections and improved. The winding roadways are bordered by tastefully arranged shrubbery and thousands of ornamental and evergreen trees. One of the characteristics of the cemetery is the absence of monuments and head stones, the erection of which is contrary to the rules: plain horizontal tablets alone are permitted. Although especially designed for Lutherans the cemetery is non-sectarian, and members of any religious body may purchase plots. It is reached by the North Second street cars from the Eastern District ferries, by the Brooklyn Elevated Railroad to Ridgewood, thence by the dummy steam cars or by the Long Island Railroad from Long Island City.

MACHPELAH CEMETERY, at Newtown, is a small Jewish burying-ground, 40 acres in extent, owned by the congregation of the Temple Beth El, N. Y. The rules of the cemetery, which are strictly enforced, require lot owners to erect stone pillars at the boundaries of their holdings, and to keep their plots constantly in good order. Members of other denominations may be buried in these grounds. Union Field and New Union Field are small Hebrew burying grounds adjoining Machpelah, and are under the same management. They are reached by the Brooklyn Elevated Railroad, by Jamaica and Brooklyn Electric line, and by the horse cars from Broadway and Fulton street.

MAIMONIDES CEMETERY is a small burying-ground in Jamaica, Long Island, reached by the Electric road from East New York, or by the Long Island Railroad.

MAPLE GROVE CEMETERY is situated on Hoffman Boulevard, in the Western part of the town of Jamaica, on a beautiful range of hills that runs through the centre of Long Island. The cemetery was organized in 1875, and comprises about 100 acres. The landscape is exceedingly varied and picturesque, and is being constantly improved by the skill of the topographical artist and engineer. The grounds are reached by the Long Island Railroad from Long Island City to Maple Grove or to Richmond Hill and Morris Park.

METHODIST CEMETERY, at Middle Village, is a small historic burying-ground, dedicated about the year 1770. The second Methodist Church in America formerly stood on a part of the ground now embraced in this cemetery, which is one of the oldest on Long Island. It is reached by the Long Island Railroad or the North Second street surface cars.

MOUNT NEBOH CEMETERY, situated on the Fresh Pond road, adjoining the rear of Cypress Hills, is a small cemetery covering 15 acres, which may be visited by taking the North Second street surface cars, or the Long Island Railroad from Long Island City.

MOUNT HOPE is a small cemetery owned by the Free Masons of New York, situated at Jamaica and Nichols avenues, Jamaica, is about 12 acres in extent, and is reached by the Long Island Railroad to Woodhaven, or by the Electric Railroad from East New York.

MOUNT OLIVET CEMETERY, situated on Grand street, Maspeth, was incorporated in 1850, and is one of the quietest rural burial places in the neighborhood of Brooklyn. The landscape is undulating, with occasional stretches of lawn tastefully laid out, and shaded with many rare and beautiful trees. Shrubbery and flower beds tastefully arranged add much to the charm of the scenery. Very fine views of the country around may be had from some of the hills within the grounds. The cemetery is reached by the Grand street and Newtown cars from the foot of Broadway, and by other cars from Brooklyn that connect with the Grand street line; also by the electric cars from Long Island City.

NATIONAL SOLDIERS' CEMETERY is that part of Cypress Hills owned by the U. S. Government, and reserved for the interment of members of the Federal Army. It contains the graves of about 4,000 soldiers. (See Cypress Hills.)

NEW UNION FIELDS is a small burying-ground, 21 acres in extent, situated in Newtown alongside Cypress Hills, and reached by the same route.

POTTER'S FIELD is the name of the cemetery which receives all the dead from the public institutions, unclaimed by relatives or friends. It is located in Flatbush near the County Buildings, and is reached by the Flatbush, Nostrand or Franklin avenue street car lines.

QUAKER CEMETERY is a small private burying-ground at Newtown, L. I., belonging to the Society of Quakers. It is reached by the L. I. R. R., or the N. Second street surface cars.

ST. JOHN'S CEMETERY, on the Jamaica turnpike at Middle Village, Newtown, is a large Roman Catholic burying-ground controlled by the trustees of the St. James Pro-Cathedral of Brooklyn. The grounds are 170 acres in extent and may be reached by the L. I. R. R. trains from Long Island City, or by the N. Second street surface cars from the E. D.

ST. MICHAEL'S CEMETERY, situated in Newtown, embraces 100 acres of land and is reached by surface lines starting from the Ninety-second street ferry landing, Long Island City.

SALEM FIELD, on Jamaica avenue, opposite Market street, adjacent to Cypress Hills, is the most important exclusive Jewish cemetery in the Metropolitan district. Its area is about 210 acres. The grounds, which are laid out in an exceedingly artistic manner, are richly embellished with works of art. There are many granite and marble monuments of elaborate design erected by the wealthy Hebrew families of New York and Brooklyn. The property is owned by the congregation of Temple Emanuel, Fifth avenue and Forty-third street, New York. The cemetery is reached most conveniently by the Brooklyn Elevated R. R., or the Jamaica avenue electric cars.

SHARETH ISRAEL, popularly known as the Portuguese Cemetery, comprises six acres in extent and is situated in Newtown. The cemetery is the last resting place of many noted Hebrew men and women. The grave of Commodore Levy of the United States Navy is here, and over it stands a magnificent monument on which is chiseled the statement that the abolition of corporal punishment in the Navy of the United States was due to the humane and untiring efforts of this gallant sailor. The grounds are reached by the Brooklyn Elevated R. R., by Jamaica and Brooklyn R. R.

TEMPLE BETH-EL is a small cemetery ten acres in extent situated in Newtown and is reached by the same route as that to Cypress Hills.

UNION CEMETERY, on Palmetto street, near Myrtle avenue, contains ten acres of ground and was established in 1851. The property was owned by the First Methodist Church of Williamsburgh. It is reached by the Myrtle avenue, elevated or surface lines, or by the Greene and Gates avenue lines. The grounds have recently been sold for building purposes and the remains now interred there will be removed to other locations.

UNION FIELD is a small cemetery about thirteen acres in extent at Newtown, reached from Brooklyn by the Atlantic avenue Rapid Transit cars of the Long Island R. R. to Crescent street, also by the Jamaica and Brooklyn Electric Line, or by horse car lines from the E. D. ferries.

WASHINGTON CEMETERY, situated on Ocean Parkway about half way between Prospect Park and Coney Island, embraces about 100 acres of land and is a favorite burial place for Hebrews. Many metropolitan societies, clubs and lodges have plots within its grounds. No sectarian rules restrict interment in the cemetery. The most convenient route is by the Prospect Park and Coney Island R. R., to Parkville station. The cemetery is bounded by the great boulevard, 210 feet wide, one of the finest drives in the country.

The Crematory.

THE FRESH POND CREMATORY is situated on Mount Olivet near Fresh Pond, Newtown, and was organized in 1884 by the United States Cremation Company, which at present owns the institution. This crematory was brought into existence by the growing popularity of cremation as a method of disposing of the dead. Since its establishment over 850 incinerations have taken place. The process of cremation essentially consists in the reduction of the body to ashes by subjecting it to an intense heat of from 2,500 deg. to 3,000 deg. F., in a furnace built especially for the purpose. The body is first placed in a peculiarly constructed retort made of chiseled steel to which the flames have no access. The heat does not destroy the

form of the body which, however, crumbles to ashes upon contact with the air after the opening of the receptacle. The gases evolved during the process are consumed in an apparatus constructed for the purpose.

Each incineration must be attended by some relative of the deceased or by a representative of the family. The fee for cremation is \$35. No special preparation of the body or clothing is required. The body is always cremated in the clothing in which it is received. It is customary to hold the final services over the remains before the removal to the crematory building, but ceremonies, if desired, may be held there immediately prior to incineration. The coffin from which the remains are removed is subsequently burned, except in cases of death from a contagious disease, when it is consumed with the body. Incinerations may be public or as strictly private as desired. On the day following the ceremony the ashes are delivered in a suitable receptacle to the friends or relatives of the deceased.

The crematory is reached by the Long Island R. R. to Fresh Pond from Long Island City, or by the N. Second street surface cars.

SUBURBS AND NEAR-BY RESORTS.

The Towns and Villages of Kings County—The Great Watering Places on the Eastern End of Long Island—Long Island City and its Manufacturing Interests.

The growth of Brooklyn has been such within the past two decades as to warrant the presumption that before more than four or five years have elapsed the limits of the city will be co-extensive with the boundaries of Kings County. At present, however, besides Brooklyn, Kings County contains four towns, namely, Flatbush, Flatlands, New Utrecht and Gravesend, each with its independent local government and system of assessments, education, police, &c., &c., although all are alike under the general superintendence of the county authorities. With a view to the annexation of these townships to the city proper in the near future, the surveys of the streets, avenues and great parkways have been made in harmony with the plan adopted in Brooklyn. When the union does actually occur no renaming or renumbering of the streets will be necessary, every thing that will tend to simplicity and convenience in this respect having been anticipated. The aggregate population of these townships is about 25,000. They occupy the district bounded by Brooklyn on the north, New York Harbor and the Narrows on the west, Gravesend Bay, the Atlantic Ocean and Jamaica Bay on the south, and Eastern Brooklyn and Jamaica Bay on the east. When these towns are incorporated with the city its area will be about doubled, and its advantages as a residential centre unparalleled among the great cities of the Union.

FLATBUSH, contiguous to the eastern border of Brooklyn, is a thriving and populous suburb, reached by the Flatbush avenue surface cars and connections from any part of the city. Here are located the County Almshouses, the Insane Asylum and the great Public Hospitals. The town is provided with extensive water and gas works, well paved and lighted streets, an efficient police force, and everything that can contribute to the development of the place and comfort of its inhabitants. Many of the principal thoroughfares are lighted by electricity, which is also used as motive power on some of the surface railroads in the vicinity. Lying as it does immediately beyond Prospect Park and within easy reach of the business centres both of Brooklyn and New York and the sea shore, the township of Flatbush has been growing steadily as a residential quarter, and a number of handsome and very attractive villa settlements have sprung up within its limits. The place was originally a little Dutch hamlet called Midwout (Middle Woods), founded in 1651 by a few families from New Amsterdam. It was in that year the first charter was given by Gov. Petrus Stuyvesant, but actual settlement occurred about 17 years earlier. Many of the present residents of the

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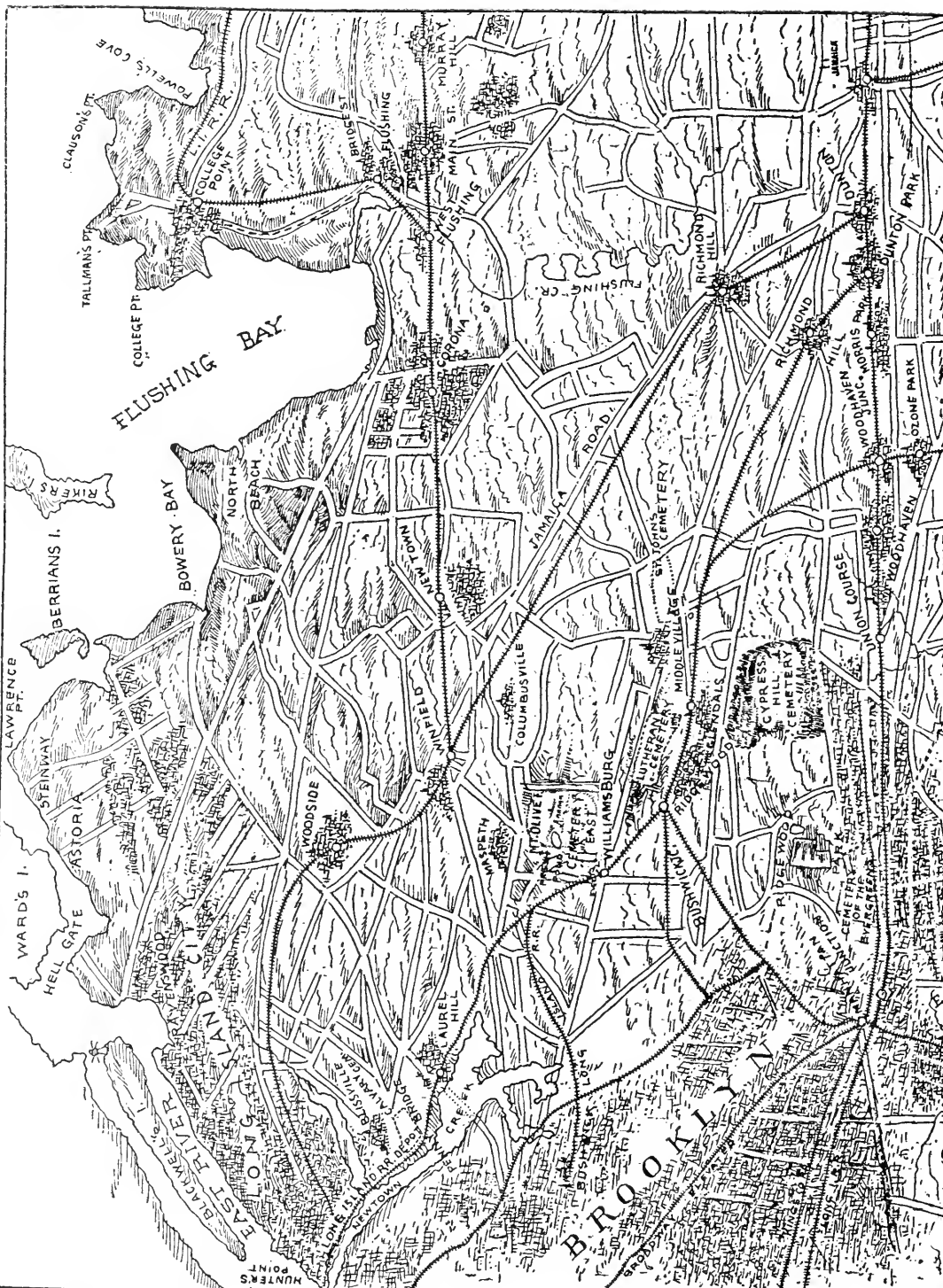
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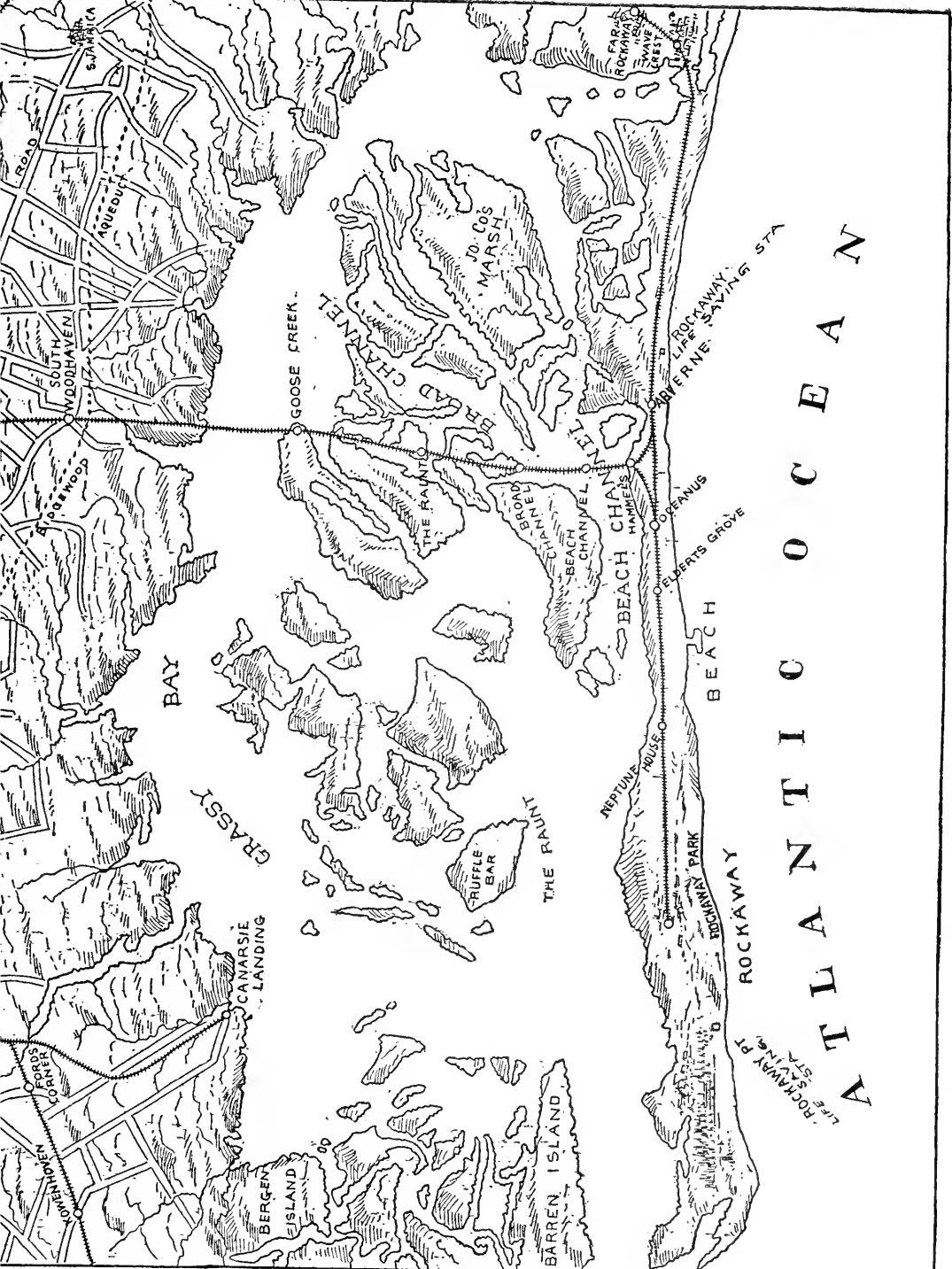
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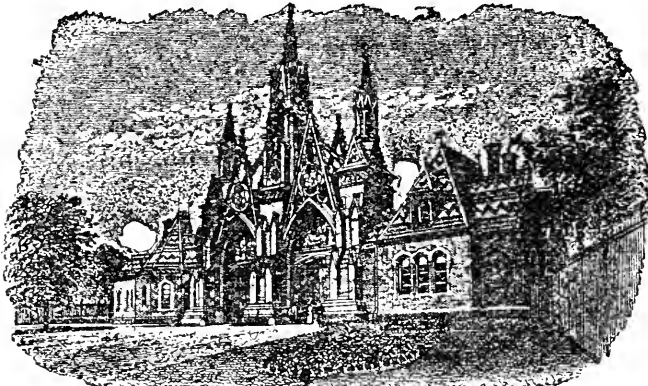


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locality are the direct descendants of the first settlers. Some quaint old houses seem to remind the visitor of the past history of the place. Recently an excellent club called the Midwood has been organized and is doing much to centralize and develop the social life of Flatbush and its vicinity, (see Clubs, Brooklyn.) Other social clubs are the Alpine and Acme. The Knickerbocker Field Club has its home in Flatbush. In and about the town proper are many very fine residences surrounded by beautiful lawns artistically set with ornamental trees and flowering shrubs.

The chief executive officer of the local government is the Supervisor, under whose jurisdiction are the various departmental boards, namely, police, excise, fire, health, assessors, street and highways, and improvement. The present aggregate value of real estate and personal property in Flatbush is between \$10,000,000 and \$11,000,000. The population in 1892 was 12,625.

FLATLANDS.—The stretch of land lying between Flatbush and the western shore of Jamaica Bay and embracing a number of the low, grass-covered sandy islands in which the latter abounds, is called Flatlands. This district was first settled about the year 1636 by a few Dutch families from New Amsterdam, who purchased lands for agricultural purposes from the Indians. The original name of the place was Amersfoort. Of all the Kings County towns it is the least improved, owing chiefly to its remoteness from the business centres of the two great cities. Now that the elevated railroads of Brooklyn and the other local and suburban rapid transit lines have to a great degree annihilated distances, a new era has set in and Flatlands bids fair to become a very populous residential district. The settlement is as yet rather scattered. Farming and market gardening are extensively carried on. A number of residential centres are springing up, the chief of them being Canarsie, on the shore of Jamaica Bay, and reached by the railroad from Manhattan crossing in East New York. The government of the township is similar to that of Flatbush in its organizations, and embraces boards of health, excise, streets and highways, assessors and police. The chief athletic, sporting and social clubs are the Excelsior, Beneficial Gun Club, Amersfoort Athletic Club, Union Gun Club and Canarsie Turtle Club. The population in 1892 was 4,234. The real and personal property of the township is valued at about one and three quarters million dollars.

NEW UTRECHT.—Of all the Kings County towns New Utrecht is the most attractive with respect to location and the variety of scenery it affords. It extends from the southern boundary of Brooklyn at 65th street along The Narrows and the shore of Gravesend Bay to the town of Gravesend, which with Flatbush forms its eastern boundary. Its government is similar in character to that of Flatbush already described and its permanent population is about seven thousand. Formerly the majority of its people were engaged in gardening, but it looks now as if all the farms were being cut up into streets and planted with the homes of the prosperous middle classes. In laying out streets the city plan of Brooklyn is followed, and the streets named and numbered accordingly. The extension of the harbor will eventually surround New Utrecht with a line of docks and piers and drive the clubs and summer residences away. Meantime these are in great demand owing to the ease with which their members and owners can travel backwards and forwards to their places of business in Brooklyn and New York. The first village next to Brooklyn on the water side is Bay Ridge, which is connected by ferry with New York and by street cars with Brooklyn. There are many handsome residences in this section, especially along the road which overlooks the upper bay. On the shore are the club houses and

grounds of numerous athletic clubs, including the Atlantic Yacht Club, Varuna Boat Club, Nautilus Boat Club and Crescent Athletic Club.

Eighty-second street divides Bay Ridge from Fort Hamilton, named after the fort located on the Long Island side of the Narrows. Important works are in progress at this fort which will make it a real instead of an obsolete defence of the harbor. Just off Fort Hamilton is the dismantled circular fortress called Fort Lafayette, used now principally for the storage of explosives. The trials of the Zabriskie gun were made at this fort. The village of Fort Hamilton contains a number of hotels and boarding houses. It did have a very large hotel which was one of the sights of the harbor a few months ago, when it was burned down. This hotel occupied a commanding site on the bluff, and at night was made conspicuous by rows of colored lights hung about its verandas. Fort Hamilton is quite an excursion resort and has the usual razzle-dazzle features, toboggan slides, dancing pavilions, etc.

Fronting on Gravesend Bay the next village to Fort Hamilton is Bath Beach, which is always crowded in the season. It has a great many hotels, some elegant homes and numerous Queen Anne cottages. The club house of the popular Marine and Field Club is located here. Bath Beach, like all other places on Gravesend Bay, has good still-water bathing and sufficient facilities for boating and canoeing. It is not an expensive place to Summer in and consequently not particularly exclusive.

BENSONHURST, farther up the Bay, is more desirable to live in, as all the lots are sold under restrictions and there is only one hotel in the village. All these little towns are well drained and supplied with water, and have abundant transportation facilities by steam and electric cars. Beyond Bensonhurst is Unionville. Besides the Marine and Field Club already mentioned, the houses of the Bensonhurst Club, New Utrecht Club, and Brooklyn Yacht Club are found along the shore.

Inland there are many charming hamlets, which, however, are rather groups of permanent homes than summer resorts. Among the best known of these are West Brooklyn, Blythebourne, Lefferts Park, Martense and Mapleton. The village of New Utrecht proper was originally a cluster of farm houses and country stores, but recently a number of quite handsome residences have been built there. There is also a car building plant at this point.

MARTENSE, a new villa site, is located just to the south of Prospect Park, and will doubtless soon be among the prettiest suburban residential centres. Martense is within a mile of 39th street ferry, from which it may be easily reached by the electric cars, or by the Brooklyn, Bath and West End R. R. From Brooklyn Bridge and Brooklyn proper the quickest means of access is by the Fifth avenue elevated R. R. and its connections at Union Depot with the Prospect Park and Coney Island R. R.

MAPLETON, a beautiful suburb, is situated in the heart of New Utrecht bordering Blythebourne, Bath Beach Junction, Ardmore and the great Ocean Parkway. It is easily reached by the N. Y. and Sea Beach R. R. from 65th street ferry, the Brooklyn, Bath and West End R. R. and the Prospect Park and Coney Island R. R., connecting with the Fifth avenue Elevated R. R. at 36th street (Union Depot.) The convenience of location and pleasant surroundings of the place will make Mapleton one of the most attractive villa centres of this part of the island.

GRAVESEND has a population of 8,418. Its boundaries include all of Kings County not already mentioned, viz: Coney Island and the triangular

piece of territory north of the Island between New Utrecht and Flatlands. Its principal villages are Gravesend, Sheepshead Bay, West Brighton, Brighton Beach and Manhattan Beach. Gravesend is inland and is chiefly noteworthy because of its race track where the great Brooklyn Handicap is run every Spring by the Brooklyn Jockey Club.

CONEY ISLAND has been written up so often that the supply of appropriate adjectives has run out. There is nothing just like it anywhere in the world, though the more rackets sections of it have been duplicated. What the imitators of Coney Island have failed to recognize is that this little strip of sand has advantages of situation that no other piece of coast can hope to have—that the people who go there constitute much of its charm, perhaps all of it, and that without the hundreds of thousands of excursionists always there in the season Coney Island might perhaps be dull.

It is like the Boulevards of Paris, whose habitués, when away, are always homesick for their stretches of pavement. They can find similar expanses of asphalt elsewhere, but nowhere else the same atmosphere. Returning to their beloved streets the Boulevardiers feel revived. Life seems to be so much fuller of enjoyment, their senses keener to pleasure. So with Coney Island. Long mental association of its name with memories of pleasure there enjoyed makes it impossible for the habitué to feel sad, or gloomy or depressed there. Thousands of gay people make a gay atmosphere. The air is surcharged with happiness as with electricity sometimes before a storm. First visitors quickly feel this influence and lose the desire to be critical in their determination to be pleased with everything.

That is why Coney Island is different from other day resorts. The people who go there feel like the children at a circus. Then, of course, a few people could not create such an atmosphere. Coney Island draws its crowds from New York, Brooklyn, Long Island City, Jersey City, Hoboken, Newark, in fact, all the cities and towns constituting the metropolitan district, wherein more than four million people reside. All these people can go to Coney Island and return for less than a dollar, and the cost to the great majority is only a quarter. The journey consumes from twenty minutes to two hours each way. For most people the time spent on each trip is about half an hour. Steam cars, steamboats, electric cars and carriages are the conveyances.

Of course, Coney Island has other advantages than proximity to the great hive of America. It has the finest beach on the coast, a gradually shelving slope of pure white sand up which the surf rolls and breaks and falls gently in summer time as a rule, but occasionally with dreadful power. In winter ravages are made, to repair which great sums must be spent each Spring. The beach is always kept in perfect condition and everything else is done to facilitate enjoyment.

Coney Island is substantially a part of Long Island, from which it is separated by Gravesend and Jamaica Bays and a narrow creek joining the two bays. The Atlantic shore alone is made attractive, and for only little more than half its length of five miles. In that short distance, however, are distinctive resorts for the comparatively poor, the well-to-do and the rich, all differently named.

NORTON'S POINT is the name of the eastern end of the Island. Here the steamboats land when the Atlantic is too boisterous for their safety. There is a lighthouse here and under its lee many small craft take shelter when the weather outside is rough. The land here is being improved and laid out in villa plots for summer residences, for which purpose it is eminently

well fitted. A stretch of unimproved property intervenes and then comes the noisy part of Coney Island,

WEST BRIGHTON, the fakir and frankfurter quarter. Admission to the attractions here is cheap and a good deal is given for the money in the way of glare and blare. All the little gambling schemes known to visitors to county fairs are in operation here. Strange monsters unknown to naturalists are to be seen in the museums. The jokes at the concert halls are decidedly broad and the songs full of suggestive innuendo. But there are innocent funmakers too—merry-go-rounds, swings, toboggans, razzle-dazzles, a camera obscura, an observatory 300 feet high, and a gigantic elephant, whose inner works are quite marvelous in their way and may be explored at trifling expense. It is so long since that elephant was built that people have forgotten that it might have given rise to an expression everybody uses at some time—"seeing the elephant." "To see the elephant" and "to paint the town" both indicate the stage of hilarity that many visitors to West Brighton reach. But there is no rampant rowdiness, as this, like all other frequented parts of the island, is well policed. Here is the long iron tubular pier 1,300 feet long, at the end of which, away out beyond the influence of the surf, the steamboats land. This pier fascinates visitors, it is so novel and strange, requiring explanation before its seemingly unnecessary length can be understood. Soon the bathers catch the eye. On a fine holiday afternoon the beach is often black with them. Then come the endless strings of bath-houses, more sand, then an emerald strip of lawn bedecked with bright-hued flowers, on the other side of which is the boulevard or principal thoroughfare of the Island. There are two big hotels here, the West Brighton and Sea Beach, also numerous restaurants, from the open air booths where boiled frankfurter sausages constitute the staple fare, up to somewhat pretentious affairs where more or less well cooked fish dinners may be had. Prices are comparatively low, for West Brighton is the resort of the masses. The classes affect other parts of the island. People who take their pleasures quietly and do not care to pay too heavily for them, go to

BRIGHTON BEACH, at the centre of the island. It has numerous independent means of approach, but is also joined to West Brighton by an elevated railway. Brighton is not free from the fakir tribe, but they are less blatant than those who infest the western resort and do not persecute visitors. Back of the beach is Brighton race track, where there are very good races every Summer. The bathing houses are very good here, and there are plank and tile walks along the beach. The main attractions, apart from the facilities for bathing and promenading, are the Brighton Beach Hotel, a large structure over 500 feet long with a spacious veranda running round three sides of it, and the amphitheatre where daily concerts are given by famous orchestras. It is this hotel that was moved bodily a considerable distance inland some years ago when the sea threatened to undermine it. The restaurant service at this hotel is good and is patronized by many hundreds daily. Exclusiveness can only be obtained at Coney Island by charging prices that the mob cannot pay. Going west, prices go up steadily. At

MANHATTAN BEACH the highest scale is reached. Here none but well dressed people are seen, and the best of order prevails. There are two hotels which enjoy a world wide fame for the excellence of their tables. Their fare is not surpassed in New York and is not elsewhere in America equalled. The Manhattan Beach Hotel is one of the largest in the world. It is given up to transient business almost entirely and does in addition an exception-

ally large restaurant business. As many as two thousand people can find seats at one time in its dining room and at the tables upon its broad piazzas. The Oriental Hotel is not quite so large as the other and is more pretentious in its architecture. It seeks the patronage of people who intend to pass several weeks at the beach, and excludes mere diners, except those who come invited by guests of the hotel. Manhattan Beach is connected with Brighton Beach by a railway. It is also reached directly by the Long Island Railroad. Besides its epicurean delights the beach is famous for its great musical amphitheatre and its grand pyrotechnic displays. Gilmore's band has played through the season there for years, giving two concerts daily at which many famous musicians have been heard. In addition there are, of course, the bathing and the promenading, the fresh breezes and the surf which constitute the basic attractions of the whole island.

Brooklyn, Bath and West End Railroad.

Quite the quickest, safest, most convenient, in some respects the most agreeable way of getting to Coney Island is to take the Brooklyn, Bath and West End Railroad. Trains on this road leave half hourly between 6.30 A. M. and 11.40 P. M., from the spacious and handsome depot at Fifth avenue and Thirty-sixth street, also from the other large station at Second avenue and Thirty-ninth street.

The former is also the terminus of the Fifth avenue line of the Union Elevated Railroad and the latter of the South Brooklyn Ferry which leaves New York from the foot of Whitehall street.

On Wednesday and Saturday nights theatre trains are run over the line, leaving the Thirty-sixth street depot at 12.15. Practically, this road is both an excursion line and a suburban road. Hence the comprehensiveness of the train schedule. Trains leave Unionville every half hour from 5.35 A. M. to 11 P. M. and Coney Island every half hour from 7 A. M. to 11 P. M. Few suburban towns have so good a train service as those along this line, viz: West Brooklyn, Lefferts' Park, Blythebourne, New Utrecht, Bath Beach, Bensonhurst, and Unionville. As an excursion line this road is also to be highly commended both for safety, comfort and speed. The entire trip from Brooklyn to Coney Island is made in twenty-five minutes. Tickets may be purchased at any elevated railway station in New York or Brooklyn, except those on the line of the Kings County, and cost but 25 cents for the round trip from Brooklyn and 35 cents from New York.

Open cars are run during fair weather in Summer, and closed cars during Winter and stormy weather. The road bed is always kept in perfect condition, and is so systematically and watchfully run that serious accidents never occur. Whenever the crowds are unusually large, special trains are put on, so that the accommodations are always ample. The route is through one of the prettiest parts of Long Island, so that it is a delight to travel over this road.

Commutation arrangements are very liberal. Between the Union Depot or the ferry and Unionville or any intermediate station a 300 trip ticket may be purchased for \$15. Fifty tickets between Brooklyn and the Brooklyn Yacht Club's Station cost \$4.00; Fifty trips between Brooklyn and Bensonhurst cost \$3.75, and fifty trips between Brooklyn and Lefferts' Park cost \$2.50.

The road has recently been equipped with new locomotives and a number of handsomely appointed cars, so that its rolling stock is now equal to the road bed. The road is seven miles long, double tracked throughout,

ballasted with stone, and furnished with steel rails. The Coney Island station is situated in the very heart of that great pleasure resort and all the terminals are capable of accommodating comfortably crowds of any proportion.

Sea Beach Route to Coney Island.

"Time will tell," says an ancient saw, and in a double sense this is true of the popular route to the sea. Its running time of twelve minutes from Third avenue and Sixty-fifth street to Coney Island has held it for years in the position of favorite as against the roads which so freely advertise themselves as the "quickest" but dare not mention their schedule time.

At Sixty-fifth street the New York & Sea Beach Railroad makes close connection with the Brooklyn & Union Elevated Railroad, carrying passengers from all parts of Brooklyn for a single fare, and also with the Brooklyn City Electric lines which bring passengers directly and quickly from the bridge and all the East River ferries.

During Winter trains run hourly, but in Summer they never run at greater intervals than half hourly, and on Sundays, holidays and when business requires it, at intervals of fifteen minutes. The fare is the lowest charged by any road (ten cents each way) while the accommodations are of the best. Passengers are landed in the midst of West Brighton, in the commodious depot known as the Sea Beach Palace, fronting directly on Surf avenue. In the main hall of this building (360 by 150 feet) a continuous entertainment of great interest is conducted, which is free to passengers, and is patronized by thousands of women and children daily. All the attractions of West Brighton centre at this point. Directly adjoining the Sea Beach Palace in the rear is James Pain & Son's mammoth fireworks enclosure, in which, from June to September, is given, nightly, the greatest display of fireworks in the world. Passengers by the Sea Beach Railroad, by exclusive contracts, are admitted to the fireworks display and reserved seats at a reduction of twenty per cent. from the regular prices.

During eight years, under the present management, not a single passenger has lost life or limb on this road. The circumstance is mentioned as a fact unique in the history of excursion railroads. During the same period no scheduled train has been omitted, and no passenger train has left the tracks or met with collision.

Although millions of people have been transported, and frequently as many as thirty thousand in a single day, the train service has never been overtaxed, and the convenience of the public has been regarded as the paramount consideration.

From New York also this route is the quickest, making with regularity its schedule time of 37 minutes from Whitehall street (terminus of all the Elevated railroads) to Coney Island. During the hot Summer months great numbers of Brooklyn residents, whose places of business are in New York, take advantage of its facilities in meeting their families at Coney Island for bathing, dinner and fireworks, returning in the evening to their homes in Brooklyn.

SHEEPSHEAD BAY is the name of a little bay which separates the east end of Coney Island from Long Island, also of a little villa and Summer boarding house settlement, and of the famous racetrack of the Coney Island Jockey Club, where some of the greatest events of the year are decided, including the Suburban and the Futurity. There are two race meetings each season here, one in June and one in September.

The great sand bar of which Coney Island is the western extremity protects the entire south coast of Long Island, though the sea has broken through in many places, turning portions of this gigantic sand spit into islands. Still other portions are connected with the mainland. Such a peninsula is

ROCKAWAY BEACH, which shelters the waters of Jamaica Bay. Once this strip of sand was the most fashionable and exclusive coast resort in the country. Before Long Branch, Newport and Cape May this beach was the vogue. Presidents summered there, and the greater men who couldn't be presidents, while all distinguished strangers were taken there much as they are now guided to Newport. With easy and cheap means of communication established exclusiveness disappeared and the wealthy sought it elsewhere. To-day Rockaway Beach is about the cheapest of all the seaside excursion places and one of the most extensively frequented. It has an advantage over Coney Island, in that it affords still water as well as surf bathing. People who do not relish the buffets of the Atlantic are well pleased to disport themselves in the placid waters of Jamaica Bay. The largest excursion boats in the world ply between New York and Rockaway Beach, landing at long piers on the bay or ocean sides. It is also reached by rail and by steam ferries from the Brooklyn side of Jamaica Bay. Rockaway has none of the expensive attractions of Coney Island. It hasn't any big hotel or amphitheatre or pyrotechnics. But it has any quantity of bathing houses, bowling alleys, dance halls, billiard rooms and fish dinner places. Beyond Rockaway Beach a few miles is

ARVERNE-BY-THE-SEA, one of the prettiest of the new resorts. It is an exclusive little village, all the villa plots being sold under restrictions and only one hotel being allowed. It has no particular attraction for visitors unless they are looking for a place whereon to build a quiet Summer home. Ocean Park and Wave Crest are similar villa settlements. At the eastern extremity of the Rockaway peninsula is

FAR ROCKAWAY, which is not so much a place of excursion as a Summer resort. There are several fairly good hotels here and swarms of boarding houses. Excellent driving roads lead in all directions, and there is safe boating on Far Rockaway Bay, also bathing, and in the season some shooting. It was on this point that the famous Marine Hotel stood, where the people who made the beach fashionable used to stay between forty and fifty years ago. Its destruction by fire was fatal to the social supremacy of this resort. Jumping the break in the great sand bar caused by the inlet to Hempstead Bay, we come to

LONG BEACH, one of the most charming seaside retreats along the whole coast. It has a very fine hotel, with cottages annexed for those who prefer greater privacy. The beach here is so hard that driving and walking along its edge involve no more fatigue than if it were paved. A marine railway connects Long Beach with **POINT LOOKOUT** at the eastern end of the Island, where there are more cottages and another hotel.

Long Island City.

LONG ISLAND CITY came into existence in 1870 when the State Legislature incorporated under this name the six villages of Astoria, Ravenswood, Hunter's Point, Dutch Kills, Bowery Bay, and Blissville. Its area is about twelve square miles, and it is situated opposite New York and on the other side of Newtown Creek from the eastern district of Brooklyn. At the time of incorporation the population of the city was about 15,000, while now it

has grown to close upon 40,000. It is above all things a manufacturing centre, though portions of it are given up exclusively to residences, many of which are of very sumptuous character, and are occupied either as permanent homes or summer retreats by some of New York's best known business men. The value of real estate in the city is placed at about sixteen million dollars, which is a very low estimate.

Some of the largest factory plants of their kind in the world are located here. Among these are the mammoth piano factories of Steinway and Sons, the rope walks of the John Good Cordage and Machine Company, and the works now in process of erection for the East River Gas Company. Long Island City is also the principal terminus of the Long Island Railroad. It has plenty of water frontage, is in constant communication with New York and Brooklyn by ferry and street car lines, and has all the modern municipal improvements. There is no better location for factories anywhere in the neighborhood of New York, nor on the other hand are there any more attractive suburbs than those parts of Long Island City into which factories have not intruded because of their remoteness from the docks and railway. These districts are readily accessible from New York and Brooklyn, however, and yet have all the exclusiveness necessary to quiet home life. The city is abundantly supplied with water from driven wells, one at Hunter's Point and one at Steinway.

Long Island City has handsome public buildings including the Queens County Court House and Jail, the eight public schools and a number of churches. There are in all nineteen churches, owned by the Baptist, Methodist Episcopal, Presbyterian, Protestant Episcopal, Reformed and Roman Catholic denominations. The city is spending a great deal of money in improving the streets and some very handsome thoroughfares are the result. All the principal streets are sewered, guttered, paved and well lighted. There are over fifty miles of sewers. The finest streets are Jackson and Vernon avenues and the Boulevard. At the junction of the two former is a handsome square, Monitor square. The policy of improvement is being vigorously pushed by the New Mayor, Mr. Horatio S. Sanford. There are two police stations, also two fire stations.

Much is also being done for the improvement of the city by a number of persons and companies owning real estate. Chief of these is the firm of Steinway and Sons, whose property in Astoria is almost a town by itself. They originally planned to build a model town for the benefit of the employees of their great piano works. Close upon a thousand model dwellings have been erected, besides a number of handsome villa residences, and these have been sold or are for sale at very moderate prices and on easy terms. All the streets in Steinway are well graded, curbed, guttered, sewered, planted with shade trees and lighted by gas. Every house has an abundant supply of pure water. The Steinway Railway Company operates a double track electric street car line from the Astoria Ferry which runs to East Ninety-second street, New York, and connecting with the horse car lines to the Thirty-fourth street and James Slip ferries at Hunter's Point. The projected bridge across Blackwell's Island from the foot of Sixty-fourth street, New York, will have its eastern terminus near Steinway. The office of Steinway and Sons is at 107 East Fourteenth street, New York.

Other strong factors in the improvements of Long Island City are the Ravenswood Improvement Company, 21 Borden avenue, and the Astoria Homestead Company, 931 Steinway avenue.

There are two systems of street railway operated by the Steinway Railway Company, whose office is on the corner of Steinway and Winthrop avenues, and the Long Island City and Newtown Railway Company, whose office is at 112 Front street. The former company operates four lines: The Flushing avenue line from Astoria Ferry through Fulton and Main streets to Flushing and Steinway avenues to Steinway and on to North Beach; the Ravenswood line from Hunter's Point Ferry through Vernon avenue to Astoria Ferry; the Steinway and Jackson avenue line from Hunter's Point Ferry through Jackson avenue to Sunnyside, then on Steinway avenue to Steinway, and North Beach; and the Dutch Kills line from Hunter's Point Ferry, along Jackson avenue, branching off at Jane street to Main street and the Astoria Ferry. The other company is controlled by Mr. P. J. Gleason, who was Mayor of Long Island City for six years. This also is an electric road. Its route begins at Thirty-fourth Street Ferry and follows Borden avenue through Blissville across Greenpoint avenue to Laurel Hill, across the Shell Road through Berlin Village, across Merse (?) avenue to Grand street, Maspeth, and across Grand street to Mount Olivet Cemetery, and thence in a straight line to the Lutheran Cemetery. It connects with cars for the Grand, Houston, Roosevelt, Tenth and Twenty-third street ferries to New York from Brooklyn.

There are two banks in the city, one a State bank and the other a savings institution. The Queens County Bank, as the former is called, has a capital of \$100,000 and a surplus and undivided profits aggregating \$85,000. Its building is on the corner of Borden and Front streets. It has a very distinguished board of directors, including such men as William Steinway, H. B. Hollins, Jas. T. Woodward, Wm. F. Havemeyer, E. Lehman, E. Calman and Jos. A. Auerbach.

One of this city's enterprises which bids fair to play a great part is the East River Gas Company, which expects to supply the whole metropolitan district with gas. Its works are between Webster avenue and the East River. The present capacity of its gasometers is 300,000 feet, but when the works now under way are completed they will have twenty times this capacity. This company is tunnelling the East River so as to be able to supply New York city. The tunnel is 135 feet under the water at the Long Island side and 150 feet below at the New York side. It runs most of the way through solid rock and will be completed in July, 1893. The New York office of this company is at 40 Wall street, and the officers are Emerson McMillin, President, and Richard N. Young, Secretary and Treasurer.

The Long Island City Electric Illuminating Company, whose office is at 112 Front street, supplies many of the principal streets with light, and many factories, stores and residences besides, providing both arc and incandescent lights, also motive power. It was founded in 1891, has a capital of \$50,000, and is proving a very successful enterprise. Edward M. Tyrrell is President, and Philip J. Coffey, Secretary.

Among the numerous large industrial plants located within the bounds of the city the most celebrated are the piano works of Steinway & Sons, whose headquarters are in New York; the Daimler Company, whose office is at 111 East Fourteenth street, New York, makers of the famous Daimler gas motors; the John Good Cordage and Machine Company, office Morris Building, New York; the Oakes Manufacturing Company, whose offices are in New York, Boston and Philadelphia, makers of extracts of dye-woods, dye liquors, chemicals, and dye stuffs; and the Sohmer Piano Company, whose warerooms and offices are at 149 East Fourteenth street, New York. Other

important business houses are: Edward Smith & Co., varnishes, works here, and office in the Times Building, New York; Mayer & Lowenstein, 164 Water street, New York, varnishes and Japans; Ward S. Reeves, Boulevard and Camelia street, lumber; the Astoria Veneer Mills, office 120 East Thirteenth street, New York; L. Hanson, Broadway and Sherman street, dressed timber; H. F. Quinn & Sons, 22 East Fifth street, carpenters and contractors; S. E. Bronson, 52, 54, 56 West avenue, sash and door makers; Smith, Carpenter & Co, Greenpoint avenue and Newtown Creek, lumber; the Sims Lumber Company, Flushing street, North Carolina lumber; A. A. Petry & Co., Seventh street and Jackson avenue, workers in tin, copper and sheet iron; Hagan & Daly, foot of Seventh street, boiler manufacturers; the Simonds Manufacturing Company, office at 50 Cliff street, New York, furnaces, ranges, etc.; G. L. Steubner & Company, 168 East Third street, self dumping steel and iron hoisting tubs, etc.; Julius Hunerbein, 21 Borden avenue, architect; G. E. Clay, 5 Jackson avenue, real estate and insurance; George E. Payne, 75 Jackson avenue, real estate and insurance; Leonard C. L. Smith, 77 Jackson avenue, civil engineer; Emil Sauermilch, 433 Steinway avenue, real estate and insurance, Rudolph Horak 256 Steinway avenue, real estate and insurance; George H. Paynter, 83 Borden avenue, real estate and insurance; Clonin & Messenger, Boulevard and Camelia street, coal and wood; Henry Menken, foot of Main street, coal and wood; John J. Peters, 39 Borden avenue, manufacturer of sheep fertilizer and florist, green houses at Dutch Kills; Beyer & Morgan, elevators, foot of East avenue; B. Moore, Jr., corner Main and Remsen streets, baker and caterer; and Wm. K. Moore's Astoria and Long Island City Express, 188 Main street. The most important building contractors are H. F. Quinn & Son, whose business was established in 1870. They built the First and Third Ward schools. David Ingram, manufacturer and dyer of cotton yarns for manufacturers' use, has his dye works and spooling mill here. His office is at 96 Spring street, New York.

LONG ISLAND.

Its Towns, Villages and Summer Resorts—Its Bays and Islands—Land and Water Sports.

THE LONG ISLAND railroad traveler has no need of an observation car. From the windows of his coach only the most prosaic and unattractive part of the Nassau Island of Indian days passes before his eyes. His progress is through unrelieved farming country with no marked characteristics, or else through miles of the region of scrub oaks and pines. Hardly ever is there a hint of the delightful little bays, landlocked harbors, glistening beaches and picturesque sand dunes that lie just beyond his range of vision.

It has grown into a phrase of the day—this flatness of Long Island. Like many another saying, it was not made “from the card.” He who originated it could never once have left his train. The traveler, even, landed on any station platform you please, sees little else around him but flatness. But let him jump into a trap and take up the reins. If he is on the north shore it will be but a few moments before he is transported into a different world, a land of rolling country, of valleys and deep depressions, of little hills and constant surprises in the wavering shore line. On the south shore the land slopes gently down from the “backbone of Long Island” (a ridge of hills through the island’s centre, from Brooklyn to the shores of Peconic Bay) to the ocean’s beach. From Hempstead to the Hamptons the wonderful Great South Bay makes an aquatic playground for the summer resident. Here is the stillest of water gleaming and lapping the shores. On the narrow strip of land at its outer edge, Fire Island or Great South Beach, you find old ocean at her best. From the Hamptons to Montauk the land’s character changes completely. The ocean comes up to the cottagers’ very doors, and the sand dunes raise themselves.

But the view from the railroad shows nothing of these beauties. The iron rails take the shortest distance between two points. The railroad builders followed the lead of the makers of Long Island turnpikes. They kept along the line of the “middle country road” to Greenport, the “south country road” to Sag Harbor, connecting the two at Manor, a junction in scrub oak land. From the north shore they built three separate spurs, the Flushing Branch, or the North Side, direct from Long Island City; the Oyster Bay, leaving the main line at Mineola; and the Port Jefferson, heading directly “nor’nor’east” from Hicksville.

It is interesting to note and compare the Long Island road of to-day, absolutely without competition, with the time of a quarter of a century ago when all these branches mentioned were separate and independent lines. The State Engineer’s report, as late as 1874, gives Long Island eight different roads. Only one of these, A. T. Stewart’s Central, from Flushing to

Garden City, has fallen into disuse. The others, one by one, have been absorbed into the L. I. R. R.

According to the tracks so has the island blocked itself out into sections. At Jamaica is the focal centre. The cry "Jamaica, Change cars!" is a familiar one to the Long Island sojourner. Five miles to the north is Flushing and her quota of tiny suburbs. Ten miles to the south is the Rockaway region. On the southern line of rails stretches the east south side, the south side proper, the "ogues" and the Hamptons. All through this region the chief industries, outside of half a dozen thriving little towns, are boating, fishing, oystering and Summer boarders. Just south of the "backbone range" of hills in the centre of the Island is a superb farming district, from Garden City to Farmingdale. At Farmingdale the land of pines commences, and lasts, with hardly one interruption, nearly to the shores of Peconic Bay. South of the central range of hills the soil is sandy, north it is mainly loam, though almost on the Sound's shores great sand tracts are to be met with. The north shore towns have a picturesqueness that is all their own. They are bustling to an extent, and nearly every important one has some profitable manufacturing interest. Sailing is as popular here as along the shores of the Great South Bay. The north shore is more of a region of homes, permanent residents and old families. It has a county and town society that is all its own, well defined social interests, and clubs. The Summer months swell its population materially, but it is not inundated with visitors as is the south side. It boasts of no great Summer hotels; its life is that of the village alone.

The south side does not lack these features, but they are not so evident as in the days of summering. The land of cottages and hotels for Long Island is from Rockville Centre to Sag Harbor. "Sportsman's Land" is the island's centre, the Great South Bay and Shinnecock. The fisherman meets with success all along the coast, both north and south.

Jamaica, the Gateway.

JAMAICA is the gateway to the Long Island towns. Through her must the entrance be sought both to Sound and Sea. Train after train rolls up from New York or Brooklyn, transfers its passengers, makes up, and rolls on again, distributing to every point. From the station or car window there is little to see but a railroad yard and a few score buildings of dingy wood. A solitary church tower shows itself to the passer-by. As the train pulls away, it runs through a cut, or on deeply depressed tracks. When the surface is again reached, there is little trace of the town left behind.

Yet Jamaica town, though in a township small in extent compared with many of those in Queens and Suffolk counties, has an importance and dignity not generally understood. Her standing is commercial, legal and historic. Outside of being a railroad centre, Jamaica is the trading place of farmers for miles around. The town's main street is a continuation of Fulton street, Brooklyn. From the Manhattan Beach crossing in East New York to the Jamaica village line (five miles) it is known as the Jamaica Plank Road. In the town it takes on the name of Fulton street again. An electric line from East New York runs through it to the easterly village line. Its tracks are built especially to the market wagon gauge, and each night sees a long procession of produce loads bound citywards.

Though so near to the gates of the "Greater Brooklyn," and recently awakened to a sense of prosperity after a century of sleep, Jamaica is undeni-

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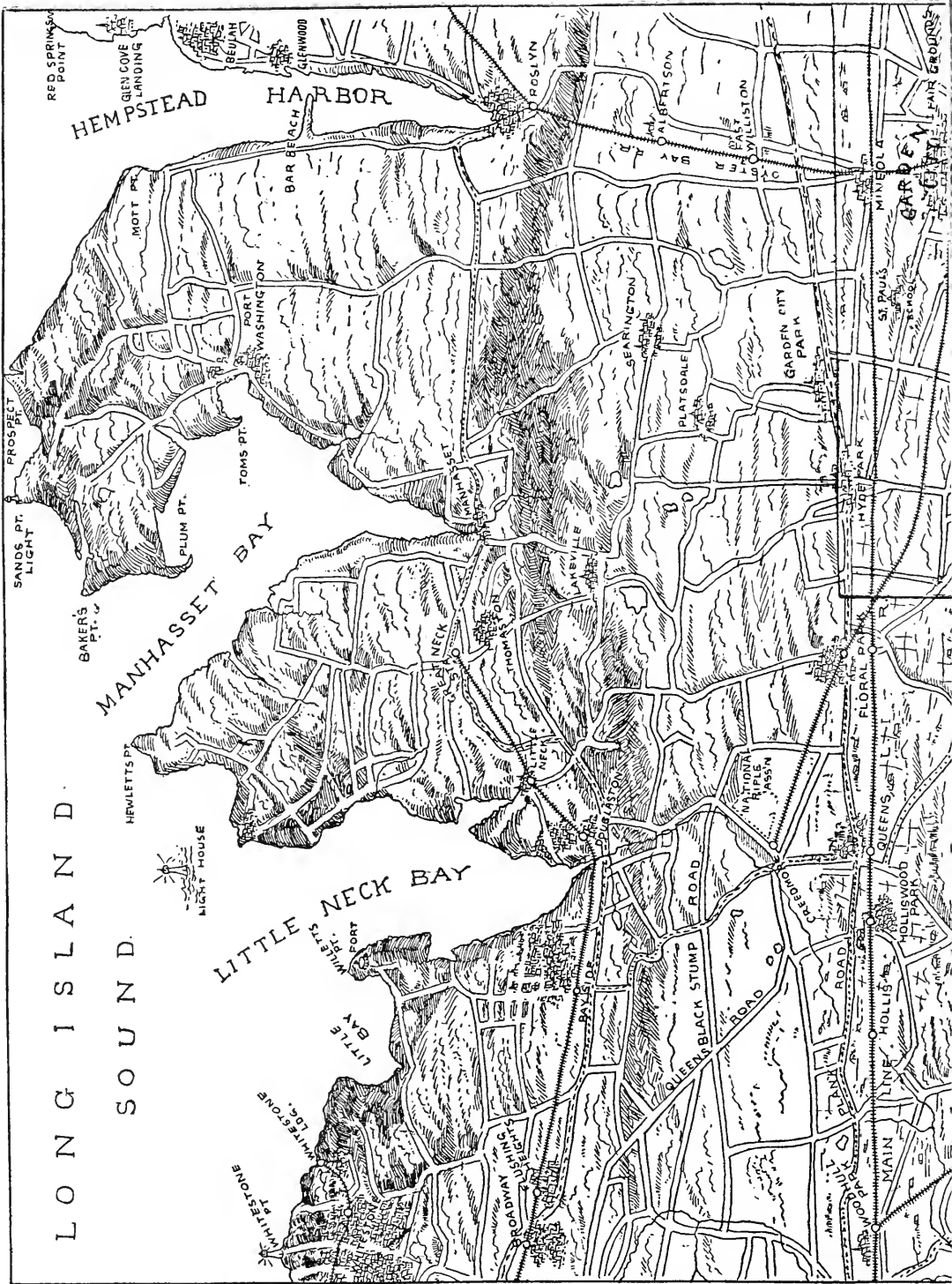
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LONG ISLAND SOUND

XX. BIRDS-EYE VIEW OF

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ably quaint. It is a curious hodge podge of a little city and an old country town. A mile west of the village line on the Plank Road is an old toll gate where payment is still in force. Within the village many of the old and historic landmarks are standing, intact and unmodernized. In a grove of trees, at the west end of Fulton street, is the ancient mansion of the famous King family. Here lived Rufus King, gentleman, statesman, essayist in collaboration with Alexander Hamilton, and farmer. In 1795 he was minister to England. As late as 1804 he was back in his Jamaica home, farming once more. His son, General John A. King, was Governor of New York in 1857. The descendants of the family still live in the old time house. It sits well back from the street, still in splendid repair, a testimony to the masterly carpentering of those days, a quaint, long and low white house with a double pitched roof. Up near the village's other end, but still on Fulton street, is the Fosdick homestead, a residence of the same type and belonging to the same era. Its most famous occupant was Judge Fosdick, deceased not so many years ago, a Long Island jurist of wide reputation.

Fulton street is the old post road throughout the island's centre. The first of the great series of Long Island's hostelries of three quarters of a century ago is set at the corner of the street that leads up from the station. It is known as Pettit's Hotel, better years ago as "Jim Remsen's house," for this same Remsen stood behind its bar for fifty years. In his way he was a patroon of the west of Queens County. People speak of him nowadays as the "father of Rockaway Beach," for back long before the oldest inhabitant of to-day was born, "Jim" purchased it for a song while it was yet a waste of sand. Pettit's is not only historic and its building quaint, but it has the merit, besides, of capital accommodation and repast. In 1656 the township of Jamaica was made. Its founders were a mixed colony of Quakers and Dutchmen, coming from Brooklyn on the one hand, Hempstead on the other. For nearly fifty years the Dutch dominated, until 1798 Jamaica was the county seat. Then a schism arose and after a bitter struggle the court house was placed at Mineola, only to be removed seventy-six years later to Long Island City. Jamaica, however, has always kept the county clerk and surrogate. A handsome brick building, commodious and convenient, has recently been erected for these officials. The Town Hall, a big building put up in 1869, serves the varied purposes of court room, opera house, dancing hall and jail. The old-time mansions and the little cemetery (ten rods square and quite as old as the town) stand for the village of the past. The Jamaica of the present is energetic and prosperous. The assessed valuation of the township is \$7,000,000. The village proper boasts a population of over 5,000, two banks, water works, with the supply derived from driven wells, electric light and many social institutions. The Jamaica Club (a social organization of great prosperity) has just erected a house at the corner of Herriman avenue. There are nine churches, the Methodist dating back to 1800 (present edifice) and the Presbyterian congregation to 1663. The town is an active one socially; its organizations include a tennis club of nearly forty members and a base ball nine. Its residential section is on the hill immediately north of Fulton street. On this a public park is now being laid out by the women of the town. Its boarding houses offer accommodation for about 150 people.

To Woodhaven on the west and to Mineola on the east, the region of Jamaica along the railroad line has blossomed like the rose these past ten years with the upbuilding of suburban towns. At WOODHAVEN, on the boundary line of the County of Kings, the railroad to Rockaway cuts across

the country on a trestle. Woodhaven is a little manufacturing village, its industry being the making of "agate iron." The owner of the great factory has an elaborate place with an artificial pond in full view from the car window. Richmond Hill, Morris Park and Dunton are rapidly growing towns of recent founding, and marked by broad and fine avenues. Dunton has a field club of over 70 members. On the easterly outskirts of Jamaica is HOLLIS, another suburban village, the residence of F. W. Dunton (until recently chairman of the Queens County Supervisors), who has done more for good roads on Long Island than any other man. Hollis' chief points of interest are an ancient inn on the Hempstead and Jamaica Plank Road, and an Odd Fellows' Home, for indigent members of that fraternity, established last Fall. The soil here has a surface loam which lends itself to good roads. It was on the site of Hollis that General Nathaniel Woodhull was taken prisoner after the battle of Long Island. Just beyond is the old settlement of QUEENS (nearly 1,000 pop.) with a carriage manufactory, a tennis club, a lyceum hall and the grounds of the Queens County Athletic Club. A mile to the north is the noted rifle range of Creedmoor where international contests have been held. A spur of the railroad from Floral Park runs here, but it is best reached by the Queens stage.

FLORAL PARK has its chief distinction from being the situation of an immense nursery and seed house. It is also a railroad junction, has a good hotel accommodating sixty, very many cottages, and publishes a newspaper that circulates all over the island. East Hinsdale (or Hinsdale) and Hyde Park are tiny settlements on the outskirts of Hempstead Plain.

ALONG THE SOUTH SHORE.

The Shooting, Fishing and Sailing along Great South Bay and the Atlantic—Summer Cottages and Merriment—The Clam Shell Road.

A farming and grazing country, with the market gardening interests uppermost, stretches south from Jamaica to the ocean. The land slopes almost imperceptibly from the hills to the coast, its borderland, where sea touches shore, being dotted with handsome residences and made park-like with great tracts of lawn and roads of the finest macadam. Springfield, Foster's Meadow, Valley Stream, Fenhurst and Woodsburgh are tiny hamlets of a country store and a post office each, all within the twenty-mile radius of Brooklyn and well supplied with ozone. Fenhurst is the romantic name given to once prosaic Hewlett's, called after an old Long Island family of farmers. Woodsburgh was named after the late Samuel Wood of Brooklyn, and was originally planned on a grand scale. Springfield has a boarding accommodation for about twenty, Fenhurst fifteen and Woodsburgh several hundred. The latter place has also a good sized hotel.

CEDARHURST, the station after Woodsburgh on the Far Rockaway Branch, owes its name and fame to being the seat of the Rockaway Hunt, several years ago the Rockaway Steeple Chase. Of late the course and steeple chasing have been abandoned and the members devote themselves to pursuing the fox and to polo. The Hunt is housed in a very beautiful country club mansion with a fine view of the sea and less than a mile from it. A superb polo ground is laid in front of the broad piazzas and there is an excellent tennis field. Within, the house's chief attraction is a great baronial hall with a gallery at one end, and opposite it a divanned window extending across its entire front. There are fifty hounds in the pack and 150 members on the rolls. Such hunters as Foxhall Keene, Albert La Montagne, Rene La Montagne, Ricardo Franke, John A. Cheever and Louis Nelson are to be found at the meets. George C. Rand is president, and John E. Cowdin the master of the hounds. James R. Keene, the father of the famous Foxhall, has a splendid country mansion near by, at which he spends the greater part of the year. The Hunt's insignia is a fox's head crossed by two whips.

A mile to the west, and with its finest portion half a mile from the station, is located LAWRENCE, a place of Summer cottages. Though but a mile distant from Far Rockaway it has a beach of its own, once known as the Isle of Wight. From the village state in which it could have been found a dozen years ago it has evolved into a resort with many of the characteristics of Tuxedo. It has a club—or rather a casino—with a restricted membership, and fitted up with a dancing room, capable also of being used

as a tiny auditorium. The town is beautifully laid out, the houses being artistic both in color and in form, the avenues are broad and well bedded, and many fine gardens are in sight. A large number of New York merchants make their country homes here, coming early in the Spring and leaving late in the Fall. Driving, boating, fishing and bathing are alike excellent. It is the nearest place of its class to the city. There is one hotel, accommodating nearly 300, and boarding houses taking nearly 100 more.

The strong point of FAR ROCKAWAY is that of the marshland. The uplands come down to the sea, only ending upon the beach itself. Far Rockaway is an old time town. Fifty years ago, though it stood alone then on the edge of the sands, it enjoyed all the celebrity it has to-day. The cholera scare of the forties gave it its reputation, New Yorkers flocking to it like sheep. They lived there everywhere, in any place, in tents, in barns. A company was formed and the Marine Pavilion erected. It was run under the management of the great boniface Cranston, of the New York Hotel. Famous personages by the dozen slept and ate at this hostelry during its twenty years of life. A notable entry on its old register was that of General Scott and his staff. Just at the close of the war it was suddenly burned down beyond restoral.

It is a prosperous little place in Winter, with a permanent population of 3,000, a bank whose stock is rated at 250, and three churches, but in Summer time it is in all its glory. The population is then swollen to nearly 7,000. Wave Crest and Bayswater, the former fronting on the ocean, the latter on the Hook of Jamaica Bay, have together nearly 250 cottages, the most of which are rented long before the season begins. Wave Crest has long been noted for its exclusiveness, its fine families and its beautiful villas. Bayswater is taking on many of the same attributes. Besides the cottage population there are eight hotels and innumerable boarding houses, taking in nearly 2,000 more. In the inlet there is excellent still water bathing and rowing. A ferry carries visitors over to the beach, which is really a fine one. A village hall for the giving of theatricals and dances, which are a great feature of the Winter's life, is still lacking, but it is planned to erect one next Fall. The Bayswater Yacht Club, three years old, numbering 100 members and thirty to forty yachts, is a leading institution of the town. On a clear night the lights of Brooklyn and the arc of the East River Bridge may be seen from Bayswater Bluff. It is called a "paradise for fishermen" here. Inwood, a hamlet a mile to the north, is the abode of the professional angler.

Along the Shore to Babylon.

Pearsalls is the first station to the east of Valley Stream, on the Montauk Division. It is a quiet inland village, named after an old family of the south shore, and has changed little during the last half century. At Pearsalls the Long Beach road branches off across the meadows, but the crowd of pleasure seekers of a day does not disturb the tiny village of the cross roads. For it is not much more than that, though its well scattered population numbers 900. It is directly in the centre of a farming community, and practically marks the bounds of market gardening along the south shore. Its chief pride is its old Methodist church, by whose side is the Rockville Cemetery, over 100 years old, and showing one grave containing 256 bodies, passengers on the ship "Mexico," wrecked off Hempstead Bay during the fifties. Pearsalls' summer accommodation is large. To its southeast is Christian Hook; or Oceanside, a hamlet a mile and a half from

Rockville Centre station, and East Rockaway, a place of stables and boarding farms, where the Long Beach visitors keep their teams, and from whence they start on their inland drives. East Rockaway boarding houses hold over 100 people.

ROCKVILLE CENTRE.—This is a bustling inland town, one and a half miles further down the road, one mile from Hempstead Bay, and two and a half from Long Beach. Its chief manufactures are hat and hammock making. The latter industry is an important one, over 10,000 hammocks being sent away each year, in the main to southern cities. The hammocks are only "strung" in the factory, the actual work of making being done in the homes of the operatives. There is a resident population of about 2,800, but one-eighth of it being native. Nearly sixty per cent. of the residents are New Yorkers, who have made the town their permanent home, and twenty-five per cent. hail from Brooklyn. The town, though new (there were only two houses on Village avenue, the main street, in 1876), is most progressive. Its trade is active, it has one of the best equipped and edited country newspapers in the State, a State bank and a High School of 800 pupils, especially appointed by the Regents of New York for the instruction of teachers' classes. There are few Summer boarders, no Summer hotel existing, and the houses providing for barely 200. Social interests are most active, especially during the Winter. The town boasts an opera house capable of seating 800 people, and private theatricals are frequently given. A bowling and a rowing club are features of the life, the women taking a keen interest in both these sports. It is a "village of churches," literally, these edifices numbering seven.

There is little evidence—only tradition—as to how the town came by its name. The soil is almost a pure sand, and not a rock can be found in the region as big as a man's fist. The story is that Rockville Centre was called after the Rocksmiths, wrecked on this coast over 200 years ago. Earlier than that it was the meeting place of the Iroquois Indians, traces of them being still visible in the shell bank of the Mill River, a favorite bathing place. In Hempstead Bay there is very good boating and fishing, some famous catches of bass having been recently made.

The original storage reservoir and pumping stations of the Brooklyn water supply are here. Two years ago the extension of the system to Massapequa, nine miles further on, was completed. The pipe line follows the railroad track closely and is quite visible from the cars. The whole region roundabout, both north and south of the track, is dotted with little ponds and lakes, fed by springs, of which the supply is inexhaustible. It is a *porous* country here, with a rapidly absorbing soil and full of fine farming lands. Staple products are what is raised.

Twenty-one and a half miles from the city is Milburn station, known as Baldwins for eighty years, and still called so by the country folk. It is the first oyster town of any magnitude so far approached, and there are large beds of the bivalves on Milburn channel. It is less than a mile from the water, has a population of nearly 2,000, scattered and rural, and adds over 100 to it in the Summer.

FREEPORT.—The main street of this energetic south shore town runs down to the water. It is the first of the villages to the west, situate directly on an arm of the Great South Bay. Freeport's interest, primarily, is aquatic. Nearly 400 sail boats of all rigs and classes are at her docks or about Freeport Bay. The town has nothing in the way of set manufactories, but a very large proportion of the trout flies used in this country are

made in Freeport. Over one hundred operatives, mainly young women, are employed, and there are two establishments. The industry was started by an English fly maker settling there some fifteen years ago. Bass flies are also made, but comparatively few. Many city people have made Freeport their Summer home, and a large number of ornamental cottages are placed near the water's edge. The boarding houses add a hundred or so more to the population, which increases to considerably over 2,000 during the Summer months. Education is not neglected, as the village has just voted to put up a \$30,000 school house. The Prospect Gun Club of Brooklyn has its station and preserves near the town. Boating, driving and bowling are the main amusements. The churches number five. The soil here is extremely sandy, and it is a common tradition that a man may walk without rubbers in the morning after it has rained all night.

On the way to Amityville several little towns are passed. MERRICK is a pretty country place, with its beauties invisible from the railway. It has a dozen or so houses of wealthy men on the main road, and a guild hall for the young men of the district right in their midst. There are practically no boarding accommodations, however, but one small hotel receiving guests. A mile north-east of the depot are the noted grounds of the Long Island Camp Meeting Association, where revivals and weeks of praise and exhortation are held each Summer. The members are old school Methodists and the meetings are spirited affairs. This is the leading camp meeting on the island and one of the most prominent in the State. Belmore is a little village with a few cottages near by. Ridgewood, or Wantagh railroad station, is a "cross roads" in the midst of farm lands. Just to the north of it is another great reservoir of the Brooklyn system. This system finally ends in Massapequa Lake, two miles beyond. A mile north is the hamlet of Jerusalem, also reached from the Central Park station on the main line. Its farming population numbers a trifle over 200. A mile away is Plainedge, the termination of the great Hempstead plain. Here the region of scrub oak and pine commences, but the change is hardly noticeable well down on the south shore. Farmingdale, near by (population 700), is an odd little village supported by farmers. It is the best part of three miles from the south shore and its chief industry is the manufacture of pickles. It is quite a boarding centre, taking in nearly 200 visitors. A trifle to its north are Bedelltown, Bethpage and Mannelto Hill, in the centre of farms.

Returning to the Montauk Line, MASSAPEQUA next comes in view, distinguished by one of the prettiest railroad stations in Queens County. This is in the township of Oyster Bay, and was once known as South Oyster Bay. It is the ancestral home of the Jones family, and "Massapequa House," on Massapequa Lake, the residence of a cousin of the present State Senator, Edward Floyd-Jones, is one of the historic buildings of the county. Massapequa is best known to-day for its splendid hotel overlooking the bay, the "Massapequa," one of the best appointed and finest class hostelries outside of New York City. Its capacity is over 300, and it is the centre of much social and aquatic life during the season. Its "hops" are much discussed affairs throughout the region.

There is no village at Massapequa, only a dozen or less daintily designed country villas which set off the locality. There is a touch of wildness here, especially at nightfall, around the big, brilliantly lighted hotel, which completes the picture perfectly. Shopping in Massapequa is done at Seaford, a village of 500 souls, a mile to the southwest, with a boarding house accommodation of some fifty and several good shops.

AMITYVILLE is an old time town that, without appearing to do so, is lapsing the cream of modern life. For a generation and more it has been a favorite resort of Brooklynites. It has no manufacturing interest nor industry, and yet there is a permanent and prosperous population of 2,500. Most of its natives are baymen, sailors and fisherman, or else farmers. The aquatic interest is well developed. Amityville creek was dredged six years ago, so that freight laden vessels can to-day go up to the turnpike. Amityville is the only place on the island where this is possible. No town on the south shore has better fishing. Blue fish, black, sea bass and weak fish are readily pulled in. An Amityville Yacht Club has recently been organized with twenty to thirty members, all owning boats. Sailing here is in no wise dependent on the tide, which can be said of comparatively few places along the south shore. There is capital surf bathing on Oak Island Beach across the bay, and Gilgo and Hemlock Beach are also popular nearby resorts.

The cottages and boarding houses are a mile or so from the station, scattered along the bay front. The boarding house capacity is about 350. A fine new hotel of 100 rooms, the "Newpoint," will receive guests for the first time this Summer. Amityville boasts fine churches, a bank, and a lyceum seating 400. It is lit by electricity and contains the Brunswick Home for epileptics, a Dominican convent, and a private asylum for the mildly insane. Its village street is long, quaint and straggling.

BRESLAU (now Lindenhurst on the railroad map) is a German settlement of 1,500, devoted to the manufacture of cigars and buttons. These German operatives are a quiet set and they have brought about a "Kleine Deutschland" on the bluefish shore. The settlement was started many years ago under the name of Breslau, and it was planned to make it a great city. Streets were laid out and business blocks planned. Its projectors, however, never realized their visions. There is boarding accommodation for over fifty. Three miles beyond and thirty-seven from New York lies the town of Babylon, where the old cry once rang out, "Passengers for Fire Island, out here!"

On the Great South Bay.

With Babylon commences the Great South Shore Road. A quarter of a century ago it was known as the "south country," but men and manners change. It deserves a more pretentious name now, for, beyond a doubt, it is the most beautiful avenue Long Island can boast. For twenty miles, through Bay Shore, Islip, Oakdale and Sayville, up to the country east of Patchogue, it runs in a broad level course, as hard as a rock, for the greater distance with a clam shell surface, and bounded on each side by superb, gloriously branching old trees that the vandals, if there be any in this region, have not dared to meddle with. Each and every pleasant afternoon during the Summer sees a magnificent cavalcade of rig and trap from end to end of this twenty miles. No other place within a radius of a hundred miles of New York, not even Newport, can produce such a display. It is not only the quality and the extreme excellence of individual equipage, hackney, cob and thoroughbred, but the *mass* as well. From Islip, through Oakdale to Sayville, the shore region is cut up into beautiful and extensive parks. Enormous aggregate wealth is represented here. A large number of the wealthiest men of New York have their country homes and stock farms on the Great South Bay. There are country and sporting clubs of

the highest and most pretentious type along the line, valuable trout preserves and shooting boxes, where the gun is at its very best.

Besides being the focal centre of driving, these twenty miles are the great abode of out-of-door sport. The sailing qualities of the Great South Bay need no commendation; they are far too well known. It would be impossible to estimate the number of small pleasure craft spreading their sails along the coast from Babylon to Bellport Bay. It would be a tiresome task simply to count them. Little yacht clubs are scattered along the shore, Islip having the most pretentious one. The catboat is most in favor because of its serviceableness and its ability to meet any emergency in the way of squally winds. The great aquatic sport is bluefishing, and it speaks well for the Great South Bay's resources, that after nearly fifty years of anglers by the hundred these waters are still splendidly stocked by nature and give no sign of being fished out. In the late Fall, after the horde of Summer visitors has departed, the season for duck, snipe, geese and mallard shooting commences. At times during the early Winter the bay's surface is fairly black with birds. There are half a dozen famous old inns along the shore and the road, where the science of duck and bluefish cooking has reached its highest point, and where the dinners, one's own bagging being prepared especially for him, is a something never to be forgotten. Oystering flourishes during the Fall and Winter, duck shooting lasts during the same months, and with early June the bluefish comes in the bay in shoals.

BABYLON is the commencement of this sportsmen's and Summer sojourners' land. It is a quiet little village with a beautifully quaint main street, and the last census credits it with a population of 3,000. Originally it was known as Sampawam's Village (after an old tribe of Indians), and as a settlement existed long before the Revolution. Its main street is a quarter of a mile from the depot, the dock—where once the Fire Island passengers embarked—a mile further on, and depot and dock are connected by a queer little horse car railroad, with but a single track. It is related of Horace Greeley that once upon a time he visited Babylon and entered the horse car (the same old one is still shown under a shed) to journey to the water. But the relic, for so it was even then, ran off the track, and Mr. Greeley had to alight with the other passengers and help lift it on.

The village, though a quiet one, is many sided. To the east and the west and the north stretch the broad properties of New Yorkers and Brooklynites, many of which are occupied the year round. Two miles to the north is the Belmont estate, a superb stock farm, called by him "The Nursery." Here there is a fine stud of western stock, a mile race track and an unpretentious but roomy mansion. One of the best trout ponds in the vicinity is located here and given the greatest attention. To this domain August Belmont the second succeeded on his father's death. Young Mr. Belmont has also a fine farm on Hempstead Plain, which is touched upon in a description of that region. The cost of running the Babylon farm alone is said to be \$75,000 a year. Across the road from the Belmonts, and less than half a mile away, is the park of Austin Corbin, mapped out in English fashion and stocked with deer, antelope, reindeer and elk. There are excellent trout preserves in its midst, and a well-built and artistic modern mansion in full view from the side road. Nearby is the Westminster Kennel Club's preserve, with a fine collection of pointers and retrievers. This club holds a leading position in the canine and sportsman world.

Most of the mansions, however, have their lands bordering on the Great South Road. The bay is almost constantly in sight. Among the most notable places one passes in a drive towards Bay Shore are Effingham Park, the "manor place" of E. B. Sutton of New York; a curious, filigree ornamented abode of white, yellow and cream, the home of "Aunty Wagstaff," mother of the well-known colonel of that name; the "Havemeyer" mansion and grounds, where the great sugar magnate used to live, once marked by his nearby herd of valuable Guernseys; and the houses and farms of Henry B. Hyde of the Equitable Life, Charles Magoun of Baring, Magoun & Co. (noted for its jumping horses), and William P. Clyde of steamship fame. On Cap Tree Island in the bay, opposite Fire Island Beach, is the house of the popular Waywayonda Club of New York City, its membership made up of a hundred or more well known politicians, chief among which are ex-Mayor Grant, Jordan L. Mott and Barney Martin. The club house is plain as to its exterior, but comfortable and well furnished within. It is a three story structure, made up of three sections, joined together by broad verandas.

The village proper has an active Summer life. There are scores of cottages and many hotels and boarding houses. The largest hotel of all—the Argyle in Argyle Park, accommodating several hundred—has been closed for the past two years, but will probably soon re-open. Even without this Babylon has a Summer capacity of nearly 2,000. Six hotels and inns offer accommodation, the Watson and the Sherman Houses being particularly in vogue among epicurean sportsmen. The merchants are prosperous, the town being the trading centre for miles around. It has whip and carriage factories, six churches, a bank charter (the building is not erected yet), two public halls, water works, an athletic association, a base ball club (champions of the South Shore League), a bicycle club, and the Short Beach Club, made up of men who live in Babylon and Bayshore during the Summer months. It is a religious town, noted for its revivals and church interests. The village society is built entirely on the churches. Though Fire Island has ceased to be a resort and is now State property, excursions across the bay are frequent, Oak Island being the objective point. The "Surf," the famous little craft of Boniface Sammis in the Fire Island Hotel days, has degenerated into oystering.

It is a beautiful drive along the South Shore Road from Babylon, four miles, into BAY SHORE. This is a modern settlement, a genuine "cottage land," with streets and cross streets well graded and kept, and set on either hand with pretty little villas and gardens. It is essentially a summer town, Bay Shore being well nigh deserted during the Winter save by the fishermen and bay men. Cottage life is to be seen there in its most charming form. At the village's eastern end are the houses of its wealthiest and most representative families. Penataquit Point is the centre of the last named over towards Islip. The houses there are built around the edge of a great square, and in the midst of them are the excellent tennis courts and field of the South Side Field Club. Even Southampton cannot boast of a finer, more perfect tennis lawn. In exactly the centre of the ground is set the "Casino," its first floor admirably adapted for a dance, its upper story rejoicing in two little balconies from which to watch the progress of the games. Near this region are the notably fine mansions of Spencer Aldrich, Theron J. Strong and Alanson T. Enos, Mr. Strong's being a particularly interesting example of colonial adaptation. Nearly every one in Bay Shore is a cottager. The boarding houses are very few and hold less than 200 in all.

There are two good sized hotels, however, the Prospect House, accommodating several hundred, and old Dominy's Inn, on the main road, an ancient hostelry with a history and traditions in its double pitched roof and low ceilinged parlors and sleeping rooms. It stood there nearly a century before the village of Bay Shore was ever thought of.

The South Side Field Club does not monopolize the entire attention of the Summer sojourners. The Great South Bay Yacht Club belongs as much to this town as it does to Islip, three miles to the east. This is a popular organization and its regattas are great events in the society of the coast. Alden S. Swan of Brooklyn is its commodore and leading member. It has in its fleet all the fast private craft of the neighboring towns. The Olympic Club is a country organization of city men owning a fine establishment at the foot of Bay Shore's broadest avenue. Cheever Goodwin, the librettist of "Wang," an ardent fisherman, has made his home at Bay Shore for several seasons.

If the traveller goes from Bay Shore to Patchogue by rail he misses the finest driveway and one of the most perfect panoramas on the island. After leaving Bay Shore the road to the east gets more beautiful, its arching trees form a wonderful vista, broken only by views of stately mansions on either side.

Of ISLIP village there is very little; the section's interest and charm is its private villas, or manses they should be called, its superb views seaward, and its country, picked out like fine embroidery on velvet with lakes and streams. The blue fish is in the bay, but inland the trout is to be found, never finer nor plumper. One of the wealthiest country clubs about New York city, the South Side Sportsman's, has recognized this and settled itself in a quaint and pretty home, one half of it an old time mansion, directly on the bay. The main pursuit of its members is fishing, but it has a pretty little deer park and an excellent, though small, herd. W. Bayard Cutting's country seat, "Westbrook," was once the Lorillard place, and is notable now for its stables and the fine coach Mr. Cutting drives. The town is well represented in churches, there being four of them, St. Mark's Episcopal having age and historic interest back of it. This church has recently erected a parish house containing a gymnasium and including a trainer, classes and a bicycle club. Its endowments from its wealthy communicants make it one of the most prosperous churches of the faith on Long Island. One hundred and fifty visitors may find rooms in the small private residences within a mile from the station, and there are besides the Pavilion and the Lake House, each supplied with unexampled fish and duck *chefs*.

Down the road to the east the Connetquot River, a pretty little stream, is crossed. Here is the station of the South Side Club just mentioned. A mile up to the northwest is Bohemia, a hamlet in the scrub pine country. Next on the road, now at its very finest point, comes OAKDALE, a place of private parks alone. Its sylvan solitudes are unmarred by hotel, inn or country store. Oakdale is best known as the country home of William K. Vanderbilt, whose stables here, "The Idle Hour," are unsurpassed in their appointments. Their total cost has exceeded half a million of dollars, probably much more, for the exquisitely designed fence that surrounds the park, ornate iron pickets set on granite blocks, alone cost over \$200,000, and Mr. Vanderbilt is said to have spent nearly \$1,000 a day on it during the past year. The house is a large irregular Queen Anne of brick and stone. His stables are even finer than his house. Both have a good outlook on the bay,

The grounds run up to within a few rods of the railroad track and the South Shore Road passes in between. "Idle Hour" has, besides, a splendid conservatory with the finest collection of orchids on the south shore, and a celebrated poultry yard containing many rare fowl. It is entered through two superb gateways of brick and grilled iron work. After the Vanderbilt property it seems as if Oakdale had little else to offer. Robert Fulton Cutting and Christopher R. Roberts have remarkably attractive places, though, and very near to "Idle Hour" is St John's church, built in 1765.

To the southeast is Greenville, a fisherman's hamlet one mile from the Oakdale station and with less than 300 inhabitants. Here, at Brookhaven Bay, is the widest part of the Great South Bay. Directly opposite is the centre of Fire Island or the Great South Beach, a narrow tongue of land that ends only when Westhampton is reached. Two miles down the road is SAYVILLE, four miles from the trade centre of Patchogue. It is situated finely, fifty rods from the railroad station, and directly on the bay. The shore line is a bold one, and its handsomest cottages are set on the bank. Fully 2,000 Summer visitors are to be found in its villas, hotels and boarding houses, and the town is growing like magic as a resort. Bayport is a smaller place, and an exclusive one. It also numbers many artistic dwellings and has a large boarding accommodation (500 nearly) though it still lacks a large hotel.

PATCHOGUE.—The first of the "ogues"—a synonym for pleasure and sport on Long Island—has two distinct phases of life. Winter and Summer it is the focus of a busy trade. There is little of the humdrum existence popularly supposed to be the keynote of Long Island villages. Patchogue is all agog and astir. It opens its arms hospitably to the 2,000 and more Summer visitors who flock to it by every train during the season, but its old families have their own life and their own trade interests and do not mingle at all with the people a-summering. Patchogue has two newspapers, a bank with nearly 700 depositors, whose stock is now quoted at 190, and large manufacturing concerns. A mile to the southwest lies Blue Point, whence come the most famous oysters in the American market. The export trade is large, many thousand barrels being sent to Europe each year, and the business to all domestic points is thriving. The Patchogue River runs to the west of the town three miles into the interior. Its channel gives at times a depth of five to six feet of water, and in the Winter there is very good ice boating on its surface. It widens a mile from the bay into Patchogue Lake. On the west bank of this sheet of water, which is half a mile wide, is the village's chief industry, the Nottingham Lace Works, capitalized at \$300,000, making 900 pairs of lace curtains a week, and with a payroll of \$1,800. On the opposite bank is an electric light plant. The banks of the river from the bay are lined with little boat building yards. There are twelve of these in all, and they turn out some beautiful specimens of shipyard joining. Nothing very large is built there, the maximum being about a forty-foot keel. The Patchogue boat yards are known far beyond the island's limits. Other industries are a blind, sash and door factory, said to be the largest lumber interest in either Queens or Suffolk counties (two large steamers are employed in carrying its products to New York), and a paper mill on Canaan Pond, just above the lake.

The churches have a large controlling interest in the society of the town. There are five church edifices, all new within the past four years. The Congregational Society, just now putting up one of the finest sanctuaries outside of Brooklyn, has recently held its one hundredth anniversary.

The total valuation of church property is not far from \$150,000. The town has a public library with several thousand volumes, a Young Men's Institute fitted out with bowling alleys, auditorium hall, library and gymnasium, flourishing secret societies, and the best equipped fire department of any Long Island town. Its engine No. 1 has won against all comers in the Long Island tournaments, water runs through the village, the Holly system being used, and a standpipe, 100 feet high, is located on the shores of the lake. An eighth of a mile out of the town are the athletic grounds of the "Institute," a track eight laps to the mile, and a well-made grand stand. Mrs. Lozier, of Sorosis, and J. Adolph Mollenhauer, the sugar refiner, have places just within the town's limits. Patchogue is said to be the largest village in the country that is unincorporated. Its permanent population is over 4,000. At times the influx of Summer visitors swells it to nearly twice its normal size. There are fifteen Summer hotels of starding, all located down on the river street, the dock being three-quarters of a mile from the depot. Including these there are nearly fifty places to which visitors may go. The fleet of pleasure boats numbers very nearly 300, and there is unexcelled boating and fishing. At East Patchogue, a small settlement just beyond, E. W. Durkee has a fine stock farm with model barns and some admirable California horses.

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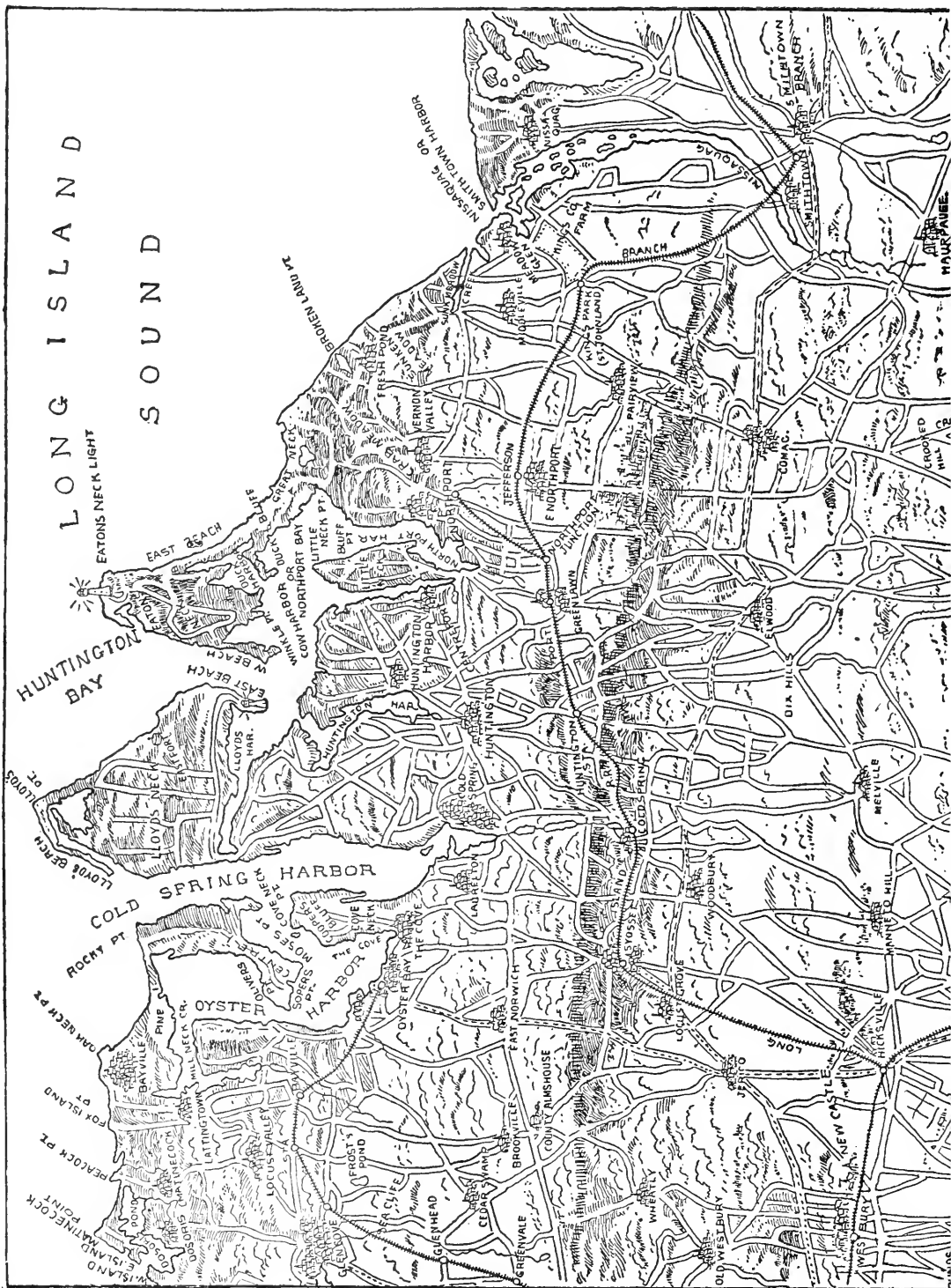
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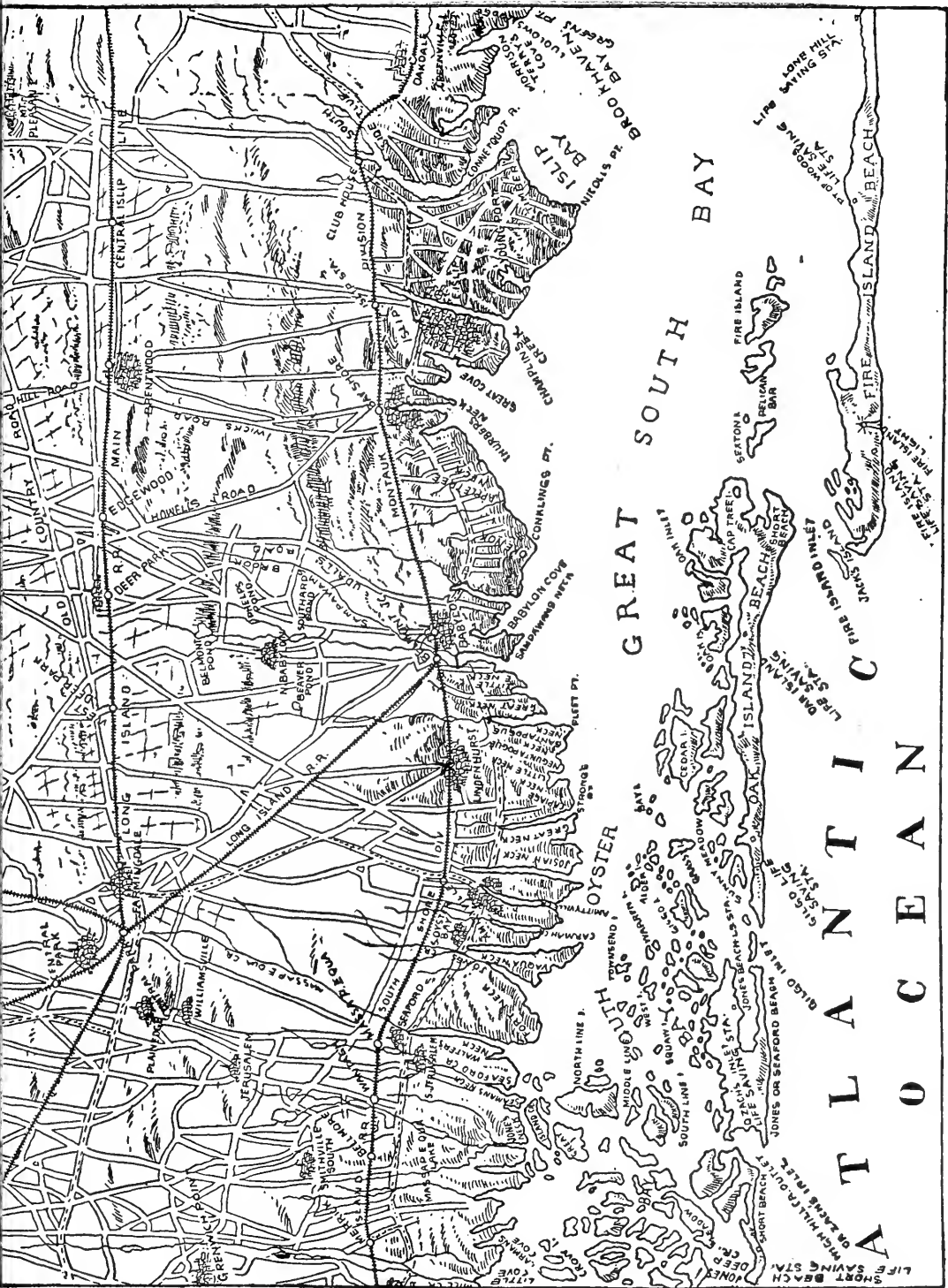
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THE WEST OF THE ISLAND.

From Roslyn to Oyster Bay—"The Hempstead Barrens"—Villages and Farms—The Cathedral of the Incarnation—Flushing and its Environs.

The train that leaves Mineola for the Hempstead Harbor region, on the north shore, makes a sharp curve as it nears the great Fair Grounds, and dashes off, almost at right angles, due north. On the edge of Mineola Plain is set East Williston, a hamlet with only 150 people, but boasting a road cart factory, the "make" of which is famous all over the Eastern States, and one of the finest of yards of fancy ducks, together with a small but excellent stock farm, owned by Timothy Treadwell. ROSLYN, two miles further on, has many a historic and romantic association to detain the traveller and prolong his stay. It is a quiet little village, placed down in a valley, its houses clustered at the head of Hempstead Harbor, five miles in from the Sound. High hills tower above it, those to the west bounding Cow's Neck, or Manhasset, on which is Port Washington, a still smaller village, and Sands Point, on which, in spite of its distance from the railroad, many fine residences and broad pleasure parks stand. Roslyn has a population of but 1,300, and its boarding capacity is barely 100; trade does not disturb it. It is a village of the past, living upon its memories, and with a few fine old mansions and "monuments," so to speak, keeping guard along its banks. The most famous of all of these, on the east bank road, well down on the harbor, is Cedarmere, the home of William Cullen Bryant. The house is near the steamboat landing, two full miles from the station, and is occupied by the dead poet's son-in-law, Harold Godwin, the son of the noted mechanical expert, Parke Godwin, who lives directly opposite. A near neighbor of the Godwins is Lieutenant Emory of the Navy, who was one of the stalwarts of the Greeley Expedition. The Bryant homestead stands weather-beaten, but strong and sturdy. Outside of the associations with the author of "Thanatopsis," it is one of Roslyn's historic dwellings. It was built by Richard Kirk some time between the Revolution and 1790. Every timber in it was carefully planed, just as the outside timbers are. Bryant's dust lies in the quaint little village cemetery a mile away. The place is marked by the largest monument in the cemetery, a plain but exquisite block of granite. Another historic building is the home of Dr. Bogart lived in by Hendrix Onderdonk in 1769. The old mansion is practically intact to-day. At the same time Onderdonk bought the property on the banks of the second of the three ponds that extend back from the harbor's head and established a paper mill, running until a few years ago and the oldest in the State. The old Valentine house, near the stone bridge by the depot, is known to have been built before the Revolu-

tion. It is a quaint mansion, on Colonial and old English lines. The Losee house is older yet, having been erected in 1757. The flour mill, of Revolutionary or early nineteenth century date, is still revolving for all who will bring grist to it. In Skillman's Woods, a few rods east of the railroad track, there is a bit of the old stone wall behind which the British entrenched themselves while guarding their commissary department at Hempstead against the depredations of the Yankee oystermen of Hempstead Harbor.

The town from its modern point of view has little of note. The silk mills and cheese factories started some years ago were given up as unprofitable enterprises. Roslyn has five churches and some social interest. Tennis is not a popular game, but baseball meets with much favor. The village is noted for Harbor Hill, the highest point on the island (260-70 feet above high water), with an observatory 80 feet high. Harbor Hill is half a mile east of the village main street. Two miles to the southwest, through a farming district, is Searingtown, remarkable for having the first Methodist church on Long Island. Four miles to the northeast, away off from the railroad, is Brookville, celebrated for its factional fights between Dutchmen and Yankees in the Peter Stuyvesant days. To the north are Greenvale, Glenwood and Glen Head, devoted to agriculture and market gardening. A few fine stock farms are scattered through this region, notably that of Mrs. S. Tabor Willets, who has made a study and a specialty of cattle. Sea Cliff, with its settlement a mile from the station, is a popular town of hotels and boarding houses, and is set on a high bluff overlooking the Sound. Down one side of the cliff runs an inclined plane railroad, a wonderfully clever piece of engineering. The bluff was originally the home of the same camp meeting association that is now quartered at Merrick on the south shore. In 1871 the place was owned by the Metropolitan Association for camp meeting purposes, but the Methodists soon got complete control. As soon as the "grove" was moved, Sea Cliff began to come into its own as a Summer resort. Now it is exceedingly popular, being easy of access from the city both by train and boat. There are no less than twenty-five hotels and boarding houses, with a total accommodation for 1,500 people. The largest hotel is the Sea Cliff House, with a capacity of 300. Many private cottages, besides, adorn the streets. There are two churches in the village.

GLEN COVE is a town a mile further on, with an all the year round life of its own, a town of commuters and gentlemen farmers (population 4,300), with its own society and individual interests. A few Summer visitors come, but they do not swell the population appreciably, nor enter into the town life. There is a large industry down on the Cove proper in the Duryea Starch Factory, probably the largest concern of its kind in the country, employing 700 people. The Hempstead Harbor Yacht Club has its house on the point where the Cove merges into the bay. The Glen Cove Athletic Club, recently organized, is something of a feature of the town life. Good-boating and fishing are to be found on Hempstead Harbor. Further along, on the shores of the Sound, is Charles A. Dana's wonderful floral island of Dosoris, surrounded by a superb sea wall and boasting of the finest floral exhibit in New York State. In the centre of the island Mr. Dana has his country home. Visitors are allowed to traverse the outer driveway, and the best approach is through Dosoris Lane, an admirably shaded avenue leading out of Glen Cove village. Nearby is the 150 acres of the Charles Pratt estate, set aside for the agricultural department of the Pratt Insti-

tute, Brooklyn. The Pratts have fine villas in this locality, and make it their Summer home.

LOCUST VALLEY is a farm land, distinguished for the establishment of the Benjamin Downing Vacation Home for Working Girls. The boarding houses of the village will hold about 100. At Matinnecock, two miles inland, there is an old Friends' Academy, founded 120 years ago and endowed by Gideon Frost. It is one of the best high schools in the State. Almost directly across the road is the ancient and storm worn Friends' meeting house, one of the first Quaker homes of worship to be established on Long Island. Bayville is of more recent settlement. It is a delightful and a picturesque region, a trifle wild at night fall. A good sized country town is springing up gradually here, and the prospect of the Sound and the shore line is one of the best along the coast. Bayville has numerous fine Summer homes and a capacity of nearly 150 for visitors. It has its chief name from being the country residence of Julian Gordon (Mrs. S. Van Rensselaer Cruger).

The railroad terminates in OYSTER BAY. This is almost solely a region of wealthy landowners and old families. The turnpike runs along parallel to the shore, and on the shore side, with their grounds almost touching the water, have been built stately mansions in the midst of green lawns. Particularly noticeable among these is the place of Frank T. Underhill, who has been largely instrumental in organizing the modern society of Oyster Bay. He was the founder of the Oyster Bay Polo Club, which has capital grounds a mile east, and well graded tennis courts besides. Over across the bay, on Centre Island, is the house and station of the Seawanhaka Yacht Club of New York. They have a capitally appointed mansion and a famous view from their piazza. Not far away, on Cove Neck, which separates Oyster Bay Harbor from Cold Spring Harbor (the villages are only about three miles apart) Theodore Roosevelt has a country home.

Oyster Bay has a bank and six churches, together with excellent school facilities. Its permanent population is 1,800. Its most interesting features are its old families and old homes, built in colonial days. The Summer house on South street is said to be the oldest structure in the vicinity standing intact. Its exact date is not known, but it was certainly built long before the Revolution. The Townsend mansion on Main street has been somewhat modernized, but its timbers still stand. During the Revolution the British officers were quartered here. Up on Fort Hill, from which Oyster Bay spreads itself out like a great canvas, there is the remnant of the old fort the Hessian soldiers occupied. The Youngs family have contributed to the history of Oyster Bay more than a little. Thomas Youngs was the family founder, so far as this region goes. He was the first pilot in the Harbor of New York, and set the first buoys at Sandy Hook. As early as 1650 he built part of the old homestead that is now standing, quaint and beautiful with age, on the main road. One of the landmarks of the town is the Youngs' family burial plot near the homestead. Its first interment was in 1713, the first stone is marked 1720. Daniel K. Youngs of the town is his descendant and the antiquarian of the locality.

The driving and boating around Oyster Bay can be most heartily recommended. The chief native interest is oyster fishing, and the oysters from the bay are luscious ones.

The Region of Hempstead.

From the outskirts of old Jamaica to the Fair Grounds of the Queens

County Agricultural Society stretches the Jamaica Plain. It ends at **MIN-EOLA**, a few scattered houses in the midst of a farming district, gaining its familiar name from its being an important junction and the place of changing cars. Of recent years, however, Garden City and Floral Park have taken much of these privileges away from it. Mineola's population is 600, and outside of the Fair Days, when its road are crowded, it has only a Children's Home to mark it. The county fairs, however, give Mineola importance twice a year. They are held in June and September, and have as their chief characteristics hosts of well dressed people, a fine showing of stock, horseflesh and poultry, every sort of new fangled agricultural machine and a hall for the display of women's fancy work. The first agricultural fair in Queens County was held in 1693. No society was organized, however, until 1817, when a beginning was made at Mineola. The date of the first formal exhibit was two Summers later. This old society went by the board, and nothing further was done until July 21, 1841, when, at a meeting of the Executive Committee of the New York State Agricultural Society, a special committee was appointed to see what could be accomplished. The next Fall the first fair of the Queens County Agricultural Society was held at Hempstead. Until 1861 the fairs were held in different towns. In that year permanent grounds, to the extent of forty acres, were donated by the town of Hempstead, a half mile track was laid out and the fair was held in the Fall. Since then the exhibitions have been regularly held twice a year, generally in June and September. G. Howland Leavitt is the society's president, and Jacob Hicks of Old Westbury its secretary. There are nearly 1,700 life members, and the annual membership ranges a little under 2,000.

No one needs to be told that **GARDEN CITY** was A. T. Stewart's pet project and the dream of his life. He started in to found an English cathedral city on what was known as the "Hempstead Barrens," a region absolutely flat and thought to be worth nothing except for pasturage. Through the most careful and scientific landscape gardening the dusty desert has been induced to blossom, and the lawns around the cottages show broad patches of well kept green. Garden City has not grown residentially as A. T. Stewart hoped it would. He purchased the land (7,000 acres) in 1869, paying the town of Hempstead nearly \$400,000 for it. He expected that as soon as the great Cathedral of the Incarnation was finished, people would flock in and build. But the town's population is considerably under 1,000 to-day. The cathedral, however, is one of the most beautiful ecclesiastical structures in the country. It is of brown stone, of Gothic *motif* and feeling, with delicate tracery and dainty points, and well proportioned in height, breadth and depth. It stands out a noble landmark in the midst of the plain, visible for miles. It dwarfs the little park-like village at its feet, and makes even the big academies, a stone's throw away, seem small. Its organ is one of the finest in the vicinity of New York, and its choristers are carefully picked and trained. Within, in the richness of its fittings, it is quite as beautiful as without. Crowds of people come to it each pleasant Sunday, in carriage and in train. The Military Academy of St. Paul's, with its detailed army officer, its discipline and its constant drills, has gained itself the reputation of being the best military school (only excepting West Point) in the whole United States. Its battalion numbers nearly 100 boys. This, as is also St. Mary's, the girls' school, is under the control of the diocese. Both of these institutions have elaborate buildings. Near the cathedral is the bishop's residence, a commodious and handsome edifice, lavishly furnished. There is also a Casino in the little park, and a club house for the

school boys is to be built, with special reference to athletic sports and including a gymnasium and bowling alleys.

The village of HEMPSTEAD, twenty miles from New York and reached by thirteen trains each day, has an interest that is both historic and modern. It was the very first settlement made in Central Long Island, practically contemporaneous with the most of Brooklyn, and but three years later than the founding of Southold. In 1643 a company of New Englanders settled quietly down to farming life. A year later they received a patent from Governor Kieft, and so Hempstead was begun. The village has old relics and historic mansions in plenty, but only one that tells the tale of two hundred years ago. That is a silver communion service, presented by Queen Anne of England early in the eighteenth century to St. George's Parish. The service is in use to-day, and handled with reverential hands. St. George's congregation is probably the oldest of the Church of England on the island. The first episcopal service in Hempstead was held in 1698. In 1734 the first St. George's was built, the town voting the churchyard and the glebe lands. The present edifice, a quaint white structure, was put in its place in 1821. The parsonage near by has more historical interest, for it is very nearly the same building as was first built in 1734. It was remodeled in 1793, but not extensively. Fifty years ago the north pitch of the roof was reshingled, and five years ago the south pitch, but the building still preserves many of its characteristics.

A quaint old home stands at the north-east corner, one block east of Main, on Front street. It was a private dwelling long before Revolutionary times. It has been remodeled of late, but the old rafters, eight inches square, still remain, and they are well worth seeing. Sammis' Hotel, by the side of the railroad station, is perhaps the best specimen of an old, unaltered house in all the town. It is a weather beaten, two-story dwelling, with a double pitched roof, curious low-ceilinged rooms, and wonderful door frames and casings. There is a tradition through the village that Washington slept here one night, and the visitor is shown the very bedroom, a little apartment on the ground floor. In the bar-room hangs what purports to be the original sign of the old inn. It is a rectangular board bound with iron work, done by the blacksmiths of those days, with these words painted in fanciful and old time script: "Entertainment by Nehemiah Sammis." It is supposed to have swung before the tavern door in 1712. The present landlord found it in the attic a few years ago.

The traditions of the village are innumerable, but there is no space to rehearse them here. The modern phase of Hempstead is one of much activity. The town is located just at the edge of the great plain, and the many streets are beautifully shaded. Streets and roads are kept in the pink of condition, and they are lined with neat, if not always expensive, cottages and the trimmest of lawns. Hempstead's population is 5,000. Her interests are those of a prosperous inland town, with the trade of the neighboring farms and some little manufacturing of her own. But the beach is only six or seven miles away and much delight is taken in aquatic sports. The Hempstead Bay Yacht Club has a house on Elder Island near Long Beach, the members' point of embarkation being Freeport. There is a membership of fifty or sixty and the club house is well fitted up. There are some good fast yachts already in the fleet, but this Spring a number more are being built. There is good fresh water fishing and sailing nearby. The driving and walking are excellent, for the roads are well looked after. Social interests are centered mainly in the churches, of which there

are seven. They have a paramount influence in the dictation of amusements. The church societies of themselves are very strong and representative of the young people. The Presbyterian congregation, it is interesting to note, was the first sect to have a church building in Hempstead village. For many years the edifice was also used as a Town Hall. The business interests of the village are a moulding mill, a shirt factory with nearly a hundred operatives, a straw hat factory, a carriage factory, and one for cork soles. Most of these business interests are small, but they are thriving and being pushed. There are two banks and a number of excellent stores. The seat of the township government is here, the town clerk having his office in the village. Formerly the whole business of the township was done in Hempstead. There is an excellent village government, electric lights and water being supplied to the houses, and the streets being lit with the incandescent light. Many city people come up for the Summer months, but nearly all take cottages. The boarding accommodation does not exceed fifty. There are several good hotels, but no large Summer one.

To the east and to the northeast to Westbury there are fine farm lands and extensive places. The famous Meadowbrook Hunt, with Frank Gray Griswold, Master of the Hounds, has its club house three miles out in this direction at East Meadow. The club has taken an old farmhouse there and refurnished it most elaborately, as well as building on to it. The pack now consists of some fifty hounds. Among the club's members there are some of the most famous cross country hunters in the world, and its stable is excellent. A polo club is attached to the hunt, and beautiful grounds have been laid out. Several fine stock farms lay right in this region. The Hempstead Farm of Thomas H. Terry, with its superb breeding stock, its very remarkable kennels and its display of fancy fowl, is undoubtedly the most noted and the most deserving of especial mention. August Belmont, Jr., has a capital stable of blooded horses, and Richard Ingraham, of Brooklyn, fifty or sixty specimens of western stock that give his stables great commercial value.

OLD WESTBURY is a farming region of wealthy old families living some three miles from Westbury station, very nearly due north from East Meadow. It is fine old Quaker stock that the Westbury people come from, and they are very proud of their lineage. The Hickses, the Cooks, the Tituses and the Willises are their chief representatives. What is quite probably the oldest meeting house on the island is that at Westbury. It was built in 1701. The farming country is fertile, and for the most part as flat as a barn floor. On the Wheatley Hills back of Old Westbury, E. D. Morgan has built a superb mansion and established an extensive stock farm. From its elevated situation the house is a landmark for all the region round.

Flushing and the North Side.

Winfield, Newton, Corona, on the Flushing and North Side Railroad, are little towns in the suburbs, averaging fifteen hundred inhabitants apiece, in the centre of market gardens and devoted to the manufacture of portable houses. Just beyond Corona in the marshes of Flushing Bay the road divides, one branch going to Bridge street, College Point and White-stone, the other to Main street, Flushing, and through Bay Side to Great Neck.

FLUSHING is a genuine suburban town, quaint and picturesque in parts, modern *par excellence*, and boasting many handsome mansions in others. It is an old town, its settlement going back to the very same year that

Hempstead was founded, 1643. It was first called Vlissenden. Its settlers were English refugees who had fled into Holland to escape the Quaker persecution, then raging through Great Britain. Flushing at its founding was a stronghold of Quakers. It is so, even to-day. The first assemblages of the "meeting" were held in the old Bowne Mansion erected in 1661. The Bowne Mansion stands as one of the landmarks of Flushing in an almost perfect state of preservation. It is one of the few old houses that have not felt the touch of time, or that the vandals have not attempted to remodel. In 1695 the "Friends" built their meeting house. The building is standing to-day on Broadway almost opposite the little park with hardly a change, save that its weather beaten boards have recently had a coat of paint. The old history of Flushing is nearly all bound up in the exploits of the Quakers. In the eighteenth century other sects began to gain a foothold in the town. Episcopalianism rose up in 1720, and in 1746 land was given for a church. It was erected the same year, of rough gray stone, stately and religious, after the Gothic school, and to-day as St. George's it stands another landmark of the old town. It possesses a fine and resonant old bell.

The Flushing of the present day has a population of 8,500 and is 12 miles distant from Long Island City. Its streets and avenues are level, broad, well graded and shaded. It sits back a little from Flushing Bay, though a wide creek, perfectly practicable for heavily-laden schooners, runs up along the town's boundaries. It is 5 miles to the Sound as the crow flies. Flushing's industries are important. There are dye works, with about 50 operatives; glass bending works, employing great kilns; the Flushing iron works, including machine shops and a foundry for the making of tools and lathes; two saw and planing mills; a portable house company, and a recently established beef concern which will send out its wagons all over the County of Queens. What Flushing is chiefly noted for though, in the commercial way, are her two great nurseries, one for hardy stock, rhododendrons, azaleas and evergreens, the other for fruit and shade trees. The latter, the Bloodgood Nursery, dates back as far as 1729; besides there are several large rose farms within the town's limits.

The clubs, associations, and societies exert a great influence upon Flushing's life. They are numerous and of large membership. The Niantic Club, fronting on Sanford avenue, is the leading organization. It has over a hundred in its membership, the members being drawn from the old families of the town. It is located in one of Flushing's old residences, and has sleeping accommodations, besides its alleys, parlors and club rooms. Another organization of the same social mold is the Flushing Athletic Club, now nearly a score of years old, and boasting nearly 300 members. It has a fine field and gymnasium, an eighth of a mile running track, base ball, football and tennis grounds, and a pretty little club house, covering in all an entire square. Tennis tournaments are held every Summer, and Flushing numbers more good players, it is said, than any town of its size in this country. The Seventeenth Separate Company, of the N. Y. S. N. G., has a capital little armory. The aquatic interest is well developed, there being the Nereus, on Flushing Creek, with twelve boats, and the Flushing Boat Club (an oar organization exclusively) on Flushing Bay, with two barges and many little crafts. Other organizations are the Alumni Association of the High School, the Republican Club, the Single Tax Club and the Good Citizenship League of Women. The leading institutions are the Flushing Military Academy; St. Joseph's School, which used to be a great place for Cuban

youngsters; the Public Free Library, with three to four thousand books on its shelves, and the famous Convent school with several hundred pupils, established for over a quarter of a century. The society of Flushing is most exclusive and its participants largely mingle in New York circles. The upper floor of the Town Hall known as the Opera House is used for dancing. Dances are also given in the gymnasium of the Flushing Athletic Club. The Bownes, the Lawrences, the Duryeas, the Powells, and the Parsons, are some of the old families that hold up the village's aristocratic tone. There is quite a colony also of well-known artists which the late James H. Beard headed. Its chief representatives are C. Dana Gibson, Daniel C. Beard, and A. B. Wenzel. Flushing has seven churches, lacking only the Presbyterian denomination. At the junction of Broadway and Main street a pretty village park is marked off. It has a monument to those killed in the Civil War, and an ornate iron fountain painted white. It is a great village for newspapers, there being three weeklies and one daily. There is a good water system, the supply being drawn from artesian wells. The Flushing race-course is a mile away from the main street and at the north east corner of the village.

The village of College Point immediately adjoins Flushing on the north. Its population is over 6,000, and it is quite a manufacturing centre, being situated on Flushing Bay and Long Island Sound. Its chief industries are factories for doors and blinds, factories for rubber and silk, and comb works. There are four or five singing societies with a membership mostly German. The Knickerbocker Yacht Club of New York has its house here, and the Harlem Yacht Club its cruising station and its starting point for regattas. Whitestone is a village to the east, of 3,000 population. It is mainly a manufacturing place, though there is always a goodly colony of Summer boarders. The chief manufactories are the Central Forge Works, which last Summer made one of the largest shafts that has ever been made, to go to the World's Fair, a fishing tackle plant, and a tin-can concern. Fifteen miles from Long Island City is the farming district of Bayside. It has some fine Summer residences, and a rose and chrysanthemum farm. Bayside is situated on Little Neck Bay. Two miles to the north is Willets Point, with its fort and Government station. Passing Little Neck and Douglaston the traveller comes to Great Neck three miles further on. Here is the Summer home of William R. Grace, and Edgewater Stock Farm recently established by Francis Browne.

THE ISLAND'S CENTRE.

The Beaches of Moriches—The Troutng in the Havens—The Land of Pines and the Headlands of the North Shore.

If the traveller will glance at an island map, he will see that fifteen miles north of Patchogue, through a region of scrub oaks and pines, where no regular farming is possible, and seeming at moments something like a western prairie (save for a wooded range of hills), lies the old whaling town of Port Jefferson. This region from Plainedge to Manorville, very nearly from sea to Sound, is the very centre of the island, almost an unknown land to the Summer visitor. It is sparsely inhabited and seemingly has no attractions. The most of it is off the railroad line, and squirrels and hares play happily in its undisturbed woods. Nevertheless, it is one of Long Island's most interesting sections. There is no way of viewing it by railroad. A sleepy stage lumbers over the bad roads each day from Patchogue to Port Jefferson, stopping at the somnolent station of Manor, touching historic but old-fashioned Yaphank. But it needs a trap and a smart cob, if one can have the good luck to obtain one, to see the pine plain adequately,

First, however, there are half a dozen towns and villages along the line from Patchogue to Eastport that have great Summer reputations. Bellport, the first of them, is fifty-eight miles from New York. In Winter it is a quiet fishing town, numbering barely 600. Summer adds nearly that number more to its population. It is not a "cottage town," but one known far and wide for the excellence of its boarding houses. There are at least a dozen of these, several approaching the dignity of Summer hotels in their guest capacity. Though it is not on its private homes that the repute of Bellport hangs, it nevertheless has several notable country houses of much beauty. Much of the town is admirably situated on a bluff overlooking Bellport Bay, the end of the Great South water, The shore line runs due south here, to bound the narrow channel, on the other side of which is the Great South Beach. This channel broadens further eastward into East Bay, the territory of the Moriches. At Smith's Point on the peninsula south of Bellport it is quite possible to trace the remains of the breastworks of Fort St. George, a British stronghold of the Revolution. Brookhaven, two miles away east, the next station on the line, is a village of 350 people and two churches, deriving its importance from being in the midst of an excellent troutng region. The country is honeycombed with little lakes, ponds and streams. At South Haven, a post office, a store and one rural church (Episcopal) a mile away from Brookhaven station, is located the exclusive Suffolk Club and its superb trout reserve. It has been said, and with some accuracy, that it needs a semi-millionaire to get his name put on the membership roll. The club is certainly a close little corporation. Its numbers less than thirty gen-

tlemen, Judge Pratt of Brooklyn being a prominent member. Its house and preserve are up on Carman's River, a mile from the bay, exactly the locality where Henry Clay and Daniel Webster used to fish some years ago. This is one of the very best trouting localities in the United States; or rather it was, for it is getting somewhat fished out now, and the Suffolk Club has to stock carefully each year. They have acquired the best of the fishing rights, but there are three or four miles of free water with very fair sport still. The season in this part of the country is April 1st to September 1st.

The Moriches commence four miles further on in a station by the name of Mastic. This was the old title given to the big peninsula bounded by Bellport Bay and Forge River. Farming lands are all about and the inland fishing continues good. There is farm house accommodation for about forty people. Mastic was for a time called Moriches and then Forge. Latterly, it has gone back to its old time name. CENTRE MORICHES (station Moriches, Brooklyn 66½ miles) is a genuine Summer colony down in the sands at the head of East Bay. Its permanent residents number only about 500, and they are farmers and baymen. In the Winter these people keep within their houses, in the Summer they are to be found serving the visitors. The view from Centre Moriches is a fine one and the scenery is of a much wilder character than is to be noticed in the Great South Bay. Wild ducks, geese, black ducks and brant abound, and this is the beginning of the very choicest shooting of the island. Though hundreds of sportsmen go down here and to Shinnecock annually, these regions are not nearly so much shot over as those of the waters to the west. The soil is sandy in the extreme, and the roads are poor. Boats run across the bay to the beach, where there is good surf bathing. The settlement is a mile from the station, is marked by the fine Hotel Brooklyn (accommodation 300) and by Bishop's, an old road house and inn, celebrated for its fine dinners. Bishop is a gunner and fisherman born, and his house is a great headquarters for sportsmen. Boarding houses are numerous and their capacity is a good 300. The coast is cut up with little inlets of shallow depth, making it a perfectly safe playground for children. For this reason Centre Moriches is admirably situated for youngsters. It boasts two churches, a Methodist and a Presbyterian.

As the railroad sweeps on to Eastport, one gets an adequate glimpse of a little bay or cove opening from East Bay, with a big cluster of houses on its shore, prettily located and with an excellent view. That is East Moriches, and it is a drive of two miles and a half from the Centre Moriches station. East Moriches presents few different characteristics from its neighbor just described. It has no large hotels, but it accommodates about the same number of tourists. The boating and fishing are equally good. The town has more, perhaps, of the quaintness of East Long Island than those that have come before it. The native trees that marked it in Indian times and even a generation ago have all gone now and in their place are being cultivated young maples and oaks. At EASTPORT the South Shore railroad joins with that in the centre of the island by a spur to Manorville; Eastport is merely a junction. No town worth that name gathers itself about the tracks. It is a joining of rails out in the midst of a farming country, with its important industry the raising of ducks. There are capital duck farms in Eastport, and they will well repay a visit. The town accommodates nearly 100 visitors in its farm houses. The Long Island Country Club has a place here,

Manorville, better known as MANOR, is a junction in the pine woods, directly in the midst of a curious farming district. Staple products are not raised with success, as it is a region abounding in swamps, the most extensive of which, the old Indian Wampmissic, lies three miles west of the station. Peaches, strawberries and blackberries are cultivated with profit, however. Manor is historic, getting its name from having been included in Colonel Smith's patent of St. George's Manor, granted in 1693. The village was settled fully as early as that, and an interesting old church on the road to Baiting Hollow, which will repay the visit of the antiquarian, must date very nearly back to that. The Peconic River, flowing west from Peconic Bay, terminate just north of Manor in a succession of little ponds.

Due west from here the character of the country through the island's centre is unchanged in its main essentials for thirty miles. The roads with hardly an exception (save those immediately around Brentwood, north of Islip) are sandy and hard travelling. The hills that form the island's "backbone" taper off and get lower and lower the further east they go, till at Manor they are hardly discernible. Three or four miles north of the central railroad line from Manor up to Farmingdale there is good sport with the gun for such small game as squirrels, partridges, quail and rabbits. The further one gets from a station or a village the better he will find the sport. No especial locality can be recommended, but it may be said in general that the further east one gets the less he is likely to encroach upon club preserves, which are very numerous and comprehensive in some sections.

YAPHANK is a peaceful little village, named after a creek and neck of land at South Haven, which is directly to the south of it. Its population is a trifle over 500, it is in the midst of the farming section above described, and its meadows are well stocked with small game. Its chief claim to notice rests upon its being the site of the county asylum, a remarkably well kept institution and a building noticeable from a distance. It is said to be the largest edifice in the county. Part of its space is devoted to the accommodation of the county poor. Yaphank is over one hundred years old, and with historic memories. Medford, five miles further to the west on the railroad line, has but a house or two and no village. It is an excellent melon growing country and large quantities of this fruit are sent weekly to the markets. The hills to the north are known as Bald Hills. It has room through its farmhouses for some fifty boarders, while Yaphank can accommodate seventy. Holtsville, the postoffice for Waverly station, is a tiny hamlet a little further on, just north of Patchogue town. To the left, driving north, sweep the Dix Hills.

From Waverly station as a centre, the traveller has a host of little hamlets, none of any Summer importance, but all of interest, both north and west. West of Waverly some three miles and a half is Lake Ronkonkoma, the largest purely inland sheet of water on the island, a clear, beautifully banked pond, three miles in circumference, and by some curious, hidden law of nature overflowing its banks periodically. Oddly enough, there is no hotel on it, though the drive from the station is less than three miles. But this deficiency is made up by a dozen boarding houses taking in nearly 250 people. Its shores are lined as well with handsome Summer cottages, and the groves and shrubbery on the lake's borders make it a most romantic spot. The settlement is known as Lakeland. There are a number of artisans near the station whose chief occupation is the making of cigar boxes. Central Islip beyond is chiefly noted for its being the site of the New York County Insane Asylum. The land was purchased in 1884, and

over \$300,000 has already been spent on it. Beyond this Central Islip has no especial point of attraction. The farming land is good, and the farm houses will hold about seventy visitors.

BRENTWOOD.—In the very heart of the pine region, where these trees grow most luxuriantly, a miniature Lakewood has been set. Two daintily appointed hotels, the Austral and the Brentwood, keep open house all Winter for either the Summer traveler, pure and simple, the over-worked man who badly needs a rest, or the invalid with weak lungs. The balsam from the grove of pines is most soothing, even to robust people. The ridge of hills breaks the force of the north wind. The southern breezes come up warm and sunshiny to the hotel's very piazzas. A glass enclosed piazza, heated by steam when needful, has proved itself a valuable institution. The Austral accommodates 200 guests, the Brentwood about sixty. The latter house has an interesting history. It was erected as a private residence in 1869 by Mr. R. W. Pearsall of New York, who had Olmsted, the designer of Central Park, lay out his grounds for him in English park style. The house was built on the lines of a French chateau with dainty panelings and inlaid floors. He, or rather Olmsted, laid out the pine forest with trees exactly five feet apart on the northern border to break the force of the wind. Just as the building was completed Mr. Pearsall died and the great house laid vacant until 1888, when a company experimented with their pine sanitarium upon it, a year later building the Austral in modern mode. The driving is excellent, the south shore being some four miles distant. Though the region is sandy the roads have been carefully worked over, and now any trap may traverse them with ease. Several old mansions and Summer cottages surround the "Park of Pines." Just east is Suffolk station and the grounds of the Suffolk Driving Park. To the east is Deer Park, accommodating about forty boarders on its farms.

North of Waverly the driving is bad but the shooting good. Selden, on the road to Port Jefferson, is a small, undeveloped hamlet. Coram, until two years ago the town capital, Middle Island and Artists' Lake, over east near Yaphank, are places of the same relative importance. Hardly a house is to be seen on the drive across the island to the north until one strikes the outskirts of Port Jefferson, nor is it until the village is nearly reached that there is a glimpse to be had of the Sound. The view is the bush line to the horizon, monotonous perhaps, but not ungrateful to the eye. As Port Jefferson is approached the roads become better. They are largely of loam here, though once in a while a sandy district is reached. On the shore, over beyond Port Jefferson, to the east, is a long line of little places, entirely off the line of railroad communication—Mount Sinai, near which is Mount Misery, said to be the highest point on the island next to Harbor Hill (Roslyn), Miller's Place, where there is a large working girls' home managed by Miss Potter, the daughter of the bishop, Rocky Point, Woodville Landing and Wading River, the latter settled in 1671. Manorville is the nearest station to this little village, and Manorville is six miles distant.

The Centre North Shore.

With PORT JEFFERSON as a centre, the coast line to west and east is bold and clear. The land often comes down to the water's edge in bluffs and cliffs of imposing magnitude. From Port Jefferson to Long Island City, the whole north shore is cut up into great bays and harbors, peninsulas and necks. Easterly, the elevations gradually subside, till at Oyster Bay the

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coast line is very nearly flat. But at Port Jefferson the inequalities and abruptness of the country are to be seen in all their beauty.

The town of Port Jefferson lies in a hollow. The railroad terminates on a broad plateau of farm lands, a mile from the centre of the town. Thence the way lies down a steep hill, bordered by great cliffs. The main street, with quaint old buildings on either hand, ends abruptly in a big wharf, from which a superb view of the harbor is to be had. This harbor is Port Jefferson's pride. Years ago, when she was a whaling town of prominence, the harbor sheltered ship after ship, and gained the name of being one of the best on the coast. Its whaling glory is long since departed, but the ship yards of old still continue. It is true that of late years there have been few vessels of the American merchant marine built. But Port Jefferson has had her share of repairing and occasionally blocking out a new coaster. The four yards of the town are no more idle to-day, at any rate, than they were in "whale times," when eight and ten new vessels would be on the stocks at once.

The harbor is perfectly landlocked. Nature made it almost exactly what man desired, and the addition of a breakwater or two has given it extra commercial value. It is one mile wide by two long. A steamer runs every day in Summer and every other day in Winter to Bridgeport, Connecticut, where the villagers do the most of their shopping. There is also steamboat communication with New York. The town's industries are a steam flour mill with a capacity of 100 barrels a day, two large lumber yards, and a moulding and planing mill. There were two shoe factories, but they have gone out of business. Except for its shipyards, it is a sleepy old town. Until 1873, when the present branch line was built, the village was out of the world, and only connected with the inland by stages from Waverly station, ten miles away. Yet it went through its days of mercantile triumphs, off on a remote corner of the coast, brought into touch with the cities by the frequent callings of the big ships.

The ship-building industry was started in 1797. Previous to the establishment of the first yard the village had but five houses, and its only importance was as a landing from which cord wood was taken by the small Sound sloops to the New York market. Some old landmarks still remain, in the Roe house (100 years old) and in bits of the ship yards, old hulls and frames. Port Jefferson's days of usefulness are not passed, though she does not show her activity. In a business way the town is quiet. Socially it is very active. There are five churches, "Athena Hall," with an auditorium capable of holding 1,000 people, in which traveling companies frequently play and lecturers hold forth. The village has been educated up to amusements and has two dramatic associations of its own, the Pastime and the Ladies' Literary. The Young Men's Social Club gives frequent dances during the winter in Athena Hall. Out of doors sports are rather neglected, tennis and base ball having fallen into disuse. There is, however, a fine race course in the Gentlemen's Driving Park, a mile out of the town. The farmers near by find their best profits in raising strawberries for the early markets. The views from the cliff tops, particularly that from Cedar Hill Cemetery, show a fine expanse of the Sound and the Connecticut shore. There are no large hotels, but the many inns and boarding houses take about 350 people.

Port Jefferson is in the hollow, SETAUKET on the cliffs overlooking it. This little town has the honor of being, next to Southold, the oldest place in the county. It was settled in 1646, and a house that they say was built

in that year is now inhabited and seemingly little changed. A band of Puritans founded the town, and immediately built themselves a meeting house. This stood until 1812, and was then, unfortunately, torn down. Better luck has attended the old Episcopal church, in use to-day, though it was built before Revolutionary days. There are several residences of this period and of colonial type standing in the village. Of the old Episcopal church the story is told that the Hessians used it as a barracks during the war. Setauket is one mile from the Sound, and two and a half from Port Jefferson. It is divided into two centres—East and West Setauket. A broad field lies in between. This was once known as the "Green;" it is here the quaint old village cemetery is, and here that the first settlement was made. Setauket is on a big and broad neck of land, and gets an excellent Sound view. The village is one mile from the depot. It has an important industry in a big rubber factory of five to six hundred operatives. The balance of the population of 1,000 are farmers and storekeepers. There is room for 150 visitors, and two churches are in the place. Stony Brook, the next village to the west, has a good harbor of its own at the extreme end of Smithtown Bay. It was called by the Indians "Wopowog," and immense quantities of shells have been found in the neighborhood, indicating that it was a favorite native resort. It boasts of three churches, a lumber yard, and accommodation for fifty people. Nearly all of the village is within a mile of the railroad. There is good sport with rod and gun roundabout. St. James is more especially a farming district, its soil being rich and fertile. It lies three miles east of Smithtown Branch, at the head of Stony Brook Harbor, and has about 150 inhabitants and two churches. Though an old town, its historic interest is not marked. Its boarding houses take about seventy people.

SMITHTOWN.—There are two parts to this scattering farmers' village, Smithtown and Smithtown Branch. Each has its own postoffice and stores. Together they only number eight hundred inhabitants, and little provision is made for people from the outside world. The Nissequogue River, with excellent trouting along its banks, and oysters, clams and eels as well, can bring scows up to the "bridge," four miles from the Sound, and quite sizable vessels can come up two miles. The whole township of Smithtown is a beautiful stretch of farming country, always peaceful, and with a soil hardly to be bettered. The two little villages mentioned are almost entirely inhabited by Smiths. The most noted member of the family is James Clinch Smith, one of the Stewart heirs. An interesting Smith tradition is that Richard Smith, in 1663, was offered by the Indians all the land he could ride around on the back of a bull in a single day. He immediately started through the underbrush, and in this way laid out the boundaries of his great estate. Whether this tradition is true or not, it is certain that his descendants are called the Bull-Smiths even to-day to distinguish them from other members of the Smith family. The old town has many interesting bits of history, and the records of the Town Clerk's office are well worth careful reading. Several ancient buildings with histories attached to them are shown, among them a house in which General Washington dined. A mile away from the railroad station is located the shooting and trout preserve of the Wyandance (formerly the Brooklyn Gun Club), including two or three well-stocked trout ponds and the shooting rights over 10,000 acres. The natives say they have so monopolized the sport that nine chances to one, if a squirrel or a bird is scared, he will be on the club's preserve before a rifle can be brought to bear.

Comac is a little village six or seven miles to the west, with a large training stable; Hauppauge and Nissaquogue, tiny hamlets to the south and the north. To the northwest, a distance of four miles, is St. Johnland, or Kings Park, the seat of two great eleemosynary institutions. One of these is the St. Johnland Home, providing for the care of crippled and destitute children and indigent and feeble old men. The Home is under the care of the Episcopal Church. The other institution (by far the larger and more important) is the Kings County Farm for the insane and a portion of the county paupers. A beautiful locality has been selected for its site. There is no better view of the Sound anywhere along the coast. The hills on which the many buildings stand—almost a little city by themselves—slope gently down to the meadows, and the little valley of the Nissaquogue shows itself in a pretty panorama. Nearly \$3,000,000 has been expended up to this time, and the colony is not nearly complete. About 1,300 patients are usually quartered there. The shore road to Northport winds in and out, affording picturesque glimpses of the Sound. The brick yards of Fresh Pond are passed on the way, the little settlement of Sunk Meadow and the stock farm of Breeze Hill.

NORTHPORT is indebted to its magnificent harbor for the position it holds among the Long Island towns. Good sized boats can come up to the dock at low tide. This harbor opens into Northport Bay, or Cow Harbor according to the old nomenclature, six miles long and four wide. Northport Bay in its turn opens into Huntington Bay which lets out into the Sound. This system of waterways makes an unequalled anchorage for all sorts of craft. It is no wonder that nearly 100 sail is often seen at one time abreast the little town, nor that when there were sailing vessels to build Northport should have taken such a prominent part in their making. Vessels as large as eight hundred tons were turned out on the Northport stocks late in the sixties, and then there were five sets of marine railways. Even now the yard or so that remains is kept busy repairing and turning out small craft. Coasting vessels frequently call in, there are a large number of pleasure boats belonging to the town, and the great yacht clubs out on cruises often bring their fleets into the harbor. Northport is distinctively an aquatic town, and it is her sailing facilities that draw the three to four hundred visitors that come for the Summer months. Across the harbor, on the east beach of Eaton's Neck, there is good bathing, and bluefish are to be caught in great plenty.

The village is well situated, its finest residences being on bluffs to either side, overlooking the bay, its main street, wide and well graded extending back from the water front. Its population is 2,500, its commercial interests, now that ship building has degenerated, are oystering, agriculture, and a planing and moulding mill. It is a good deal of a printing town, there being two newspapers and a law book publishing firm, the latter concern having 100 employees. A yachtsman's magazine, "Modern Yachts and Yachting," a monthly publication, has recently been established by Captain E. S. Lewis, a well known resident of the town. Northport possesses four churches, that of the Episcopalians being an especially artistic and quaint edifice of natural wood shingles, weather beaten in stain, and wooden doors with black markings cunningly put on to imitate iron work. There is also the Young Men's Guild, which is conducted on the lines of a regular club and has its rooms, a dramatic organization of a good deal of ability, an auditorium seating 600, "Union Hill," and base ball and tennis clubs, particularly active when the town is crowded with Summer visitors. The vil-

lage is an active one socially, and is regaining its old glory in other fields. It is still lit with oil, but water works are about to be put in.

A granite monument in the square in front of the Presbyterian church at the end of the main street is a striking feature of the village. It has a furled flag cut in bas relief in the depressed front of the column, and bears these words :

“Erected to the memory of our brave fellow townsmen who died fighting for the preservation of our Union.”

“The wounds of civil war are deeply cut.”

The monument was erected in 1880 and unveiled on July 4.

The Port Jefferson railroad once made its terminus at Northport. When it was extended, the surveyors established a station two miles further inland and ran the road due east from there. The last two miles of the old Northport railway were thus made a spur of the main road. Of recent years this spur has fallen into disuse, and there is a two mile drive into the village. East Northport has a farming population of 200 and a station of its own. Elwood is a rural town of the same size two miles south of Northport. Greenlawn, two miles nearer Brooklyn, is merely the depot for Centreport, also called Laurelton, a pretty watering place two miles north of it on Centreport harbor, an arm of Huntington Bay, separated from Northport harbor by Little Neck. Centreport is as well placed as Northport for scenery and pure air, and can take over 400 boarders. There is no large hotel, but a number of pretty cottages.

A brisk drive of five miles from Northport, due east, over a rolling country and roads excellent for the most part, brings the tourist to the little city of the north shore, HUNTINGTON, which has a population of over 3,000, and all the appurtenances and characteristics of a thriving, money making town. It is only thirty-eight miles from Brooklyn, and is advantageously placed at the head of a practical harbor overlooking the beautiful Huntington Bay. The main street of the village is one mile distant from the harbor's head and a mile and five-eighths from the depot. A horse car railroad, running evenings as well as during the day, affords communication between depot and harbor. The lands of West Neck, Lloyd's Neck and East Neck, immediately fronting on the bay, have had many handsome residences placed on them within the past two years, notable among which is that of J. Rogers Maxwell, of Brooklyn, surrounded by a park 100 acres in extent. Both the harbor and the bay are kept well filled with pleasure craft from May to October. At the head of the village street there stands the Public Library of rough hewed grey stone, a memorial to the Huntington Volunteers of the Rebellion. It is a building of great architectural beauty, and its cost was \$9,000. Within is a beautifully colored room with an onyx fireplace, and a well selected set of books. The reading and reference room is free; to carry books away one must pay a small sum. Back of the library is the old Huntington cemetery, with a fine view of the surrounding region. In it can be seen the remains of a British fortification, a well defined mound. The tradition is that the English soldiers held this place and baked bread on the tombstones. Certain of these stones date away back to the seventeenth century. The old slate stone is to be found here with its device of winged devils. They say the ground has been used for burial three times over. Other landmarks are the Silas Wood house, built over 200 years ago, and the First Presbyterian church, that on the hill, as the town is approached from the east. Here the British stabled their horses in the days of '76.

Besides the First Presbyterian there are seven churches in Huntington. An institution that has met with great success is the People's Room and Gymnasium, where coffee is served and there are pool tables. This was built in opposition to the saloon element by a minister of the village. It is managed by a committee of women from the various churches.

The Huntington school has 500 scholars and seventeen teachers. It is of "Regents' standing," occupying the leading position on Long Island as regards the disposition of these funds. The Opera House seats 1,000 people. Nearly all of the village society is under the auspices of the Huntington Social Club, which is pleasantly located in the centre of the town, with attractive rooms, has fifty members and is five years old. It gives entertainments every fortnight and frequent dances. There is no organized athletic interest, but in its place a rifle club, 25 strong, with monthly shoots for club badges, a local minstrel troupe, the Suffolks of Huntington, a ball nine that once beat the Cuban Giants (4-3), and a small tennis club. The village prides itself on horseflesh and there are many fast trotters on the nearby roads. The Long Island Live Stock Fair Association has grounds and a mile track a quarter of a mile south of the depot, and fairs are held twice a year. Last Fall the record of the track was broken by "David Jones," a local trotter, owned by David Jones, time 2:17.

The steamer Huntington makes five trips a week to New York during the Summer season (pier at Pike Slip) and one trip a week to South Norwalk, Conn. Both freight and passengers are carried, the farmers shipping large quantities of produce. The village's industries are a ship yard for repairing, four carriage factories, two printing establishments, a large publishing firm and a canning establishment near the depot. The ruins of an ancient tide mill stand at the head of the harbor. A water works system deriving its supply for driven wells has just been put into operation. The Lloyd Point lighthouse marks the entrance to the bay. There is good fishing both inside and outside. The town's accommodation for visitors is small in proportion to its size—less than 200.

COLD SPRING, on Cold Spring Harbor, two miles to the west, is another of the old whaling towns. Since that marine industry has fallen into decadence Cold Spring has lost its hold as a town of affairs. It has given up the paper and the woolen mills that were a feature of its life not so many years ago, and settled down to a quiet country life. Cold Spring Harbor is a superb sheet of water, in which the Great Eastern could have turned around, had she chosen. It is seven miles long and one wide at its head. On the hill-side to the north, overlooking the bay, are a number of fine residences. A mill of the turbine wheel variety that has stood at the head of the harbor for 200 years is still grinding and can turn out 200 bushels of grain weekly. The permanent population of Cold Spring is small, for there is no village to speak of. Summer visitors come to the hotels and boarding houses to the number of nearly 800. Oysters are plentiful, the fishing is beyond reproach. The cluster of hotels is some three miles from the station. On the east side of the harbor is the State Fish Hatchery, established in 1882. It has very complete buildings, an admirable biological laboratory fitted up by that department of the Brooklyn Institute, and with courses of study mapped out by them, and is always open to the inspection of visitors. This past Winter 250,000 trout were hatched, and this Spring 16,000,000 tom cod, 10,000,000 smelts and 75,000 salmon. The Summer's work will be on shad and weak fish. Mr. Frederick Mather is the superintendent in charge. Near by are the picnicking

grounds of Laurelton to which excursion steamers run from New York.

Inland on the way to Hicksville, where the branch joins the main line, are Syosset, Locust Grove and Jericho—all little farming towns and with accommodations for a few summer visitors in their farm houses. Jericho is not on the railroad. It is best reached from Hicksville by a drive two miles to the north. The latter village is a quiet unpretentious town in the midst of farms (population 1,800) with a Summer capacity for at least 100 guests.

THE EASTERN END.

The Hamptons and the Beaches to Montauk Point—Great and Little Peconic Bays—Shelter Island and Gardiner's Bay—Historic Landmarks and Episodes.

East of a line drawn in a northerly direction from the quaint little village of Eastport to the Sound lies that portion of Long Island that has grown most in the last few years in the favor of Summer tourists and builders of seaside homes. Here are the historic Hamptons, rich in traditional lore, and the old town of Sag Harbor, second in interest, in beauty of location and in the sort of charm that is lent by antiquity, to none on the island; here also is Shelter Island, famous as a home for fashionable people, and Gardiner's Island, granted by the Crown of England in 1639 to Lion Gardiner, whose bones lie beneath an old granite sarcophagus in its little graveyard, and whose descendants still hold the island and occupy the baronial mansion that overlooks the blue water of Peconic Bay near its western end. In its historical associations no other part of this most interesting island surpasses its eastern end. The town of Southold, on the northerly prong of the lobster claw into which, as has been fancifully said, this part of Long Island shapes itself, and the town of Southampton, on the southerly prong, both claim the honor of the oldest settlement; in fact they were both settled about the same time, in the year 1640. Lion Gardiner was then exercising his right of sovereignty upon his own little island and had probably already made many excursions to the mainland south of him, where he afterward founded the town of East Hampton, in whose shaded main street his marble effigy still says to Summer tourists "Memento Mori."

The Dutch had already settled the western end of the island and claimed to own the whole of it, though the Algonquins probably laughed at their title. English colonists from Massachusetts Bay had attempted to take possession of some of the valuable farming and woodlands as far east as North Oyster Bay in 1639, and their attempted settlement was prevented by the Dutch Government of New Amsterdam. In 1640 a band of settlers from the mainland of what is now Connecticut effected a landing on the north shore of Peconic Bay at a little place (chiefly associated in the minds of modern Long Island tourists with temperance drinks and swimming baths) called North Sea, and from there worked their way southward and founded the village of Southampton about a mile east of the centre of the present village. At the same time Southold was settled in the same way by another band of adventurers, who brought their families and household goods across the Sound in boats. The two townships named from these settlements, with Riverhead and Easthampton, occupy the whole eastern end of Long Island.

The charm of this country—with its miles upon miles of flat, sandy but not arid meadow land, its profusion of scrub oak and dwarf pine, its many acres of coarse grasses in which the stunted bay tree with its vivid green leaves thrives and forms the only contrast in color to the dull reds and grays, its salt marshes, its great variety of wild flowers, its plentiful supply of game of many kinds, its brackish bays and their inlets, its miles of ocean beach, its sand dunes upon which the hardy grasses ever wave to and fro in the fresh ocean breezes, its windmills that remind the traveler of Holland, its old mansions, its well kept roads—is not quickly felt by the stranger. One has to become gradually accustomed to Eastern Long Island before he can appreciate its beauty. There is not a more healthful country in the world than this part of Long Island. From Eastport to Montauk Point no one has ever heard of a case of malaria. For the sportsman, whether he prefers the rod and fly or the shot gun; for the swimmer, whether he prefers to disport himself in the still water of the inland bay or to boisterously battle with the ocean waves; for the botanist, who will find in the flora of this neighborhood a perpetual delight; for the horseman, for the bicyclist or for the mere loungeur, it is a veritable paradise. The artists have seized upon this end of the island and have done their best to make its beauties known to the world, and from Amagansett westward to Speonk and from Orient Point westward to Cutchogue and Jamesport, they have established themselves. Fashion has planted herself firmly in this part of the island. Newport itself is not gayer or more exclusive than that part of Southhampton that borders on the lake. On the dark, cool, pleasant street of old Easthampton one passes descendants of the original Gardiner of Gardiner's Island and other folks whose blood is as blue and whose pedigree as distinguished, while in the newer part of the town, bordering on the Atlantic, the cottages will compare favorably in architectural beauty with those at resorts more frequently mentioned in the "society columns." Easthampton, to tell the truth, scorns the "society columns." It lies far away from the railroad, and its residents want to hear of no nearer approach by Mr. Corbin's iron horses. They keep their own carriages and drive to and from Bridgehampton or Sag Harbor. They are nothing if not exclusive.

Boating and Shooting.

For the amateur sailor this part of the island also has unsurpassable advantages. The East Bay is shallow, but broad, and the sloops and cat-boats upon it are as trimly built and swift sailing as anyone sees in the harbor of Patchogue. Shinnecock Bay is a body of water almost as large, and through Shinnecock Inlet, when it is open, one may sail if he choose out into the ocean. At Southhampton they sail on the deep, fresh water lake, and two miles further east, on Mecox Bay, the craft are small, but the sailing is good, as it is also on Georgica Lake at Wainscott. But the true sailor-man prefers the places that border on Peconic Bay or Gardiner's Bay, where the water is deep and the craft are sturdy and sailing in a gale is sailing with a vengeance.

The game laws of Long Island differ somewhat from the regular State laws. Wild ducks, geese and brant are plentiful along the shores of the bays, and they may be shot anytime between October 1st and April 30th. Quail are abundant and the season is open from November 1st to December 31st; Hares and rabbits may be shot from November 1st to February 1st; Woodcock from August 1st to December 31st, and the shore birds, such as snipe, plover, etc., from July 10th to December 31st. The season for

robins, black birds and meadow larks is from November 1st to December 31st. Song birds can never be legally shot, and the laws prohibit all shooting, hunting and trapping on Sunday and shooting wild fowl on any waters between sunset and daylight by the aid of lights or lanterns.

EASTPORT is a village of permanent residents. Of course, no accurate estimate can be made of the Summer population of this or any other Long Island town. There are hotels in the place, and almost every other person takes boarders in the Summer. There are some handsome cottages, occupied by city folks in the warm weather, and the Long Island Sportsmen's Club, an association of New York gentlemen, formed for the purpose of propagating and preserving quail and other game, is comfortably situated here, its preserves covering many acres of wild woodland and marsh. Eastport itself is a sleepy, old fashioned little place whose very appearance delights the tired wayfarer from town. Around its post office and stores one meets retired whalers and other seafaring men to know whom is a privilege. The village straggles along the shore of Eastport Creek. The Summer residents take their sea baths on the beach two miles across East Bay. At Eastport the branch of the main line of the Long Island Railroad from Manorville connects with the Sag Harbor road.

SPEONK is a still smaller hamlet nestling close to the shore of East Bay. The woodland here runs quite to the edge of the water and the place is very picturesque, though generally overlooked by the Summer tourists. Speonk, indeed, deserves to be better known. It is nearer to the ocean beach than Eastport and the sail over for the morning bath is made very quickly. There are a number of very fine Summer cottages at Speonk, and one of the interesting sights of the place is an enormous duck farm where ducks are raised by the thousand for the New York market. There is no other similar farm on Long Island as large as this; perhaps it is not equalled anywhere else. The regular population of Speonk does not exceed 225, but the railroad station is an important one, because it is convenient to a large tract of country which is much frequented by city folks in Summer.

The Hamptons.

WESTHAMPTON.—This first of the Hamptons covers a large territory and includes many hamlets which are all, correctly speaking, a part of the same village. Westhampton proper is a straggling village of 400 inhabitants and adjoins Speonk on the east. It is an exceedingly picturesque place. The roads wind in and out of groves of stately trees, through meadows bright with many colored grasses, and the land rolls and swells even near the shore of the bay. Westhampton was settled in the latter part of the 17th century, so that it has a history, and while there are few relics in existence, probably, of its first settlement, there are houses whose antique appearance causes the stranger to pause and view them with respectful interest. Many of the farmers here have inherited their large estates from remote ancestors. The Ransom Jagger estate of some 300 acres, extending at some points all the way from the railroad to the bay, is one of the most interesting places in the neighborhood. Summer boarders are accommodated in the old farm house, whose broad piazza looks through a clearing in the original forest over well-cultivated meadows toward the ocean and the adjoining cottages. The wood-path, winding beneath stately maples and oaks and pine, through salt marsh lands, and bordered by marshmallow bushes, fragrant wild azalea and tall swamp lilies, covered in early summer by the trailing arbutus, deserves to be described by a poet

and certainly offers to the painter a perfect bewilderment of "studies." The well known house of Charles Raynor, situated on Pawcuck Point, right on the shore of the bay, where all the breezes strike it, in sight of the ocean surf and to the south of the distant cottages at Westhampton beach, is a neighboring hostelry, while north of it along the shore of Beaver Dam Creek, a picturesque little estuary, there are other summer boarding houses. There is a settlement at Beaver Dam, where an old grist mill overlooks the lily pads, and a few old houses cluster around it, which is credited in the census with 60 inhabitants. There are more than that in the grave yard near by where the founders of Westhampton lie in peace.

But, after all, the fame of Westhampton proper in the minds of Summer tourists is most closely associated with Oneck Point, approached from the main road through a natural arch of trees which has inspired painters and which every successive Summer grows in favor with the amateur photographer. Through this archway one reaches the plain, white, trim, well-ordered Oneck House. This is a superior Summer hotel, frequented by the families of city men of means. Its cottages look like private houses. Mr. Halsey, the owner of Oneck Point, controls all the game privileges in this part of Westhampton, and sportsmen in the shooting season frequent his house. There are many fine cottages in Westhampton proper, but to see cottages one must go a mile further eastward to that exclusive settlement, though a part of the same village, known now as Westhampton Beach. Here the Summer residents have a post office of their own, and as they are right at the easterly end of East Bay, they can drive or walk to the surf. General John A. Dix was one of the earliest Summer residents of this place. He built a handsome cottage on the old Dix farm near the ocean, which is a slightly landmark as far west as Moriches, and is always in the view of the cottagers at Quogue to the east. There is a tablet to the memory of General Dix in the little Union Chapel at Westhampton Beach, and his son, the Rev. Dr. Morgan Dix, rector of Trinity Parish in New York, frequently conducts the services there Summer Sunday mornings when the Protestant Episcopalians use the chapel. There are 50 permanent residents in and about Oneck and the census attributes 350 to Westhampton Beach. Prof. Chandler is one of the residents of Westhampton Beach, and his red cottage and the adjoining laboratory stand on the left hand side of the main road in the centre of the settlement. There are three well appointed hotels and a few boarding houses, but the cottager rules here.

Still further east there is yet another settlement which belongs to Westhampton village, though distinct in itself and exclusive to a degree. This is the Presbyterian hamlet called Quogue, with a Summer population of 100, whose cottages cluster in the forest around a pretty church with shingled walls. Westhampton has another Presbyterian church, and Methodist Episcopal and Roman Catholic churches as well. There is communication by stage through the pine woods and wastes of scrub oak with Riverhead.

QUOGUE is approached from the west by carriage by a bridge across Quantic Bay, a small body of water which is connected by a narrow canal with the water of East Bay, and by the same means with Shinnecock Bay, further east. Quogue has 275 permanent inhabitants, but its Summer population is more than ten times that number. It is one of the oldest settlements in the township of Southampton, and is only a few years younger than Southampton village itself, so that it is rich in historical associations. But in appearance the village is distinctly modern. The eye first rests upon the beautiful Colgate Cottage, with its outlying buildings, and next upon

the pretty little shingled church used by the cottagers. The main road, running parallel with the ocean, is lined by handsome modern summer residences surrounded by well-trimmed lawns and flower gardens. The Quogue House, a famous Long Island hotel, is at the end of this road, and there are others of equal capacity in the village, which, of course, has its share of boarding houses. The bathing beach at Quogue is particularly well supplied with appliances for the comfort and convenience of bathers, and with life-saving machinery.

Two miles east of Quogue one passes through the hamlet called Atlanticville, at the head of Shinnecock Bay. Atlanticville is not on the railroad, and it has but 325 inhabitants, mostly Summer residents only. Its permanent residents are either small farmers or fishermen, or both. It is a most picturesque spot, however, and is worthy the inspection of people looking for a cool water-side resort in Summer. All this neighborhood is associated with memories of De Witt Clinton, Daniel Webster, and other distinguished statesmen of a bygone age. Back from the ocean, near Quogue, are many streams that used to be sought for by trout fishermen. In their leisure hours these great men of the past went fishing here and took their friends. A stage from Riverhead runs to Quogue and Atlanticville.

GOOD GROUND (BAY HEAD).—Good Ground is the old Indian name for the next settlement, going eastward. The railroad station is now called Bay Head. The population of this extensive settlement is about 825 the year round. It abounds in comfortable, well-kept boarding houses, some of which are on the shore of Peconic Bay, while others front Shinnecock Bay. These two bodies of water are at this point very close together. Indeed, at Canoe Place, a mile farther on, both bays are connected by a short canal, built by the State Government, so that the waters of the bays may mingle and improve the fishing, and especially to increase the value of the clam beds. The view at Canoe Place is magnificent. Going eastward, one has directly at his left hand the wide expanse of Peconic Bay, and at his right hand the blue waters of Shinnecock Bay, with the furze-covered Shinnecock Hills in front of him, and not far away, beyond the sand dunes, the ocean surf breaking on the beach. Here, at Canoe Place, is one of the oldest inns in the State of New York. The tradition is that it was built by one Jeremiah Culver, in the year 1735. In front of it are two willow trees grown from sprouts brought from the Island of St. Helena, and a tall flagpole which has at its base a big wooden figure-head representing Hercules, taken from an old war vessel. This is really a beautiful specimen of wood-carving, and of value as a relic. Canoe Place is rich in tradition. British officers frequented the tavern in Revolutionary days. There is a monument near-by erected early in the century to the memory of the Rev. Paul Cuffee, the last of the Indian preachers, and the little church in which he used to preach is not far distant. There is, also, not far from the inn, the ruin of an old fort used by the British in 1776. Perhaps, however, Canoe Place is most famous, now-a-days, as the place where John L. Sullivan trained for his unfortunate encounter with Corbett. At Ponquogue, a point jutting out in Shinnecock Bay, stands one of the best-known lighthouses on the whole Long Island coast. South of Good Ground, and between it and Ponquogue, is a little hamlet called Springville, and north of Good Ground, on the shore of Peconic Bay, are Squiretown (a very small hamlet), and Southport, which has a Winter population of 50, but is growing in favor as a Summer resort, especially with people fond of boating. At Good Ground there is a regularly-established Methodist Episcopal Church, but members of other

denominations have plenty of churches near at hand in other settlements. Good Ground, or Bay Head, has grown greatly in the favor of cottagers lately, and, especially near Shinnecock Bay, there are many handsome modern villas.

SHINNECOCK HILLS.—Cross the canal and you are among the Shinnecock Hills. A few years ago all this neighborhood was regarded as waste land or fit only for cattle grazing. The early settlers bought large tracts of the land from the Indians with such trifles as barrels of rum and old guns and beads for grazing ground. Probably the artists were the first to discover the strange beauty of these rolling hills situated close to the ocean and between two large bays, so that in spite of the lack of shade there are cool breezes on the hottest Summer days. Shinnecock Hills is noted to-day as a place of resort for wealthy New Yorkers. Their villas dot the landscape on either side of the railroad tracks. The inn nestling on a side hill right over Shinnecock Bay, so that its gables and chimneys only can be seen from the picturesque railroad station, is frequented chiefly by persons of means. But after all, the most interesting settlements in the Shinnecock region are the artists' colony, east of the fashionable settlement, and the Indian village on Shinnecock Neck, which extends well out into the waters of the bay. Here dwell, indeed, the original aristocrats of Long Island. Some of the farmers and fishermen of Suffolk County can trace their ancestry clear back to 1640, but then the pedigrees are lost in fog. Who knows how far back these descendants of aboriginal princes and chieftains can trace their line? They are to-day a meek, hard working people, in number perhaps 100, who, though they do not indulge in resentment, remember keenly that they or their ancestors once owned all the territory that modern capital has beautified and made into a dwelling place. In the artists' colony there is a Summer school of drawing and painting which is largely attended, and which it is quite the thing to visit on reception days. William M. Chase, whose own summer residence, a house worthy of an original artist, is at the western end of the Shinnecock settlement, conducts the school, and Rosina Emmet Sherwood teaches there, also with other painters of national repute. It is not an uncommon sight in driving over the well kept roads to encounter a group of artists and students each under his or her individual white umbrella painting from nature. Painting out of doors is the artists' employment on Long Island now-a-days. Very few of them use their studios except for finishing touches on rainy days. Mr. Chase has a studio, of course, in his commodious house, and his weekly receptions there are largely attended by the cottagers from the Hills and from Southampton. The architects who designed the Summer residences among these Hills gave a wide play to their fancy. The old windmill, known technically as the smock mill, from the curious shape of the structure holding the fans, being largely in use in the eastern end of Long Island, the architects in some cases seized upon that design and used it felicitously. The Golf Club House is a building of particular beauty. From its upper story a full view is obtained of the Golf grounds, which extend for three miles and a half east and west. The game of Golf, lately imported from Scotland, is in high favor here, and most of the summer residents, male and female, belong to the club. There is a little church among the Hills, architecturally in keeping with the other buildings. All this land was purchased by the Long Island Improvement Company, but the best portion of it is now owned by the Inn and Cottage Company, all New Yorkers. Roads have been built, the underbrush cleared away, grass seed sown, and flowers planted,

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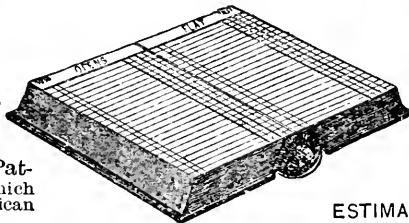
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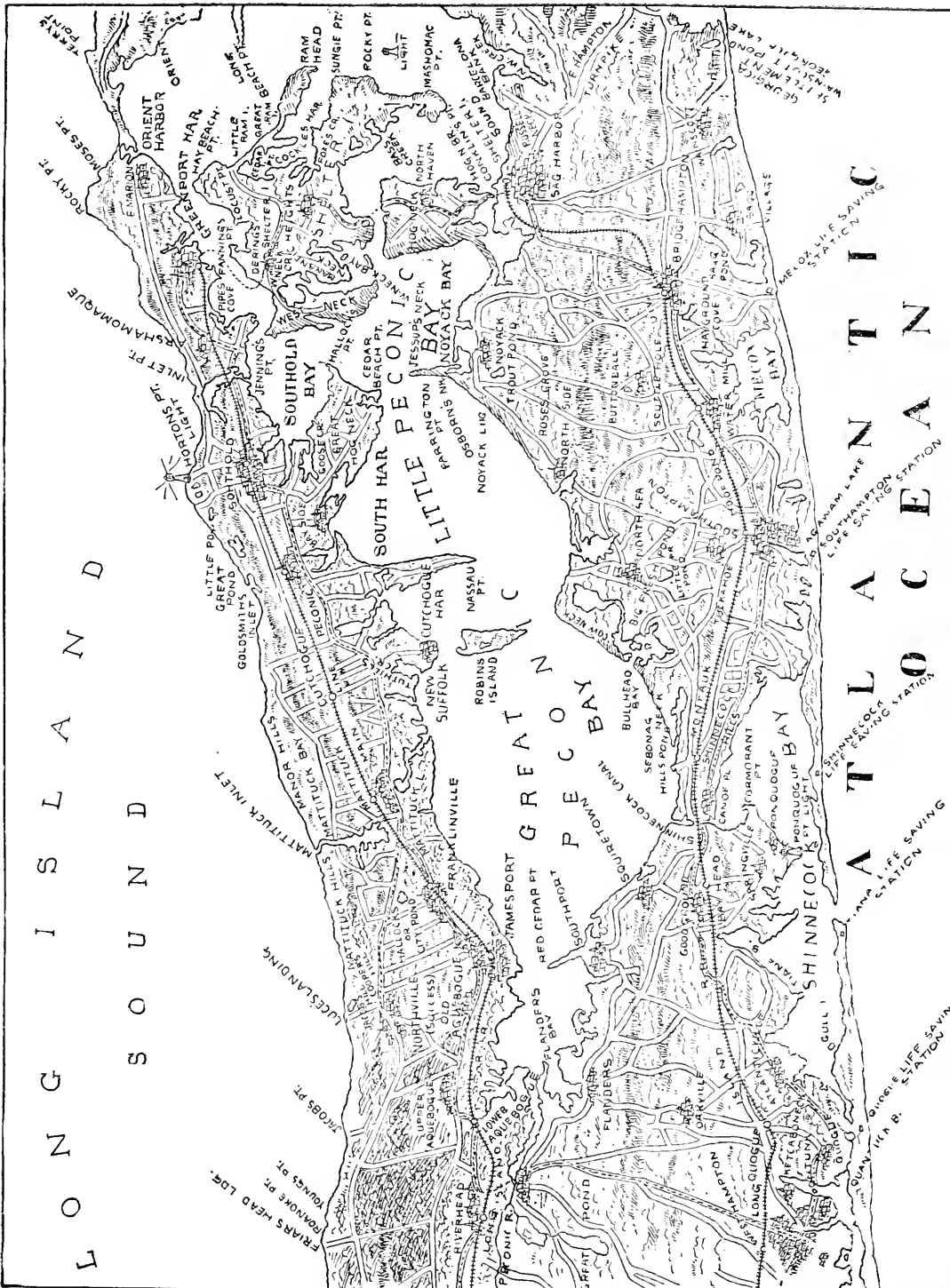


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XXIII. BIRDS-EYE VIEW OF

The Brooklyn Citizen.

It was once said by a writer that if he were permitted to write the songs of the people he cared not who made the laws. He rightly believed that the people could be swayed and governed more easily through their songs than by their laws. But a greater and more potent agency exists to-day, however, than the folk songs. It is the people's newspaper, such as THE CITIZEN has become.

THE BROOKLYN CITIZEN is, above all else, the people's Home Paper, just as Brooklyn is the City of Homes.

Because THE CITIZEN is the home paper, it is also the paper of the schools, the churches, the fraternal societies, the amateur actors, the national guard and the several forms of amateur athletics, and of all the other agencies that spring from home life.

The housewife and mother will always find something to interest and to instruct in the Women's World.

On Sunday, there is a column which tells how to own a home, something that every woman desires above all else.

Everyday, too, there is something to interest the pupils and teachers of the schools. THE CITIZEN has taken up and directed attention to the sanitary arrangements of the public schools, and wherever any abuse has been found THE CITIZEN has been the first to expose it.

Identified with the home and the school is the church. In fact, they are bound so closely together that the latter could not exist without the former, and the stability of the home would be weakened were it not for the church. Thus THE CITIZEN devotes, daily and Sunday, great space to the doings of the churches of all denominations and to their respective societies.

The sporting page is also of interest, and in that is found the latest news of everything that is going on in any of the many branches of that engrossing subject, until it has become a veritable referee in this city for all legitimate sports.

It is not alone, however, that THE CITIZEN excels in the presentation of its news or in its diversity. It is recognized by the Brooklyn merchants as the best means of reaching the best people of this city, because it is what has been heretofore said, the HOME NEWSPAPER of Brooklyn.

THE CITIZEN has inaugurated and conducted to a successful issue crusades on various abuses, some of which were detrimental to health and others to morals. Other crusades were taken up for the better accommodation and protection of the public. Among the latter may be mentioned that by which the builders have been compelled to place danger signals at night on all obstructions placed by them on the streets.

Everybody who has to use the city's roads, whether for driving or bicycling, knows of the efforts THE CITIZEN has made to procure better roads, and the wheelmen especially appreciate its labor on their behalf, because success has crowned its efforts and the road to Coney Island is practically a fact.

THE CITIZEN has also been the bitterest foe of the pool room, and forced the Police Department to take cognizance of the establishment of the business in this city and to close it up.

THE CITIZEN inaugurated the movement to compel the Smith street and Coney Island Railroad Company to run through cars between the Park Slope and the Bridge without transfer. That the cars are so running to-day is testimony to the efficiency of the efforts.

but so far the natural beauty of the hills has been preserved, the effort of the owners being to augment rather than destroy it. The blue sage and the red and yellow wild grasses still grow in luxuriance. Sugar Loaf Hill, the highest point of land on the south shore of the island, is 140 feet high. The Indians have a church of their own, and a school which is supported by the State.

SOUTHAMPTON.—Southampton has a regular population of perhaps 1,500, but in Summer this is greatly increased. There are many large stores, and the churches of the village are Catholic, Methodist Episcopal and Presbyterian. But to the visitor the most interesting church is St. Andrews-on-the-Dunes, situated within a rod of the ocean surf and at the extreme end of Silver Lake, around which most of the beautiful Summer residences are built. This was once a Government Life Saving Station, but it has been completely transformed, and with the aid of Tiffany stained glass windows and gargoyles brought from Southampton in England, the interior is made most impressive. The services here are conducted during the Summer by eminent Protestant Episcopal clergymen from New York, some of whom have cottages near the beach. One of the discoverers, so to speak, of Southampton, was Dr. Thomas, the distinguished surgeon, whose house is one of the finest in the place; but to give a list of the names of Southampton people would require a reproduction here of a large part of that interesting red and black volume known in New York as the Social Register. They are all well represented—Knickerbockers, Huguenots, Puritans, Sons and Daughters of the Revolution and Tories. There is a good hotel near the railroad station, and another on the main street nearer the ocean, but the boarder is not exactly in place at Southampton. He generally prefers to get a mile or so away from the village in the country. There is no lack of good boarding houses north and east. Driving a mile or so northward one reaches North Sea on the bank of Peconic Bay, a settlement with 75 regular inhabitants, chiefly noted as the landing place of the original settlers of Southampton, whose memorials abound in the streets of the village.

Along a road parallel with the ocean, toward the east, we come upon reminders of some of the early out-lying settlements. There is an old graveyard with tombstones dated way back in the seventeenth century, which mark the last resting place of people who once dwelt in Cobb, and the country around. Cobb is nothing now except three or four farm houses, some very much weather beaten, but none more than seventy-five years old, situated at a most picturesque turn in the road. Here a little group of artists have painted out of doors several Summers, and their impressions of the dunes, the farm lanes, and the moors have all been seen in art exhibitions. Here in the orchard of a quaint old house Carleton Wiggins, a distinguished cattle painter resident in Brooklyn, painted his picture of an Alderney cow for the Columbian Exhibition, which was bought by a well known citizen of Brooklyn before the paint was dry. Hamilton Hamilton, Arthur Hoerber and Clifford Grayson have made "studies" in this neighborhood. Capt. Isaac Pierson, an old whaler, is perhaps the best known resident of this hamlet, and his remarkably trim and well kept farm is noticed by the people who drive from Southampton.

Cobb Creek here flows into Mecox Bay, a body of water two miles long and a mile and a half in width. There is an inlet through the dunes to the ocean, but this closes up in Summer, and the bay is all the better for sailing. At the western end of Mecox Bay is Flying Point, a large

portion of which is owned by Captain Luther Burnett, another old whaler and familiar and genial character with Summer visitors. This end of Mecox Bay deserves to be better known by Brooklynites and others looking for Summer board on Long Island. The Burnetts, both Luther and his brother Allan, take boarders.

WATER MILL.—This settlement, with the neighboring hamlets called Hay Ground and Mecox, comprises a population of about 450. Water Mill gets its name from the oldest mill on Long Island, an antique structure which has been greatly modernized and by no means beautified by the addition of a Chicago windmill of iron. This stands at the head of Mill Creek, which empties into Mecox Bay. Back of it is a fresh water lake noted for good pickerel fishing and adjoining it is a Summer boarding house, Benedict's, surrounded by an old fashioned flower garden. The shores of Mill Creek are high and diversified, and there are a number of beautiful Summer homes built upon them. In the centre of Water Mill village is an old windmill carefully preserved as a relic. At Hay Ground stands the capacious and modern hotel called Mecox Inn, with a number of cottages around it. The popular way of going over to the bathing beach is by cat-boat but one may drive either by way of Hay Ground or by way of Cobb.

BRIDGEHAMPTON.—This is a quaint old village that reminds one of a Connecticut or Massachusetts town. Its one wide, elm-shaded street is lined by old-fashioned houses with well kept yards and a few good stores. At the end of it, where the Sag Harbor road, the Easthampton road and the Georgica Lake road separate, there is a huge liberty pole. There is a typical country hotel at this corner, and Bridgehampton with its population of 1,394 has its quota of boarding houses, but the people of Bridgehampton are plain and old fashioned and are rather proud of being so far removed from the noise and bustle of "the city." There are two churches on the main street, Presbyterian and Methodist Episcopal. Bridgehampton is two miles from the ocean. A stage line runs from here to Easthampton, Amagansett and other smaller places; indeed, by stage or carriage only can any one of those places or Wainscott or Georgica Lake be reached, but one may start either from Bridgehampton or Sag Harbor.

WAINSCOTT, four miles and a half from Bridgehampton, is a handsome cottage settlement on the shore of Georgica Lake, a body of fresh water, and within a stone throw of the sand dunes and the ocean. In the census returns the population is quoted at 125. The Rev. Dr. Heber Newton is one of the cottagers, all of whom are men of wealth and standing. One may go to Easthampton by the way of Wainscott, but the road is winding, and of course the journey is longer than to go directly from Bridgehampton through the forest. By the direct road the distance is six miles.

EASTHAMPTON AND BEYOND IT.—This quaint old village has a population of 1,000 the year round, and they are all the kind of people whom the fact that the nearest railroad station is six miles away does not trouble in the least. While Southampton and Southold contend for the glory of being the oldest settlement, the folks in Easthampton remember Lion Gardiner—they cannot forget him because his monument is in the little graveyard at the head of their main street—and smile at the vain glory of their neighbors; while they also fondly cherish a tradition that the renowned Henrik Hudson set foot upon the site of their town in 1609, 11 years before the Pilgrim Fathers landed on Plymouth Rock. The ocean is not far away and the modern Summer settlement is all near the beach. The one street of East-

hampton is shaded by glorious old elms, the peers of which can be found in few other places, even in New England. Some of the houses are modern, and even "Queen Anne," but they stand shoulder to shoulder with historic landmarks among which are the Gardiner homestead, the Tyler homestead (President Tyler married a daughter of the Gardiners'), the home of John Howard Payne's boyhood, the parsonage in which Lyman Beecher, the father of Henry Ward Beecher, lived when he preached in the old church. Samuel Buell lived, wrote and preached here. Easthampton has Protestant Episcopal, Roman Catholic, and Presbyterian churches. Most of the Summer residents are cottagers rather than boarders, and some of them, like the Morans, the famous artists, and the Rev. Dr. Talmage, prefer the shaded quiet of the old street near the frog pond to the colony on the beach.

Three miles east is the little settlement called Amagansett, which also boasts its old families, its old houses and its old trees, and 17 miles further on is Montauk Point, the extreme end of the southern shore of Long Island. Here for many years a famous lighthouse has lifted its head far above the water, and until lately there was little else here except grazing grounds and deep ponds of fresh water where the cattle drank. This land, about 9,000 acres, was owned by a company who acquired their title fully two hundred years ago from the Montauk tribe. Pasturage was free until 1879, when the land was all bought at auction by Arthur Benson, of Brooklyn, for \$15,000. The Montauk Association was formed two years later, and 80 acres near the point was secured by it. Here there are now perhaps a dozen fine cottages with a club-house in which meals are served. Near the point, on the north side of the peninsula, is a magnificent harbor known as Fort Pond Bay. Culloden Point, which helps to make this harbor, was named many years ago when the British Frigate Culloden sank near that spot. From Fort Pond Bay Mr. Austin Corbin proposes to run a swift line of steamships to Milford Haven in Wales, making the journey in something over four days. When that project takes form the present charm of the Montauk Peninsula—the charm of wild grandeur and remoteness—will be lost forever because the line of the Long Island Railroad will then be extended to the bay. At present the road branches to the northeast from Bridgehampton, and terminates four miles further on upon the shore of Peconic Bay.

SAG HARBOR.—This is a curious old seaport town, beautifully situated, with a fine harbor formed by Shelter Island, Hog Neck and Mashomack Point. The harbor is called Shelter Island Sound. Sag Harbor has a population of 3,000, it has many beautiful residences, some fine old examples of colonial architecture, and many modern; it has Baptist, Methodist, Presbyterian, Protestant Episcopal, and Roman Catholic churches, its streets are shaded by tall elms and other fine trees and it has many distinguished residents; but it has comparatively few industries except those connected with building and sailing of summer craft and supplying the wants of summer visitors. Sag Harbor is connected by steamboat with Greenport, Shelter Island and New London, and also with New York City. It is a popular resort with yachtsmen, and the facilities it offers for pleasure sailing are unequalled. It is well supplied with hotels and boarding houses. Its whaling industries steadily declined from 1847, when the importation of whale oil and bone was valued at \$996,500, until 1862, when it disappeared altogether. Recently, several large watch and cigar factories giving employment to many persons have been erected in the village. Noyac, an old

Indian village with a little bay of its own, and the trout ponds at Oak Grove may be regarded as suburbs of Sag Harbor.

The Islands to the North.

SHELTER ISLAND.—One may go from Sag Harbor to Shelter Island either by taking the steamboat for New London, which makes a landing around by the Manhasset House, or by driving out to the end of Hog Neck where there is a little ferry. Shelter Island has a population of more than 1,000. Both of the large hotels, the Manhasset and the Prospect House, are on the side of the island nearest to Greenport, with which they are in constant communication by means of a little steam propeller. The island is irregular in outline and its surface is greatly diversified and heavily wooded. The farming lands are excellent. The island has an interesting history, as it was originally settled by George Fox and other Quakers when they were banished from New England by the Puritans. The owner of the whole island in those early days was Nathaniel Sylvester, who held it under a grant from the English Crown. He was not a Quaker, but was a warm-hearted, liberal-minded man, and his fame has been preserved for all time by the poet Whittier:

“* * * wiser than his age,
The Lord of Shelter scorned the bigot’s rage.”

A monument commemorating Sylvester’s reception of the Quaker fugitives was erected on the island in 1884, near the present Manor House, more than one hundred years old, which is not far from the site of the first house of Sylvester. The natural advantages of Shelter Island had been known for very many years before the formation of the Camp Meeting Association which built up that part of the island now known as the Heights, in 1872. The place was not used as a camp meeting settlement more than seven or eight years and, indeed, before the Methodists discontinued their regular religious services in the grove on the Heights many clergymen of other denominations occupied the cottages clustered around the Prospect House. Among these were the Rev. Dr. Henry M. Scudder, of Brooklyn, as good a sailor as he is a preacher, and the Rev. Dr. Llewellyn D. Bevan, who succeeded the venerable Gardiner Spring as pastor of the historic Brick Church on the summit of Murray Hill in New York. This part of the island, comprising about 300 acres, is as attractive as any Summer resort on Long Island. The hotel stands near the water; there are billiard rooms, bowling alleys and tennis grounds, and the bathing beach of firm, white sand is well supplied with every facility for bathers. The cottages ramble up the hill-side and on the summit of Prospect Hill, the highest point on the island, there is an observatory from which may be obtained a most inspiring view of land and sea. From here the eye rests upon Montauk Peninsula at the right, the upper end of the lobster’s claw, with Greenport, Orient, Plum and the Gull Islands at the left, the vast expanse of Gardiner’s Bay directly in front, with Gardiner’s Island in the distance; and the view comprehends the Sound at the north and the Atlantic Ocean at the south. The Manhasset House is two miles further east, and is a thoroughly equipped seaside hotel with a number of fine cottages. This is a popular resort with the yachtsmen of the New York and other crack clubs, whose sloops and schooners frequently lie at anchor in Greenport Harbor. It is also a fashionable resort for residents of Brooklyn and New York. There are twenty miles of good roads for driving, the facilities for sailing are un-

surpassed, and the shops of Greenport are only a mile or so away, and easily accessible by the ferry. There are well laid out athletic grounds with tennis courts and a good beach for still water bathing. The Shelter Island Yacht Club has a large membership.

GARDINER'S ISLAND.—It is a pleasant sail, with a good breeze, through Peconic Bay, from Shelter Island to Gardiner's Island, which has a population of about 25, principally farmers employed by the Gardiner estate, and fishermen who lease the grounds on the shore. The island is seven miles long, and, in its widest part, about three miles across. The soil is excellent for fruit and cereals, and is well cultivated. In the old Gardiner Homestead, some of the furniture brought from Old England in the time of James I. by the original Lion Gardiner is still preserved. The island is associated with the traditions of the notorious pirate, Captain Kidd, who once buried stolen treasure on the shore. A chest containing gold, silver, diamonds and rare fabrics was dug up once by a commission having State authority. Among the relics in the Homestead is a silk shawl said to have been presented to one of the Gardiner ladies by the pirate. In the old family graveyard, on a hill near the north end of the island, a dozen members of the Gardiner family were buried, and Lion's bones lie beneath a granite sarcophagus in the centre.

North of the Peconic Bays.

GREENPORT, across Peconic Bay from Shelter Island, the principal village in the township of Southold, has a population of 3,000. It is the terminus of the main line of the Long Island Railroad, and was once a famous whaling port. It is now one of the busiest places on Long Island, and the people are largely interested in shipbuilding and menhaden industry. The harbor is one of the best on the coast, and lately the new breakwater has greatly improved it. Greenport has a bank, a fire department, two newspapers and seven churches; it has steamboat connection with Shelter Island, Sag Harbor, New London and New York. It has its historical associations and traditions, and the house in which Washington slept one night, in 1777, is still standing. The Wyandanck House, the principal hotel for business men, is near the railroad station. Standing on the main street, not far from the steamboat pier, with well-shaded grounds of its own, is the Clarke House, once the home and hostelry of Sheriff Clarke, a magnate of Suffolk County, who is well remembered. The Clarke House to-day, as it has been for many years past, is conducted as a private hotel for families by the Sheriff's daughters, Miss Elizabeth Clarke and Mrs. Post. There is probably no other resort so homelike, or, in a modest way, so exclusive, on Long Island. They do say that "Miss Bessie," as she is affectionately called by everybody in Greenport, will not permit a stranger to enter the house unless he brings his pedigree and a letter of recommendation. The Booth House is another well-kept resort for Summer boarders, but Greenport is remarkably well-supplied with boarding houses and fine modern cottages that can be rented for the season. A walk of about four miles northward brings one to the cliffs overlooking Long Island Sound, which is here at its widest point.

FROM GREENPORT, EASTWARD.—A stage runs from Greenport to the end of the northern arm of the island, ten miles further eastward. The road is hard and firm, and almost as smooth as a floor, and near East Marion, a little hamlet midway between Greenport and Orient, where a windmill like those seen so frequently on the southern side of the island still lifts its fans to the breeze and grinds the grist of the neighboring farmers, the waters of

the Sound break on the north side of the road, and those of Gardiner's Bay on the south side. Orient is an old-fashioned village, with quaint old houses, and flower-gardens in which the holly-hocks, marigolds, dahlias, balsam, and garden roses bloom luxuriantly in beds bordered by box. The population of Orient is about 800. It is a temperance town, and no liquors are procurable. There is a hotel at Orient and another at Orient Point, a mile or so further east, which is the "jumping-off place" of the Northern Peninsula. Near the Point is the famous Comstock stock farm, where the celebrated trotter Rarus was born and bred. The Comstocks are the most numerous family in this part of the island, and there are as many Comstocks in Orient and thereabout as there are Halseys and Burnetts in the Hamptons. Between the Point and Orient many wealthy gentlemen have recently built cottages. A mile east of the Point, and separated from it by the historic Plum Gut, through which a famous New York amateur sailor once sailed his yacht and lost a race thereby, is Plum Island (well termed "the paradise of sportsmen"), and beyond this, straight to the east, are the two Gull Islands, Big and Little. Plum Island is credited with a population of 75, mostly interested in fostering and ministering to the wants of sportsmanship. The territory of Long Island, however, extends still further, because Fisher's Island, with a population of 250 and an extensive Summer hotel, lying close to the Connecticut shore at the extreme end of Long Island Sound, which is there divided into Fisher's Island Sound and Block Island Sound, is a part of Suffolk county. The nearest place on the main land to this island, however, is New London, Connecticut, and the two places have steamboat communications.

FROM GREENPORT WESTWARD.—Returning to Greenport in our imaginary tour of the Northern Peninsula and proceeding thence westward, the first village we pass through is SOUTHOLD, settled in 1640. In October of that year, the Rev. John Youngs organized the Southold Presbyterian Church, which is still flourishing. The population of Southold is about 1,400. The village streets are quite well shaded and well kept. The Savings Bank, in a small building with a vine covered front, is one of the oldest and strongest in the State. Southold has Roman Catholic, Methodist Episcopal, Universalist, and other churches as well as the Presbyterian. There is a hotel and there are many boarding-houses. Some of the private residences are very handsome, and all are kept in good order, the villagers being enterprising and public spirited. From Southold to the Sound is but a mile, and the light-house on Horton's Point is one of the most important in the neighborhood of New York. PECONIC, the next village westward, has a population of 400. The farming land here is particularly fertile. The place was originally called Hermitage. CUTCHOGUE, a mile or so further on, has a population of 800. There are many stock farms in this village and the picturesque features of the neighborhood have made it a resort of artists. Southward a mile and a half is NEW SUFFOLK, on the shore of Peconic Bay, which has long been a famous resort for sailing and fishing. It has a population of 200. ROBINS ISLAND, reached from here in a short sail, is owned by a famous gun club, the members of which are prominent residents of Brooklyn. The island comprises 469 acres of meadow and forest, hill and beach.

MATTITUCK is a busy village with a population of 800, excellent Summer hotels and many fine Summer residences erected by Brooklynites. There are four churches. The farming land is of the best quality and the place is famous for its vegetables. The farmers also engage extensively in

seed-raising, and the Mattituck cabbage seed has a national reputation. Another thing for which this village is famous is the soft shell crab, which reaches a degree of perfection in the little creek that flows in from the Sound rarely attained by it elsewhere.

JAMESPORT has a population of 300, and is growing rapidly. In late years the accommodations for summer boarders in this place have not equalled the demand, and cottages are increasing in number every year. Jamesport is practically at the head of Peconic Bay. It has Congregational and Methodist Episcopal churches. The boating, sailing and fishing facilities are equal to any on Long Island. The water near the shore is shallow, and it is therefore a perfectly safe place for children. There is much social gayety in Summer. AQUEBOGUE, another resort near by, has a population of 250.

RIVERHEAD, the county town of Suffolk, has a population of 2,000. The Peconic River, upon the bank of which it is built, empties into the bay of that name a short distance eastward. The people of the village are quite near enough to the bay to enjoy all its advantages of fishing, sailing and bathing, while a drive of eight miles southward through the pine and oak takes them to the ocean. The village is handsomely laid out and is a very lively place, especially when the County Court is in session and when the agricultural fair is held in the Autumn. There is a newspaper, a Savings Bank, a National Bank, and there are six churches. The county buildings, including the Court House, Clerk's Office and Jail, are imposing structures surrounded by well trimmed lawns. The fair grounds comprise twenty acres, a good trotting track and suitable buildings. Riverhead is in the centre of a rich farming country, especially for cauliflower, potatoes and the small fruits. In June many car loads of strawberries are sent daily to the city markets. There are a number of profitable cranberry bogs in the neighborhood. Great Pond, a mile from the village, is a fine body of fresh water clear as crystal. Flanders, two miles away, on the shore of the bay is a resort favored by fishermen. Riverhead has stage connection with Westhampton, Quogue and Atlanticville.

MANORVILLE, a settlement of 350 inhabitants, is chiefly noted as a junction on the railway where the Sag Harbor branch of the main line separates from the Greenport division. A ride on the railroad of four miles southward brings us back again to Eastport, whence we started on this tour of the eastern end of Long Island.

Along the ocean beach in this part of the country, the United States Government has life-saving stations at Westhampton, Quogue, Shinnecock Bay, Southampton, Mecox Bay, Georgica, Amagansett, Napeague and Montauk Point. Besides the light-houses already mentioned there are important ones on Plum Island, Little Gull Island, Long Beach Bar, near Orient, and Cedar Island near Sag Harbor.

GAZETTEER OF LONG ISLAND.

A Complete List of all the Towns, Villages, Hamlets, Summer Resorts, and Locations on Long Island, with Distances from Brooklyn, Railway and Steamboat Fares, Stage Connections, &c.—L. I. Post Offices and Telegraph Stations.

ABBREVIATIONS.—B B & W E RR, Brooklyn, Bath & West End Railroad; B I S, Block Island Sound; E R, East River; F B, Flushing Bay; fr, from; Gar B, Gardiner's Bay; G B, Gravesend Bay; G P B, Great Peconic Bay; Gs B, Grassy Bay; G S B, Great South Bay; Ham, Hamlet; H B, Hempstead Bay; H Har, Hempstead Harbor; In, Inland; Is, Island; J B, Jamaica Bay; K C, Kings Co; L I RR, Long Island Railroad; L P B, Little Peconic Bay; Loc, Locality; M B RR, Manhattan Beach Railroad; N Y & S B RR, New York & Sea Beach Railroad; N Y & R B RR, New York & Rockaway Beach Railroad; Nor B, Northport Bay; O, Ocean; O B, Oyster Bay; Pen, Peninsula; RR, Railroad; S, Long Island Sound; Sh Is, Shelter Island; Shin B, Shinnecock Bay; S I S, Shelter Island Sound; So B, Southold Bay; S O B, South Oyster Bay; St, Stage; Sum, Summer Resort; T, Telegraph Office; Vil, Village.

DISTANCES are measured by ordinary routes from City Hall, Brooklyn.

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Near- est RR Station or Steamboat Landings.	
								Single.	Excursions.
Abrams Landing.....	Gar B	Ham			114	L I RR; St from Bridge Hampton	12	\$ c	\$ c
Acabonac Harbor.....	Gar B	Har			113	L I RR; St fr Sag Harbor.....	11	2 95	5 30
Albertson.....	In	RR		T	23	L I RR.....		55	1 06
Alder Island.....	H B	Is			25				
Alexanderville.....	In	Ham			58	L I RR.....			
Amagansett.....	O	Sum	P O	T	112	L I RR; St fr Bridge Hampton	10	2 80	5 05
Amityville.....	G S B	RR	P O	T	33	L I RR.....		95	1 70
Appletree Neck.....	G S B	Pen			40	L I RR; via Baby- lon.....		1 10	2 00
Aquebogue.....	In	Ham	P O		78	L I RR; St fr River- head.....	3	2 20	3 95
Aqueduct.....	In	RR		T	10	N W & R B RR		25	35
Ardmoor.....	K C	Loc			5	N Y & S B RR.....		25	35
Arlington Beach.....	O	Sum			24				
Arshamonaque.....	S	Ham			95	L I R R; St fr Greenport.....	2	2 80	5 05
Artist Lake.....	In	Ham			66	L I RR; St fr Yap- hauk.....		1 75	3 15
Arverne.....	O	Sum	P O	T	16	L I RR		45	80
Astoria.....	E R	Town	P O	T	8	Horse cars fr Brooklyn.....	2	5	10
Atlantic Park.....	O	Sum			24	N Y & R B RR; St fr Holland.....		30	50
Atlanticville.....	S B	Vil	P O		80	L I RR St fr Quogue	2	2 30	4 15

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Near-est RR Station or Steamboat Landings.	
								Single.	Excursions.
Babylon	G S B	Sum	P O	T	38	L I RR		1 10	2 00
Baiting Hollow	S	Vil	P O		74	L I RR; St fr Baiting Hollow Sta	4	2 05	3 70
Baiting Hollow Sta	In	RR		T	70	L I RR		2 05	3 70
Baker's Point	S	Pen			30	L I RR to Roslyn, thence by St	5	55	1 00
Bald Hills	In	Ham			55	L I RR	2		
Baldwins	In	Vil	P O	T	23	L I RR		65	1 15
Bar Beach	S	Pen			28	L I RR to Roslyn, thence by St		55	1 00
Barnes Hole	B I S	Beach			108	St fr East Hampton	10		
Barnum's Island	H B	RR		T	25	L I RR		65	1 20
Barren Island	J B	Is			16	M B RR	3	20	30
Bartlett	In	Ham			58	L I RR; St fr Yaphauk	2½	1 75	3 15
Bath Beach	G B	Sum	P O	T	6	B B & W E RR or Electric Line		10	18
Bath Beach Junction	In	Ham		T	5	B B & W E RR		08	15
Bayport	G S B	RR	P O	T	53	L I RR		1 55	2 80
Bay Head (Good Ground)	In	Vil	P O	T	85	L I RR		2 45	4 40
Bay Islands	G S B	Is			48	By water fr Babylon	6	1 10	2 00
Bay Ridge	N Y H	Vil	P O	T	5	Street cars from Brooklyn		10	20
Bay Shore	G S B	Sum	P O	T	42	L I RR		1 20	2 15
Bay Side	S	Sum	P O	T	15	L I RR		30	55
Bayville	S	Vil	P O	T	34	L I RR; St fr Locust Valley or by Str Northport	2	60	1 00
Beach Channel	J B	RR		T	14	L I RR		30	50
Beaver Pond	In	Pond			36	L I RR	2		
Bedeltdown	In	Ham			40	L I RR; St fr Central Park	1	85	1 55
Bedford	Bklyn	Loc	P O	T	2	Street cars in Brooklyn		05	10
Bellmore	In	RR	P O	T	27	L I RR		75	1 40
Bellport	G S B	Vil	P O	T	59	L I RR	1	1 75	3 15
Benjamin town	In	Ham			71	L I RR	3		
Bennett's Pt	N Y H	Pen			6	B B & W E RR			
Bensonhurst	G B	Vil	P O	T	6	B B & W E RR or Electric Line		10	18
Ben's Point	Gar B	Pen			104	St fr Greenport	8		
Bergen Island	H B	Is				Reached fr Barnum Is			
Berlin	In	Vil			4	Street cars fr L I City	1	05	10
Berrian's Is	S	Is			7	By boat fr Astoria	2		
Bethpage	In	Ham			33	L I RR; St fr Farmingdale	2	90	1 60
Bethpage Junction	In	RR		T	30	L I RR; St fr Farmingdale		90	1 60
Blissville	In	Loc			5	Street cars fr Bklyn or L I City		05	10
Blue Point	G S B	Vil	P O		54	L I RR; St fr Bayport	1½	1 55	2 80
Bluff Point	Cow H	Pen			45	St fr Northport	2	1 20	2 15
Blydenburgh's L'ding	S	Loc			52	L I RR			
Blydenburgh's Mills	S	Ham			50	L I RR	1½		
Blythebourne	In	Vil	P O		3	B B & W E RR		05	10
Bohemian Village	In	Vil	P O	T	51	L I RR; St fr Ronkonkoma	2	1 40	2 50

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Nearest RR Station or Steamboat Landings.	Single. Excursions.
Bostwick's Bay.....	Gar B	Bay			100	By boat fr Greenport	14		
Bowery Bay.....	S	Sum			8	Excursion boats fr N Y City.....			
Brentwood.....	In	Vil	P O	T	42	L I RR.....		1 20	2 15
Breslau.....	G S B	Vil		T	35	L I RR.....		1 00	1 80
Bridgehampton.....	In	Vil	P O	T	97	L I RR.....		2 80	5 05
Bridgeport.....	In	Ham			19	L I RR; Stage fr Valley Stream... 1½		50	90
Brighton Beach.....	O	Sum	P O	T	9	L I RR or Brighton B RR		15	25
Broad Channel.....	H B	R R		T	13	N Y & R B RR.....		30	50
Broadway.....	F B	Vil	P O	T		L I RR.....		25	40
Brookfield Station.....	In	Loc		T	15	L I RR.....			
Brookhaven.....	G S B	Vil	P O	T	62	L I RR.....		1 80	3 25
Brookville.....	In	Vil			29	L I RR; St fr Glen Head..... 2		55	1 00
Brown's Hills.....	S	Hills			107	By St fr Greenport. 10		2 80	5 05
Brownsville.....	E N Y	Loc	P O	T	5	Street cars fr Bklyn 1		05	10
Brown's Point.....	G S B	Pen			46	By St fr Sayville .. 1			
Bull's Head.....	In	Ham			98	L I RR to Southampton..... 1		2 65	4 80
Bushwick.....	Bklyn	Loc	P O	T	2	Street cars in Brooklyn.....		05	10
Bushwick Junction....	In	RR		T	5	L I RR and Street cars.....		10	15
Buttermilk Channel....	N Y H					Bet Bklyn and Governor's Is.....			
Button Ball Lake.....	In	Lake			87	By St fr Water Mills..... 2			
California.....	In	Loc			61	L I RR..... 2			
Calverton.....	In	Vil	P O	T	70	L I RR; St fr Baiting Hollow..... 1		2 05	3 70
Canaan.....	In	Loc			57	L I RR..... 2			
Canarsie.....	J B	Vil	P O	T	6	L I RR or B & R B RR..... 2			
Canoe Place.....	Shin B	Ham			86	L I RR; St fr Shin B Stage from Baiting Hollow..... 1		2 55	4 60
Canoe Pond.....	In	Pond			74				
Capiag Neck.....	G S B	Pen			35	St fr Amityville... 2			
Cap Tree Island.....	G S B	Is			50	L I RR: boat from Babylon..... 8		1 10	2 00
Carman's.....	In	Ham			64	L I RR..... 2			
Cedarhurst.....	In	Club	P O	T	21	L I RR.....		50	1 00
Cedar Island.....	G S B	Is			42	L I RR; boat from Babylon..... 8		1 10	2 00
Cedar Point.....	Gar B	Pen			107	L I RR; st fr Sag Harbor..... 5		2 95	5 30
Central Islip.....	In	Vil	P O	T	45	L I RR.....		1 30	2 35
Central Park.....	In	Vil	P O	T	30	L I RR.....		85	1 35
Centre Island.....	S	Pen			37	L I RR; St fr Bayville and by str Portchester fr N Y.....		40	75
Centre Moriches.....	E.B	Vil	P O	T	68	L I RR; St fr Moriches..... 1		2 00	3 60
Centreport.....	S	Vil	P O		40	L I RR; st fr Green Lawn..... 1½		1 10	2 00
Champlin's Creek.....	G S B	Creek			44	L I RR to Islip .. 1			
Charlottesville.....	In	Vil			6	Street cars fr Bklyn 1		10	20
Christian Hook.....	In	Vil			23	L I RR; st fr Millburn..... 2		65	1 15

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Nearest RR Station or Steamboat Landings.	Single.	Excursions.
City Pond	In	Pond			83	L I RR to Franklinville.	1			
Clarenceville.	In	Vil			8	Rapid Transit fr Bklyn	1			
Clay Pitts.	In	Ham			43	L I RR.	2			
Cleaves Point.	Gar B	Pen			97	In Greenport Har.	1			
Club House.	G B	RR		T	8	B B & W E R R		12	20	
Club House	G S B	Club			47	L I RR; st fr Oakdale.	1	1 40	2 50	
Cockle's Harbor.	Gar B	Har			99	L I RR; boat fr Greenport to Manhasset House, (Shelter Island); st fr Manhasset House.	3	2 80	5 05	
Coe's Hook	H B	Pen			26	St fr Millburn.	2			
Cold Spring.	In	Vil	P O	T	35	L I RR; and by str Portchester fr N Y City.		40	75	
College Point	S	Inc V	P O	T	14	L I RR.		25	45	
Columbusville	In	Ham			6	By st fr Winfield.	1	12	20	
Comac.	In	Vil	P O		45	L I RR; st fr Northport	5	1 20	2 15	
Coney Island.	O	Sum	P O	T	8	B B & W RR; C I E RR Culver Route; L I RR; N Y & Sea Beach RR.		15	25	
Conklins Point.	G S B	Pen			44	St fr Babylon.	2			
Conungum Mills.	In	Loc			70	L I RR.				
Connetquot River	G S B	River			47	Near Club House.				
Coram	In	Vil	P O		59	L I RR; St fr Medford	4	1 60	2 90	
Cormorant Point.	Shin B	Pen			87	St fr Bay Head.	2			
Conscience Bay.	S	Bay			58	Near Setauket.				
Corona.	In	Vil	P O	T	10	L I RR.		15	25	
Cove Neck.	S	Pen			33	St fr Oyster Bay.	2			
Cow Neck (Manhasset) S	S	Pen			24	L I RR, N Shore Div; St fr Great Neck.	5	40	70	
Crab Meadow.	S	Ham			43	L I RR; St fr Northport.				
Crane Neck	S	Pen			50	L I RR; St fr Stony Brook	4	1 60	2 90	
Creedmoor	In	Vil	P O		16	L I RR; St fr Queen's	1	40	70	
Crooked Hill	In	Loc			38	St fr Edgewood.	3			
Crow Island.	H B	Is			22	By Boat fr Freeport.	2			
Culloden.	B I S	Pen			120	By St fr Sag Har.				
Cutchogue.	In	Vil	P O	T	88	L I RR.	1	2 55	4 60	
Cypress Avenue.	In	R R			7	L I RR		15	25	
Cypress Hills.	Bklyn	Cem			7	Street RRs in Bklyn	1	05	10	
Darlington.	In	Ham			52	L I RR.	4			
Deep Creek Meadow.	H B	Is			27	By boat fr Freeport	3			
Deer Park.	In	RR	P O	T	33	L I RR.		1 10	2 00	
Dellwood		Loc			5					
Derings Harbor.	Sh Is	Loc			96	Boat fr Greenport.	2			
Dix Hills	In	Ham			39	L I RR; St fr Huntington.	3	1 05	1 90	

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Nearest RR Station or Steamboat Landings.	
								Single.	Excursions.
Dosoris... ..	S	Ham			33	L I RR; St fr Glen Cove.....	2	55	1 00
Douglaston... ..	S	RR	P O	T	16	L I RR.....		35	65
Driving Park.....	In				56	Near Setauket.....			
Duck Harbor.....	Nor	Har			40	St fr Northport....	4		
Dunton.....	In	Vil		T	10	L I RR.....		27	50
Dutch Kills.....	E R	Loc		T	5	Street cars from L. I City.....	1	05	10
Dutch Pond Point....	S	Pen			90	St fr Cutchogue ..	2		
Dyer's Neck.....		Pen			61	.....	2		
East Astoria.....	In	Loc	P O		7	Street cars fr. L. I.	2	5	10
East Bay.....	O	Bay			72	Boats fr Eastport.			
East Beach.....	S	Sum			40	By St fr Northport	4		
East Beach.....	S	Sum			62	By St fr Port Jef.	2		
East Fort.....	S	Fort			44	St fr Huntington .	6		
Easthampton.....	O	Sun	P O	T	104	L I RR; St fr Bridge Hampton.....	6	2 80	5 05
East Hinsdale.....	In	Ham			16	L I RR.....		1 30	2 36
East Islip.....	G S B	Vil	P O		46	L I RR; St fr Islip	2		
East Island.....	S	Is			32	St fr Glen Cove....	3		
East Jamaica.....	In	Ham			12	L I RR; St fr Jamaica.....	1	30	50
East Marion.....	S	Vil	P O		98	L I RR; St from Greenport.....	3	2 80	5 05
East Meadow.....	In	Ham			25	L I RR; St fr Westbury.....	3	65	1 15
East Moriches.....	E Bay	Vil	P O		70	L I RR; St fr Moriches.....	2	2 00	3 60
East New York.....	Bklyn	Loc	P O	T	5	Elevated & Street cars in Brooklyn		5	10
East Neck.....	S	Pen			40	L I RR; St fr Green Lawn.....	4	1 10	2 00
East Northport.....	In	Ham		T	43	L I RR.....			
East Norwich.....	In	Vil	P O		32	L I RR; St fr Syoset.....	2	85	1 55
East Patchogue... ..	G S P	Vil	P O		57	L I RR; St fr Patchogue.....	2	1 60	2 90
Eastport.....	E Bay	RR	P O	T	72	L I RR.....		2 10	3 80
East Quogue	Shin B	Vil	P O		80	L I RR; St from Quogue.....	2	2 30	4 15
East Rockaway.....	In	Vil	P O	Sum Off	21	L I RR.....		55	1 00
East Setauket.....	S	Vil	P O		56	L I RR; St from Setauket.....	1	1 65	3 00
East Williamsburgh...In		Vil	P O		4	Street cars in Brooklyn.....	1	5	10
East Williston.....	In	Ham	P O	T	21	L I RR.....		55	1 00
Eaton's Neck.....	S	Pen			47	L I RR; St fr Northport.....	5	1 20	2 15
Echo.....	S	Ham	P O		59	L I RR; St fr Port Jefferson.....	2	1 70	3 05
Edenvale.....	In	Ham			56	L I RR.....	2		
Edgewood.....	In	Ham		T	40	L I RR.....	1		
Edwards Point.....	G S B	Pen			55	St fr Bayport.....	2		
Egypt.....	In	Ham			102	St fr Bridgehampton.....	5		
Elmont.....	In	Vil	P O	T	18	L I RR; St fr Floral Park.....	1½	45	80
Elwood.....	In	Vil	P O		40	L I RR; St fr Green Lawn.....	2½	1 10	2 00
Evergreen.	E N Y	Vil	P O		7	Street cars from Brooklyn.....		5	10

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Nearest RR Station or Steamboat Landings.	
								Single.	Excursions.
Execution Rocks. ....S		Bar			26	Off Manhasset.			
Fair Ground.....In		Ham	P O	T	36	L I RR to Mineola. 1		65	1 00
Fair View.....In		Ham			43	L I RR; St fr Kings Park 2		1 30	2 35
False Point. B I S		Cape			118	Near Montauk Pt.. 1			
Farmingdale.....In		Vil	P O	T	31	L I RR. 2		90	1 60
Farmingville.....In		Ham			55	L I RR. 2			
Farrington Point.....L P B		Pen			109	L I RR; St fr Sag Harbor..... 7		2 95	5 30
Far Rockaway O		Vil	P O	T	23	L I RR.....		50	1 00
Fenhurst (Hewletts)...In		Vil		T	13	L I RR.....		50	1 00
Fire Island (Quarantine Station). O		Is	P O	T	46	L I RR; boat fr Babylon..... 9		1 10	2 00
Fire Place..... G B		Loc			117	L I RR; St fr Sag Harbor 15		2 95	5 30
Fisher's Island.....S		Is	P O	T	117	Ferry fr Greenport or Sag Harbor... 7			
Flanders..... G P B		P V			78	L I RR; St fr Riverhead 3		2 20	3 95
Flatbush. In		Town	P O	T	3	Street cars from Brooklyn.....		05	10
Flatlands In		Town	P O	T	5	L I RR and street cars fr Brooklyn..		05	10
Flatlands Neck T B		Pen			6	B R & W E RR....			
Fleet Point..... G S B		Pen			37	St fr Lindenhurst. 2			
Floral Park..... In		Vil	P O	T	18	L I RR		45	80
Flower Hill..... S		Ham			25	L I RR; St fr Great Neck 2		40	70
Floyd's Point..... East B		Pen			73	St fr Mastic 4			
Flushing (Murray Hill).In		Vil	P O	T	12	St fr Great Neck; L I RR		25	40
Flushing. F B		Town	P O	T	10	L I RR		20	35
Flushing Bay..... S		Bay			10	New Flushing....			
Ford's Corner..... In		RR		T	6	L I RR			
Forge River East B		Creek			66	Near Mastic 1			
Forge (Mastic)..... East B		RR		T	66	L I RR		1 90	3 40
Fort Hamilton..... The Nar-rows			P O	T	6	Street cars fr Bklyn		05	10
Fort Lafayette..... The Nar-rows					6	Off Fort Hamilton. 1			
Fort Neck S O B		Pen			80	Near Massapequa. 2			
Fort Pond Bay B I S		Bay			115	Near Montauk Pt..			
Foster Meadows (Rose- dale) In		RR		T	14	L I RR, S S Div....		45	80
Fowlerville S		Ham		T	12	L I RR; St fr Flushing..... 1		25	40
Foxes Creek Sh Is		Creek			97	By Shelter Is route			
Franklin Square In		Ham			17	St fr Floral Park... 2			
Franklinville..... G P B		Ham			82	L I RR			
Freeport..... In		Vil	P O	T	24	L I RR		75	1 25
Fresh Pond S		Vil	P O	T	44	L I RR; St fr North- port..... 3		1 20	2 15
Fresh Pond..... In		Loc		T	5	L I RR; Street cars from Bklyn.		05	10
Fresh Pond. S		Ham		T	75	St fr Baiting Hollow 6			
Friar's Head Landing..S		Loc			77	St fr Riverhead.... 4			
Garden City..... In		Vil	P O	T	20	L I RR		55	1 00
Gardiner's Island.. . . Gar B		Is			115	L I RR to Sag Har- bor or Greenport. Ferry 13		2 95	5 30
Gardiner's Bay B I S		Bay			115	West of Gardiner's Is			

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Nearest RR Station or Steamboat Landings.	Single. Excur-sions.
George's Neck.....	G S B	Pen			40	St fr Bablyon..	2		
Genola	In	Ham			43	L I RR.....	2		
Georgica Lake.....	O	Sum	P O		100	St fr Bridgehamp-ton.....	4		
German Flats.....	East B	Loc			69	By boat fr Mastic..	4		
Glen Cove.....	In	Vil	P O	T	29	L I RR and by Str Idlewild.....		55	1 00
Glendale Station.....	In	RR	P O	T	6	L I RR		15	25
Glen Head.....	In	RR	P O	T	27	L I RR		55	1 00
Glenwood.....	S	Ham		T	28	L I RR	1	55	1 00
Goffe's Is Point.....	B I S	Pen			115	St fr Glen Head or by Str Idlewild... Near Culloden Pt..		35	50
Good Ground (Bay Head).....	In	Vil	P O	T	85	L I RR.....		2 45	4 40
Goose Creek	J B	RR		T	12	L I RR.....			
Gowanus	Har	Loc	P O	T	3	Street cars in Brooklyn.....		5	10
Grassy Hollow.....	Gar B	Ham			108	L I RR; St fr Sag Harbor.....			
Grass Pond.....	In	Lake			69	St fr Manor.....	2		
Gravesend....	In	Vil	P O	T	6	N Y & S B RR Culver route....		10	20
Gravesend Bay	O	Bay			7	Off Gravesend....			
Gravesend Beach	G B	Sum	P O		6	B B & W E RR....		15	25
Great Cove.....	G S B				45	Near Islip.....	1		
Great Gull Island	S	Is			110	Beyond Plum Is....	14		
Great Hog Neck....	L P B	Pen			93	L I RR; St fr Peconic	3	2 60	4 70
Great Neck....	In	Vil	P O	T	18	L I RR;and by Str Idlewild.....		35	50
Great Island.....	HB	Is			32	Reached fr Ridge-wood.....		80	1 45
Great Pond.....	In	Lake			78	St fr Riverhead....	3		
Great River.....	In	Vil	P O		48	L I RR.....	3		
Great South Beach	O	Sum			46	Ferry fr Babylon..	8		
Great Pond..	B I S	Lake			120	Near Montauk Point	11		
Great Peconic Bay....	E Jnd of LI	Bay			80	Reached fr James-port or Riverhead &c.....			
Great South Bay.....	O	Bay			35	Reached fr Babylon, &c.....			
Greenfield.....	In	Vil			5	M B RR.....			
Green Lawn	In	RR	P O	T	39	L I RR.....		1 10	2 10
Greenpoint.....	Bklyn	Loc	P O	T	3	Street cars in Bklyn	1	5	10
Greenport.....	Gar B	Town	P O	T	96	L I RR; by the Montauk S B Co.....		2 80	5 05
Greenville.....	In	Ham		T	28	L I RR.....		1 25	2 50
Greenville.....	G S B	Ham			52	L I RR; St fr Oakdale	1	1 40	2 50
Greenwich Point.....	In	Ham			24	L I RR; St fr Hempstead.....	2	60	1 10
Greenwood.....	Bklyn	Cem			2	Street cars in Bklyn		05	10
Gull Island	Shin B	Is			83	Reached fr Quogue	2		
Guntherville.....	G B	Vil			8	B B & W E RR....			
Hagerman.....	G S B	Loc			56	L I RR; St fr Bellport.....		1 70	3 15
Half Hollows Hills....	In	Ham			39	L I RR via Deer Park....	2		
Half Way Landing ...	S	Loc			72	Reached fr Manor	9		
Hallock's Landing....	S	Ham			67	L I RR; St fr Port Jefferson.....	8	1 70	3 05

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Near-est RR Station or Steamboat Landings.	
								Single.	Excursions.
Hammel's.....	J B	Sum			15	L I RR.....		30	50
Hampton Point (The).....	In	Sum			94	St fr Southampton	2		
Harbor Hill.....	S	Hill			22	L I RR; St fr Roslyn	3	55	1 00
Hauppauge	In	Vil	P O		47	St fr Smithtown or Central Islip.....	2½	1 40	2 50
Hay Ground.....	In	Ham			97	St fr Southampton	3		
Heather Woods.....	B I S	Woods			110	Near Napeague Bay.....			
Hempstead	In	Town	P O	T	22	L I RR; Main Line Reached fr Barnums Is.		60	1 10
Hempstead Bay.....	O	Bay			25				
Herrick's... ..	In	Ham			19	L I RR; St fr Hyde Park.....	1	50	90
Herod's Point... ..	S	Loc			74	L I RR; St fr Manor	7	1 95	3 50
Hewlett's	In	Ham	P O		19	L I RR.....			
Hewlett's Point.....	S	Pen			22	Reached fr Great Neck.....	4		
Hicksville	In	Vil	P O	T	27	L I RR.....		75	1 35
Hick's Beach.....	O	Sum			23	St fr Cedarhurst..	2		
Hick's Island.....	B I S	Is			110	Near Napeague Har			
Hillside	S	Loc	P O		9	L I RR; St fr Flushing		25	40
Hill's Pond... ..	G P B	Lake			87	L I RR to Shinnecock Hills ..		2 55	4 60
Hinsdale	In	Vil	P O	T	16	L I RR; Main Line		45	60
Hog Neck... ..	L P B	Pen			105	St fr Sag Harbor..	3	2 95	5 30
Holbrook.....	In	Ham	P O	T	52	L I RR.....	2		
Holland's.....	O	Sum			15	N Y & R B RR....		30	50
Hollis	In	RR	P O	T	13	L I RR.....		35	60
Holliswood Park.....	In	Vil		T	13	L I RR.....		35	60
Holtsville.....	In	Ham	P O		53	L I RR; St fr Waverly		1 55	2 80
Hook Pond	O	Lake			104	In Easthampton Vil.....			
Hopedale... ..	In	Loc			10	L I RR; St fr Richmond Hill ..	2	24	40
Horton's Point.....	S	Pt			92	L I RR; St fr Southold	1	2 70	4 85
Howell's Point... ..	G S B	Pen			61	Reached fr Bellport.....	2		
Hulse's Landing.....	S	Loc			75	L I RR; St fr Baiting Hollow	7	2 05	3 70
Hunter's Point	L I Cy	Loc	P O	T	4	Street cars fr Bkln.		5	10
Huntington.....	In	Vil	P O	T	38	L I RR.....		1 05	1 90
						And by Str Huntington from ft of Pike St N Y.....		50	
Hyde Park.....	In	RR		T	18	L I RR.....		50	90
Indian Fields.....	B I S	Loc			120	Near Montauk Point			
Indian Head.....	In	Ham			46	L I RR.....	1		
Indian Settlement.....	Shin B	Vil			90	St fr Shinnecock...	3		
Inglewood... ..	In	Ham			14	L I RR.....	1		
Inwood	In	Vil	P O	T	22	L I RR; St fr Lawrence		50	1 00
Isle of Wight	O	Pen			22	St fr Cedarhurst..	1		
Islip.....	G S B	F Vil	P O	T	44	L I RR.....		1 30	2 35
Islip Bay.....	G S B	Bay			44	Reached fr Club House	3		
Jack's Island.....	O	Is			44	Reached fr Babylon			

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Nearest RR Station or Steamboat Landings.	
								Single.	Excursions.
Locust Avenue.....In		Loc			13	L I RR.....		35	65
Locust Grove..... In		Ham			32	L I RR; St fr Syoset	1/4	88	1 55
Locust Grove..... In		Loc			6	L I RR.....	1	60	1 10
Locust Valley..... In		RR	P O	T	31	L I RR.....		70	1 25
Long Beach.....O		Sum	P O	T	27	L I RR; St fr Pearl's		2 80	5 05
Long Beach and Bay..S		Pen			101	L I RR; St from Greenport.....		05	10
Long Island City.....E R		City	P O	T	3	Street cars from Brooklyn.....		1 95	3 50
Long Pond.....In		Loc			71	L I RR; St from Manor.....	4	2 35	4 26
Long Swamp.....In		Ham			40	L I RR.....	3	1 50	2 70
Luce's Landing..... S		Loc			83	St fr Jamesport..	3	2 20	3 95
Ludlow's Landing.... G S B		Dock			49	St fr Sayville....	1	2 95	5 30
Lower Aquebogue....In		Vil			80	St fr Aquebogue..	1	2 95	5 30
Lynn's Pond.....In		Lake			68	Reached fr Manor.	1	2 95	5 30
Manantic Neck..... Sh Is		Pen			101	L I RR; boat fr Greenport.....	5	2 95	5 30
Manhasset House. ... Sh Is		Sum	P O	T	97	Boat fr Greenport or Sag Harbor... 1	1	2 95	5 30
Manhasset.....S		Vil	P O		20	L I RR.....	1	40	70
Manhasset Bay.....S		Bay			20	St fr Great Neck..			
Manhattan Beach... O		Sum		T	5	Manhattan B RR..			
Mannetto Hill. In		Ham			29	L I RR; St fr Hicks-ville.....	3	75	1 35
Manorville..... In		Vil	P O		67	L I RR; St fr Manor.....	1/2	1 95	3 50
Manor.... In		Vil		T	67	L I RR.....		1 95	3 50
Maple Grove..... In		RR			10	L I RR.....		25	40
Mapleton.....In		Vil		T	5	NY & S B RR.....		10	20
Massapequa.....G S B		Vil	P O	T	30	L I RR.....	141	85	1 55
Mashomack Point....Gar B					104	L I RR; St fr Sag Harbor.....	6	2 95	5 30
Maspeth.....In		Vil	P O	T	5	L I RR; St fr Fresh Pond and street cars fr L I City..	1/4	05	10
Mastic (Forge).... East B		Pen		T	69	L I RR.....		1 90	3 40
Matinnecock.....S		Ham			33	L I RR; St fr Locust Valley.....	1 1/2	60	1 10
Mattituck.....G P B		RR	P O	T	.84	L I RR.....		2 45	4 40
Mattituck Bay.....S		Bay			84	Reached fr Mattituck.....			
Mattituck Lake.....G P B		Lake			85	Reached fr Mattituck.....			
Mecox..... Mecox									
Mecox..... B		Ham			99	St fr Water Mills...		2 75	4 95
Medford.....In		RR	P O	T	55	L I RR.....		1 60	2 90
Melville.....In		Vil	P O	T	34	L I RR; St fr Farmingdale.....	3	90	1 60
Merrick..... G S B		RR	P O	T	26	L I RR.....		75	1 35
Metropolitan .. In		Vil	P O		4	Street cars fr Bklyn	1		
Middle Island.....In		Vil	P O	T	65	L I RR; St fr Yaphank.....	5	1 76	3 15
Middle Village.....In		Vil	P O	T	5	L I RR; St fr Glendale.....	1	15	25
Middleville.....S		Ham			46	St fr Kings Park	1	1 30	2 35
Millburn (Baldwins)....H B		Ham	P O	T	24	L I RR.....	1	65	1 15
Miller's Place.....S		Ham	P O		64	L I RR; St fr Port Jefferson.....	3	1 70	3 05

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Near- est RR Station or Steamboat Landings.	Single. Excur- sions.
Miller's Landing	S	Har				St fr Port Jefferson			
Mill Neck	O B	Pen			33	L I RR; St fr Bay- ville.....	2	65	1 15
Mill's Landing... ..	G S B	Har			54	Reached fr Bay- port.....	1		
Mill's Pond.....	In	Ham			52	L I RR.....	1		
Mineola.....	In	RR	P O	T	20	L I RR.....		65	1 00
Mittyville.....	In	Ham			60	L I RR.....	½		
Montauk Point....	O	Pen		T	122	L I RR; St fr Sag Harbor.....	12	2 95	5 30
Money Pond.....	O	Loc			121	St fr Sag Harbor...22			
Moriches... ..	G S B	Vil	P O	T	67	L I RR.....	1	2 00	3 00
Morris Park.....	In	Vil	P O	T	10	L I RR.....		24	40
Moses Point.....	S	Pen			37	On Centre Island.,			
Moscow.....	In	Ham			52	L I RR.....	1½		
Mount Misery.....	S	Pen			62	L I RR; St fr Port Jefferson.....	3	1 70	3 05
Mount Pleasant	In	Ham			52	St fr Ronkonkoma	3	1 45	2 60
Mount Sinai.....	S	Vil	P O	T	62	St fr Pt Jefferson.	1	1 70	3 05
Napeague.....	S	Loc			117	L I RR; St fr Port Jefferson.....	15	1 70	3 05
Napeague Harbor.....	S	Ham			117	St fr Port Jefferson			
Nassakeag.....	In	Ham			56	L I RR.....	1		
Nassau Point.....	L P B	Pen			91	L I RR; St fr Pe- conic.....	4	2 60	4 70
Neptune House.....	O	Sum		T	23	L I RR; St fr Rock- away Beach....			
New Bridge.....		Ham			27	St fr Garden City..	1	65	1 00
New Castle.....	In	Ham			24	St fr Westbury....	1	65	1 15
New Hyde Park.....	In	Vil	P O		18	St fr Hyde Park...		50	90
New Lots.....	J B	Loc	P O		6	Elevated RR in Brooklyn.....		05	10
New Suffolk.....	L P B	Vil	P O		90	L I RR; St fr Mat- tittuck.....	3	2 45	4 40
Newtown.....	In	Vil	P O	T	7	L I RR, Electric cars fr Hunter's Point or street cars fr Brooklyn	½	15	25
New Utrecht.....	G B	Town	P O	T	6	B B & W E RR; N Y & S B RR.&c..			
New Village.....	In	Ham			53	L I RR; St fr Ron- konkoma.....	5	1 45	2 60
Nicoll's Point.....	G S B	Pen			48	Reached fr Islip...3			
Nissaquag	S	Ham			51	St fr Smithtown...3		1 40	2 50
North Babylon.....	In	Ham			40	L I RR; St fr Baby- lon.....	2	1 10	2 00
North Beach.....	S	Loc			8	L I RR; St fr Wood- side.....	2	10	15
North Bellport.....	G S B	Vil			58	L I RR.....		1 75	3 15
North Haven.....	Hog Neck	Ham			103	L I RR; St fr Sag Harbor	1	2 95	5 30
North Moriches.....	G S B	Loc			65	L I RR.....	2	2 00	3 60
North Neck.....	B I S	Pen			118	Reached fr Sag Harbor.....	16		
Northport.....	S	Vil	P O	T	43	L I RR.....		1 20	2 15
North Sea	G P B	Ham			95	L I RR; St fr South- ampton.....	3	2 65	4 80
Northside.....	L P B	Ham			99	St fr Watermills..4		2 74	4 90
Northville (Success)...	S	Vil			78	L I RR; St fr Jamesport.....	4	2 35	4 25
Northwest Harbor....	Gar B	Ham			105	By St fr Sag Harbor	3	2 95	5 30

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Nearest RR Station or Steamboat Landings.
								Single. Excur-sions.
Norwood..	In	Ham			58	L I RR; St fr Pear-sall's	2	53 1 00
Noyack.....	L P B	Ham			102	By St fr Sag Har-bor.....	4	2 95 5 30
Noyack Bay.....	L P B	Bay			99	Reached fr Sag Harbor	2	
Oakdale.....	In	RR	P O	T	49	L I RR.....		1 40 2 50
Oak Islands.....	G S B				42	Reached fr Baby-lon.....	4	
Oak Neck Point.....	S	Pen			36	Reached fr Bay-ville.....	2	
Oakville.....	In	Ham			80	L I RR; St fr Quogue.....	1	2 30 4 15
Ocean Point	O	Loc			21	St fr Cedarhurst..		50 1 00
Oceanus	O	Vil	P O		23	L I RR.....		
Oceanville.....	In	Vil			20	By St fr Rockville Centre.....	1	
Okenock	G S B	Ham			40	By St fr Babylon..	2	1 10 2 00
Old Aquebogue.....	In	Ham			79	St fr Aquebogue..	1	
Old Field	S	Ham			59	St fr Setauket ..	3	1 65 3 00
Old County Road.....	In	Road			38	Fr Deer Park to Hauppauge.....		
Old Westbury.....	In	Vil	P O	T	25	L I RR; St fr Al-ber-ton.....	2	55 1 00
Old Town Road.....	In	Road			56	Fr Setauket to Bell-port.....		
Olympic	G S B	Club	P O		43	St fr Islip		1 30 2 35
Oneck.....	O	Ham			75	St fr Westhampton	2	2 20 3 95
Oregon.....	In	Ham			86	L I RR.....	2	
Orient.....	Gar B	Vil	P O	T	101	L I RR.....	6	2 80 5 05
Orient Poin.....	S	Ham	P O	T	104	St fr Greenport, or by The Montauk S B Co.....		1 25 2 80 5 05
Owl's Head.....	Nar-rows							
Oyster Bay.....	S	Pen	P O	T	4	Near Bay Ridge....	1	75 1 25
Oyster Bay Cove.....	S	Ham			36	L I RR.....		
Otis Point (Howell's).....	G S B	Pen			61	And by Str Port-ches-ter fr N Y city	2	40 75
Ozone Park	In	RR	P O	T	9	By Str Portches-ter fr N Y city.....	2	40 75
Parkville.....	In	Vil	P O	T	5	Reached fr Bell-port	2	
Patchogue	G S B	RR	P O	T	55	N Y & B B RR....		
Pattersquash Is.....	East B	Is			73	Culver Route.....	1	06 10
Peacock Point.....	O	Pen			34	L I RR		1 60 2 90
Pearsalls....	In	RR	P O	T	19	Reached fr Mastic	4	
Peconic.....	L P B	Vil	P O	T	89	Reached fr Locust Valley.....	3	
Peconic Bay, Great	E End	Bay			80	L I RR.....		55 1 00
Peconic Bay, Little	L P B	Sum			90	L I RR		2 60 4 70
Peconic Park	Pen				91	Reached fr River-head	3	
Pelly's Bight	S	Bay			110	Reached fr Peconic	1	
Penny Bridge.....	In	RR			4	St fr Peconic ..	3	
Peter Neck Point.....	Gar B	Pen			110	North Southold Is		
Pine Island.....	S	Pen			35	L I RR, and street cars fr L I City...		05 10
						On Southold Is.		
						L I RR; St from Bayville.	4	65 1 15

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Nearest RR Station or Steamboat Landings.	
								Single.	Excursions.
Pipes' Cove.....	So B	Har			96	Reached fr Greenport.....	1		
Plainedge.....	In	Ham			32	St fr Central Park.	2	85	1 55
Plainfield.....	In	Loc			57	L I RR.....		85	1 55
Plainview.....	In	Ham	P O		30	St fr Central Park.	3		
Plattsdale.....	In	Ham			20	L I RR; St fr Floral Park.....	2	45	80
Plum Island.....	S	Is			106	Reached fr Greenport.....	8	2 80	5 05
Plum Point.....	S	Pen			30	Reached fr Roslyn	6		
Poosepattuck.....	In	Ham			67	L I RR.....	1		
Ponquogue.....	Shin B	Ham			87	L I RR; St fr Bay Head ..	2	2 45	4 40
Port Jefferson.....	S	Vil	P O T		60	L I RR.....	1	1 70	3 05
Port Washington.....	In	Vil	P O		22	L I RR; St fr Great Neck, or by Str Idlewild fr N Y City.....	5	40	70
Powder Hill.....	In	Hill			107	L I RR; St fr Sag Harbor.....	5	2 95	5 30
Potunk.....	East B	Ham			79	L I RR; St fr West Hampton.....	2	2 20	3 95
Powell's Cove.....	S	Bay			15	Near College Pt ..	1		
Promised Land.....	Gar B	Ham	P O		116	St fr Bridgehampt'n	15	2 80	5 05
Prospect Grove.....	Sh I	Sum		T	97	L I RR.....	1		
Prospect Point.....	S	Pen			31	Reached fr Roslyn	7		
Quantuck Bay.....	O	Bay			80	L I RR; St from Quogue.....	3	2 30	4 15
Queens.....	In	Vil	P O T		15	L I RR.....		40	70
Quogue.....	In	Ham			79	L I RR.....	3		
Quogue.....	Shin B	Vil	P O T		81	L I RR.....	2 1/4	2 30	4 15
Race Point.....	S	Pen			120	W End Fishers Is.	22		
Ram's Head.....	Sh Is	Pen			102	L I RR; boat from Greenport.....	7	2 80	5 05
Ram Island.....	Gar B	Is			102	Reached fr Kings-town.....	2		
Randall Park.....	In	Ham			25	L I RR.....	1		
Raunt (The).....	J B	RR		T	13	N Y & R B RR...			
Ravenswood.....	ER	Loc	P O T		6	Street cars fr L I City.....	2	05	10
Red Cedar Point.....	G P B	Pen			82	Reached from Aguebogue.....	4		
Red Creek.....	In	Ham		T	88	L I RR.....	3		
Red Hook.....	Bklyn	Loc	P O		2	Street cars in Bklyn	1	05	10
Remsen's Landing.....	G S B	Har			10	Reached fr South Woodhaven.....	1		
Ridgeville.....	In	Ham			65	L I RR.....	5		
Richmond Hill.....	In	RR	P O T		9	L I RR.....		25	40
Ridgewood (Wantagh) In	In	Vil	P O T		25	L I RR.....			
Ridge Island.....	G S B	Is			62	Reached fr Bellport.....	3		
Rikers Island.....	S	Is			10	Reached fr College Pt.....	3		
Riverhead.....	G P B	RR	P O T		75	L I RR.....		2 20	3 95
Roanoke.....	S	Ham			79	St fr Baiting Hollow.....	4	2 05	3 70
Robins Island.....	G P B	Is			91	Reached fr Cutchogue.....	4	2 55	4 60
Rockaway.....	In	Vil		T	23	L I RR; St fr Rockaway N Y & R B RR	2	55	1 00
Rockaway Beach.....	O	Sum		T	15	or by steam boat fr New York.....			

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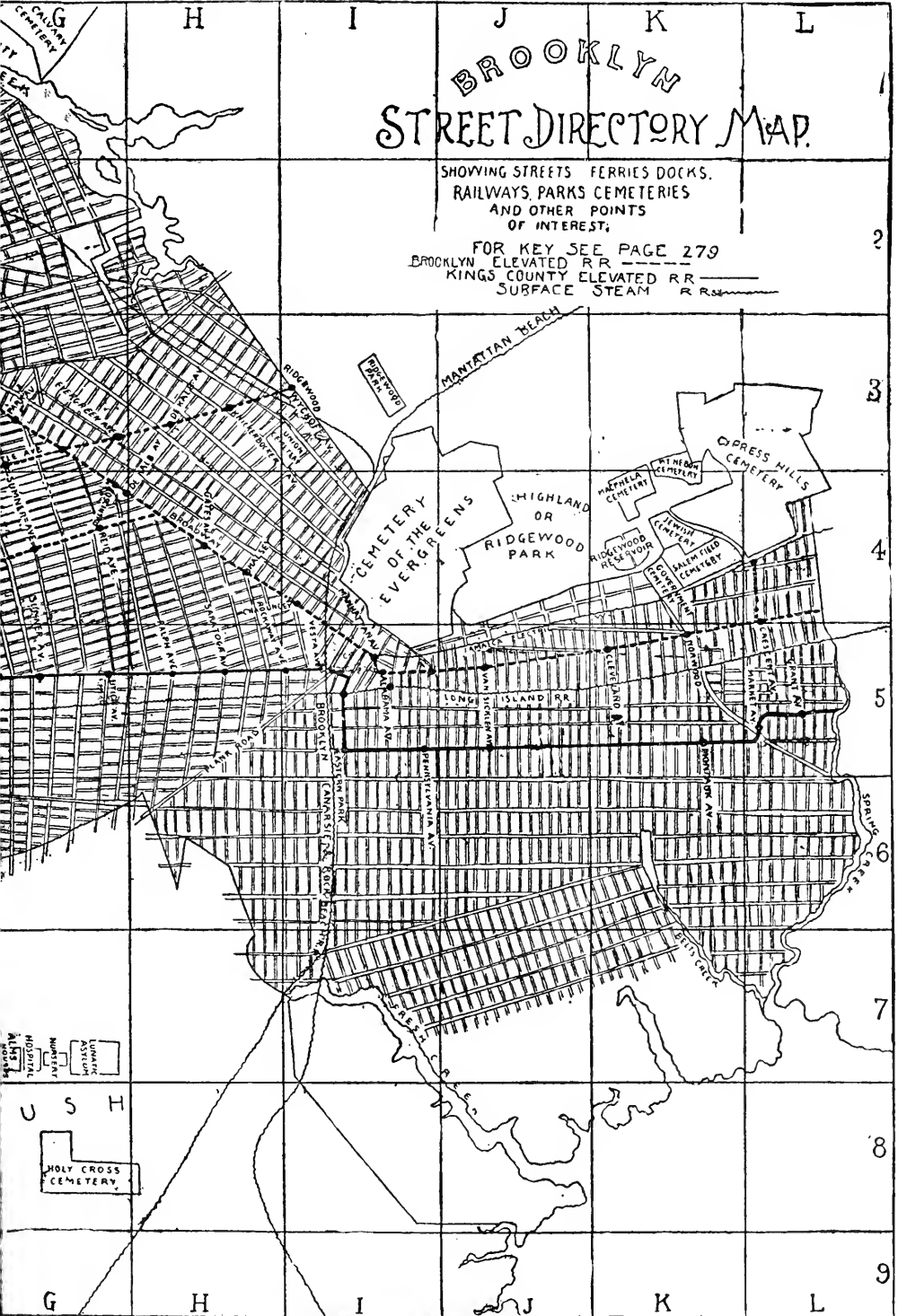
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BROOKLYN STREET DIRECTORY MAP.

SHOWING STREETS FERRIES DOCKS,
RAILWAYS, PARKS CEMETERIES
AND OTHER POINTS
OF INTEREST;

FOR KEY SEE PAGE 279
BROOKLYN ELEVATED R.R. -----
KINGS COUNTY ELEVATED R.R. _____
SURFACE STEAM R.R. ~~~~~



U S H

HOLY CROSS CEMETERY

LUNARK SYSTEM
 RAILWAY
 FERRY
 DOCK
 PARK
 CEMETERY
 OTHER POINTS OF INTEREST



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This house is beautifully situated on the shore of the Great South Bay, surrounded by a well-shaded lawn, sloping to the water's edge. Quarter of a mile of water frontage. Twenty acres of ground. Vegetables from Owner's Farm. One mile from depot, village and post office. Facilities for Bathing, Boating, etc. Bath houses on premises. Surf and still-water bathing. Sail and Row Boats. Good Roads, Pleasant Drives. Wide verandas and large airy rooms, most of which command a fine view of the ocean and bay. Cool south-west winds directly from the ocean through the Summer. Accommodates sixty. Private Cottages. Large Barn attached.

FOR SALE.

J. S. BALDWIN, Proprietor.

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Nearest RR Station or Steamboat Landings.	Single, Excursions.
Rockaway Park.....	O	Sum			16	L I RR.....			
Rockville Centre.....	In	Vil		T	20	L I RR, S Shore Div			
Rocky Point.....	S	Pen			40	Reached fr Oyster Bay.....	4		
Rocky Point Landing..	S	Har			67	St fr Port Jefferson	7		
Rocky Point (Village)..	In	Ham			66	St fr Port Jefferson	6	1 70	3 05
Ronkonkoma.....	In	RR	P O	T	50	L I RR.....		1 45	2 60
Rosedale (Foster's Meadows).....	In	RR			14	L I RR.....		45	80
Rose's Grove.....	L P B	Sum			103	St fr Bridgehampton.....	6	2 80	5 05
Roslyn.....	H Har	Vil	P O	T	24	L I RR.....		55	1 00
						Or by Str Idlewild fr N Y City.....		35	50
Ruffle Bar.....	O	Is			11	L I RR.....	4		
Russell's Neck.....	S I S	Pen			104	St fr Sag Harbor	2	2 95	5 30
Sachem's Neck.....	Sh I	Pen			101		5		
Sagaponack (Sagg) ..	O	Ham	P O		99	L I RR; St fr Bridgehampton.....	2	2 80	5 05
Sag Harbor ..	S I B	Vil	P O	T	102	L I RR.....		2 95	5 30
						Or by Montauk S B Co fr N Y City....		1 25	2 50
Sag Pond.....	O	Lake			99	Reached fr Bridgehampton.....	2		
St George's Manor....	G S B	Loc			66	St fr Mastic.....	4	1 90	3 40
St James.....	S	Vil	P O	T	53	L I RR.....		1 50	2 70
St Johnland.....	In	Ham		T	45	L I RR; St fr King's Park.....	1	1 30	2 35
Sammy's Beach.....	Gar B	Sum			108	St fr Sag Harbor...			
Sand's Point.....	S	Pen			24	St fr Great Neck..	6		
Sayville ..	G S B	Sum	P O	T	48	L I RR.....		1 50	2 70
Sayville Landing.....	G S B	Landing				St fr Sayville..	1½		
Scuttle Hole.....	In	Ham			97	L I RR; St fr Bridgehampton.....	2	2 30	5 05
Sea Cliff.....	H B	Vil	P O	T	28	L I R.....	1	55	1 00
						Or by Str Idlewild fr ft Peck slip and E 31st street N Y.....		35	50
Seafield.....	O	Sum			76	L I RR.....	2		
Seaford.....	G S B	Vil	P O		31	L I RR; St fr Massapequa.....	½	85	1 55
Seaside.....		Sum			16	N Y & R B RR....	1		
Searingtown.....	In	Ham		T	22	L I RR; St fr Albertson.....	1	55	1 00
Seebonac Neck.....	G P B	Pen			89	St fr Shinnecock Hills.....	2		
Selden.....	In	Ham	P O		57	L I RR; St fr Medford.....	4	60	2 90
Setauket.....	S	Vil	P O	T	56	L I RR.....	1	1 65	3 00
Sexton Is.....	G S B	Is			47	Reached fr Bayshore.....	5		
Shagwong Point.....	B L S	Pen			118	Near Montauk Pt..	20		
Sheepshead Bay.....	O	Vil	P O	T	7	Manhattan Beach RR.....			
Sheet Nine.....	In	Ham			33	L I RR.....	2		
Shelter Island.....	B I S	Sum	P O	T	99	L I RR.....	3½	2 80	5 05
						Boat fr Greenport; or by Montauk S B Co.....		1 25	2 50
Shelter Island Heights..	Sh Is	Sum	P O	T	97	L I RR; Boat fr Greenport.....	1½	2 80	5 05

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Nearest RR Station or Steamboat Landings.	
								Single.	Excursions.
Shelter Island Park...	Sh Is	Sum			97	L I RR to Greenport.....	1½	2 80	5 05
Shelter Island Sound...	E En L I	Bay			100	Bet Gar B and L P B			
Shinnecock Hills.....	Shin B	Sum	P O T		87	L I RR.....		2 55	4 60
Shinnecock Neck.....	Shin B	Ham			94	L I RR; St fr Shinnecock Hills....	3	2 55	4 60
Simonson's Creek.....	J B	Creek			14	Near Rosedale....	1		
Skoy's Pond	In	Lake			108	Nr Grassy Hollow.			
Smith's Landing.....	G S B	Ham			72	L I RR; St from Mastic.....	3	1 90	3 40
Smith's Point.....	G S B	Ham			66	L I BR; St from Mastic.....	4	1 90	3 40
Smithport.....	In	Ham			56	L I RR.....	1		
Smithtown.....	In	Vil	P O T		49	L I RR.....	1	1 40	2 50
Smithtown Branch.....	In	Vil	P O T		50	L I RR.....	½	1 40	2 50
Smithtown Harbor(Nis-saquag).....	S	Ham			52	St fr Smithtown...	3		
Smithville South.....	In	Ham	P O		28	L I RR; St fr Bellmore.....	1½	75	1 40
Southampton.....	O	Sum	P O T		92	L I RR.....		2 65	4 80
South Bensonhurst....	G B	Vil	P O T		6	Electric cars and B B & W RR...		10	18
South Greenfield.....	In	RR		T	6	B & B RR.....			
South Haven.....	In	Ham	P O		64	L I RR; St fr Mastic	1	1 90	3 40
South Jerusalem.....	S O B	Ham			29	St fr Wantagh... ..	1	80	1 45
South Northport.....	In	Ham			42	St fr Northport... ..	1	1 20	2 15
Southold.....	So B	RR	P O T		92	L I RR; or by Montauk S B Co.....		2 70	4 85
Southold Bay	E End L I	Bay			90	Bet L P B & Greenport Har.....			
South Oyster Bay.....	E of G S B	Bay			28	Reached fr Wantagh... ..	2		
S Oyster Bay Village. In	Ham				34	St fr Amityville... ..	1	95	1 70
Southport.....	G P B	Ham			88	L I RR; St fr Bay Head	3	2 45	4 40
South Setauket.....	In	Ham			56	St fr Setauket... ..	1	1 65	3 00
South Side Club.....	G S B	Club			47	L I RR; St fr Islip ..	1	1 30	2 35
South Woodhaven....	In	Vil			9	L I RR.....	1		
Speonk	East B	Vil	P O T		74	L I RR.....	1	2 15	3 85
Spring Field Store. ...	In	Vil	P O T		14	L I RR; St fr Hollis.....		35	60
Spring Hill..	In	Loc			33	St fr Flushing....	3	20	35
Springs(The).....	Gar B	Vil	P O		108	St fr Easthampton.....	12		
Springville.....	Shin B	Ham			87	L I RR; St fr Bay Head.....	1	2 45	4 40
Squiretown.....	G P B	Ham			87	L I RR; St fr Bay Head.....	1	2 45	4 40
Squassucks.....	In	Ham			63	L I RR.....	1		
Steinway.....	E R	Vil	P O T		8	Street cars fr Brooklyn.....	3	05	10
Stewartville.....	In	Ham			25	L I RR.....	2		
Stony Brook.....	S	Vil	P O T		56	L I RR.....	1	1 60	2 90
Strong's Point.....	G S B	Pen			30	Near Amityville... ..	2		
Success (Nor.hville)...	S	Ham			78	St fr Jamesport... ..	4	2 35	4 25
Suffolk Driving Park..	In	Park			46	Reached fr Central Islip.....	1	1 30	2 35

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Nearest RR Station or Steamboat Landings.	Single.	Excursions.
Sugar Loaf Hill.....	Shin B	Hill			88	L I RR; at Shinnecock Hills.....		2 55	4 60	
Sunken Meadow.....	S	Ham			47	St fr Northport....	2	1 30	2 15	
Swezey's Landing.....	S	Loc			68	St fr Port Jefferson10		1 70	3 05	
Sweet's Hollow.....	In	Ham			34	L I RR.....		1 70	3 05	
Swezey town.....	S	Ham			66	St fr Port Jefferson 7				
Syosset.....	In	Vil	P O T		30	L I RR.....		85	1 55	
Terry's Point.....	S	Pen			92	North of Orient Harbor				
Terryville.....	In	Ham	P O		61	L I RR; St fr Port Jefferson.....	1½	1 70	3 05	
The Cove Village.....	In	Vil			36	Near Oyster Bay Vil.				
Thomaston.....	S	Vil	P O T		18	L I RR; St fr Great Neck.....		40	70	
Three Mile Harbor....	Gar B	Bay			110	Reached fr Easthampton.....	9			
Tiana.....	Shin B	Ham			87	St fr Bay Head....	2	2 45	4 40	
Tuckahoe.....	In	Ham			94	L I RR; St fr Southampton.....	3	2 65	4 80	
Tuthill's Landing.....	S	Pier			69	St fr WoodvilleLd		1 70	3 05	
Union Course.....	In	Loc			7	L I RR.....	1	15	25	
Udall's Road.....	In	Rd			40	Fr Edgewood to Babylon.....				
Uniondale.....	In	Ham			24	L I RR.....	2			
Union Place.....	East B	Ham			75	St fr Speonk	1	2 15	3 85	
Unionville.....	G B	Ham		T	7	B B & W E RR....		10	18	
Upper Aquebogue	In	Ham			80	St fr Aquebogue	2	2 20	3 95	
Valley Stream.	In	Vil	P O T		18	L I RR.....		50	90	
Valley Stream Junc...In		RR	P O		18	L I RR.....		50	90	
Van Pelt Manor.....	G B	RR	P O T		6	Culver Route; B B & W E RR.....		10	18	
Van Siclen Station....	Bklyn	Loc			6	Street cars in Brooklyn		05	10	
Vernon Valley.....	In	Ham			42	L I RR; St fr Northport	1	1 20	2 15	
Wading River.....	S	Vil	P O		73	L I RR; St fr Manor.....	6	1 95	3 50	
Wainscott.....	O	Sum	P O		101	L I RR; St fr Bridge Hampton.....	3	2 80	5 05	
Wallabout.....	Bklyn	Loc	P O		1	Street Cars in Brooklyn		05	10	
Wamponissie	In	Loc			63	St fr Yaphank.....	3	1 75	3 15	
Wantagh, (Ridgewood)	G S B	Vil	P O T		28	L I RR.....		80	1 45	
Washington Square...In		Loc			20	L I RR; St fr Hempstead	2	60	1 10	
Water Mills.....	Mecox Bay	Vil	P O T		95	L I RR		2 74	4 95	
Wave Crest.....	O	Vil	T		24	L I RR.....		53	1 05	
Waverly.....	In	RR	T		53	L I RR		1 55	2 80	
Wawhoo.....	In	Ham			73	L I RR.....	1			
West Brighton Beach..O		Sum			8	B & B B RR.....		15	25	
Westbury.....	In	RR	P O T		23	L I RR.....		65	1 15	
West Brooklyn.....	In	Loc	P O T		4	B B & W E RR....		03	06	
Westhampton.....	East B	Vil	P O T		77	L I RR.....	1	2 20	3 95	
Westhampton Beach...O		Vil	P O		79	L I RR, and St fr Westhampton... ..	2	2 20	3 95	
West Flushing.....	In	Vil	P O T		12	L I RR N S Div....		25	40	
West Hills.....		Ham			35	St fr Huntington..	2	1 05	1 90	
West Island.....	S	Is			34	Reached fr Dosoris				
West Islip.....	G S B	Loc			39	L I RR; St fr Bay Shore.....	1	1 20	2 15	

Name.	Location	Description	Post Office	Telegraph	Distance fr Brooklyn	Routes.	Miles fr RR	Fares to Nearest RR Station or Steamboat Landings.	
								Single.	Excursions.
West Neck.....	S	Pen			40	L I RR; St fr Huntington....	4	1 05	1 90
Westville.....	In	Loc		T	22	L I RR.....	1		
West Yaphank... ..	In	Ham			57	St fr Yaphank....	4	1 75	3 15
Wheatly.....	In	Ham			26	L I RR; St fr Roslyn.....	3	55	1 00
Whitestone.....	S	Vil	P O	T	15	L I RR.....		30	55
Whitestone Landing...S		Pier			16	L I RR.....		35	60
Wick's Road.....	In	Rd			42	Fr Bay Shore to Brentwood.....			
Willet's Point.....	S	Pt	P O	T	17	L I RR; St fr White stone.....	2	30	55
Williamsburgh.....	Bklyn	Loc	P O	T	2	Street cars in Bklyn.....	1	05	10
Williamsville.....	In	Ham			23	St fr Central Park.	3	80	1 35
Willow Pond.....	In	Ham			50	L I RR.....	2		
Willow Tree.....	In	Loc			11	St fr Hollis.....		35	60
Winantsville.....	In	Ham			8	Street cars fr LICity	1		
Windsor Terrace... ..	Bklyn	Loc	P O		3	Street cars in Bklyn.....		05	10
Winfield.....	In	RR	P O	T	7	L I RR.....		15	20
Woodbury.....	In	Vil	P O		33	L I RR; St fr Syosset.....	2	85	1 55
Woodfield.....	In	Ham			22	St fr Hempstead..	2	60	1 10
Woodhaven.....	In	Vil	P O	T	8	L I RR.....		20	30
Woodhull Park.....	In	RR			12	L I RR.....		33	55
Woodlawn.....	In	Vil	P O	T	5	Culver Route.....			
Woodsburgh... ..	J B	Vil	P O	T	21	L I RR.....		50	1 00
Woodside.....	In	Vil	P O	T	7	L I RR.....		10	15
Woodville Landing....S		Ham			68	L I RR; St fr Port Jefferson.....	10	1 70	3 05
Wyandance(West Deer Park).....	In	RR	P O	T	33	L I RR.....		1 05	1 90
Yaphank.....	In	Vil	P O	T	60	L I RR.....		1 75	3 15
Young Port.....	G S B	Ham			48	Reached fr Islip...	4	1 30	2 35
Zach's Inlet... ..	O	Chan'l			38	Bet South and Jones Beaches...			

TRAVELLERS' GUIDE.

Means of Reaching and Leaving Brooklyn. Its Surface and Elevated Railways—Hotels—Express Service—Piers and Docks—The Long Island Railroads—Steamboats, Stages and Ferries.

In Brooklyn, although the streets are not laid out with the same regularity as in New York, the accessibility of every part of the city and its surroundings is unexcelled. The surface and elevated railway systems are wonderfully complete and are being constantly improved by the adoption of the modern methods of traction by cable and electricity. Every year very extensive additions are made to the railway conveniences of the city. The entire western end of Long Island is covered with a net work of steam, electric and horse railway lines, so that almost every point within ten miles of the city may be reached with the utmost economy of time and with the greatest personal comfort.

On Long Island proper the great carrier both for passengers and freight is the Long Island Railroad, which visits by its main lines or branches all the important centres of population and industry. Stages connect with the railway system and enable the tourist to arrive quickly at any point of interest not on the railway line. The regular Long Island steamboat service is, with the exception of the boats that run to Coney Island, Rockaway Beach and the vicinity, confined to points along the north shore and the eastern end of the island. The tables given in this chapter explain themselves and will be found comprehensive as to the means of visiting all parts of Brooklyn and on the island.

Official Courtesies.

The employees of all the public services are required to be constantly courteous to patrons of every rank. Information or direction as to where it may be obtained is freely given. Assistance, when it does not interfere with the performance of regular duties, and is not designed to avoid legitimate expense, is to be expected. Bureaus of general information are to be found in all railroad depots, and clerks are in attendance whose sole duty it is to answer all proper questions from those in any kind of perplexity. Incivility should be promptly reported to the authorities, by whom all complaints are investigated. Aged or feeble persons are assisted to and from public carriages by the guards or conductors. Persons desiring direction or other information while in the thoroughfares of the city, should apply to a policeman and not to the chance passer-by, who may mischievously or from ignorance wrongly direct or inform the inquirer. Strangers, when in need of assistance, should invariably apply to public officials rather than to pri-

vate individuals, for in Brooklyn as in every large city, the confidence man is ubiquitous and well disguised. No exception should be made to this rule after dark.

Customs Regulations.

BAGGAGE INSPECTION.—The baggage of all persons, native or foreign, coming into the United States by sea or land from other countries, is subject to inspection by the Customs House officials. At New York, only such as enter the city by steamship are required to submit to this generally unwelcome regulation. Where no attempt is made to escape the payment of duty the Customs officials will be found always courteous and liberal in the interpretation of the Customs laws. Passengers are furnished with blanks on which, previous to the inspection, they may describe the dutiable articles in their possession, thus avoiding much delay and possible annoyance. Parents and guardians are allowed in the case of families, to sign and swear to these statements when filled out. Trunks and packages so packed or so promiscuous or valuable in their contents as to render easy inspection impossible, are sent to the appraiser's stores, and there examined. Smuggling is a costly game to play, as its discovery is punished by absolute confiscation of the articles concealed. A reasonable amount of wearing apparel and of all other personal effects of a quality in keeping with the station of the presumed owner, which are being worn or show signs of wear, are admitted free of duty. Duty is charged upon all new clothing, and jewelry or watches, new or old, not for personal use. Baggage is examined on being discharged at the steamship docks. As the inspection is quite thorough, persons are advised to afford every facility to the officials, and scrupulously to avoid obstructing them in their compulsory task. Interference with them arouses suspicion, and suspicion is sure to occasion delay and possibly much unpleasantness. Vessels are usually boarded by the Customs officials just below the entrance to the Narrows in the New York Bay. The duty upon packages received by express from abroad is paid by the express company, and the charges collected from the recipient upon delivery.

Facilities for Transmitting Money.

There are three systems in use in the United States by which money may be transmitted from one place to another in this country as well as to the most important foreign cities. The first and most popular method is by the Post Office Money Order system, the manner of using which is fully explained in the chapter on Means of Communication. A second equally safe and more convenient means of forwarding money is by express money orders which may be obtained at all the offices of the leading express companies throughout the country. This system has advantages over the others in that the express companies, which are generally exceedingly wealthy corporations, are entirely responsible for all money received by them, while in the post office system reliability rests with the local agents.

EXPRESS MONEY ORDERS may be purchased at any hour of the day in any of the local offices of the great continental express companies—the Adams, American, National, Wells-Fargo, United States or Southern. The offices of these companies are too numerous to enroll here, but they will be found conveniently located at various points in the city. No written applications are required. When the order is sent to Europe or other foreign territories the payee receives the full equivalent in the currency of the country where payable. Orders can be deposited for collection in any

bank and cashed through the clearing houses in the same manner as cheques, drafts, &c. The rates for United States and Canada are about as follows: For orders not exceeding \$5, 5 cents; not exceeding \$10, 8 cents; not exceeding \$20, 10 cents; not exceeding \$30, 12 cents; not exceeding \$40, 15 cents; not exceeding \$50, 20 cents. Rates for orders payable in Europe: For orders not exceeding \$10, 10 cents; not exceeding \$20, 18 cents; not exceeding \$30, 25 cents; not exceeding \$40, 35 cents; not exceeding \$50, 46 cents. Orders for amounts exceeding \$50 to domestic or foreign places are issued at proportionate rates. The express companies also furnish travelers' cheques which are more convenient and less costly than letters of credit or circular notes and available for payment in Europe, Asia, Africa, Australia, United States and Canada. The principal hotels receive them in payment of bills, and railroad and steamship companies in exchange for tickets, at the face value. They may also be cashed at almost all the leading bankers. The signature of the traveler is sufficient to secure identification. Cheques are issued for amounts varying from \$10 to \$100, in any quantity, and the fixed foreign equivalents are printed thereon. The rate for cheques payable in the United States is about one-quarter of 1 per cent. of their face value, but the minimum charge is 40 cents; and for cheques payable in Europe one-half of one per cent., the minimum charge being 50 cents.

THE TELEGRAPH MONEY ORDER SYSTEM is the third mode of forwarding money. For the accommodation of travelers and others, in emergencies, and incidentally to facilitate their own business, the telegraph companies will make transfers of money, in small amounts, containing no fractions of a dollar, between a limited number of its offices. Such transfers will be made upon the following terms and conditions: To cover clerical and incidental services a charge is made of one per cent. on all sums of \$25 or over, and for smaller amounts the charge is 25 cents in each case. As the usual telegraphic service necessary for each transfer exceeds two telegrams of fifteen words each a further charge is made for this service of a sum not exceeding double the tolls on a single message of fifteen words between the transfer places. Payment of the sums transferred is made at the principal office of the telegraph companies at the point designated, upon satisfactory evidence of the personal identity of the payee being produced. The sending of a telegram requesting the transfer of money to its receiver is not sufficient evidence of his identity with the payee of such transfers.

In case payment is not made to the payee within forty-eight hours after receipt of the transfer message by the manager of the paying office (exclusive of Sunday and holidays), the transfer will be cancelled and the amount thereof refunded to the sender upon application at the receiving office, but in such case the amount received for services and tolls will be retained by the telegraph companies.

Brooklyn Hotels and Restaurants.

The following list contains the name, location and minimum rate per day of the principal first-class hotels in Brooklyn. Many of these hotels are equal in their appointments and service to the best hostelries in the country. Suites of rooms furnished in perfect taste and with the highest degree of elegance are provided. Passenger elevators, electric annunciators, messenger, cab and police call boxes, post-office drop boxes, news stands, parcel check rooms, express offices, bureau of information, and city directories are among the conveniences of these hotels.

Brooklyn hotels are conducted on either the European or American plan; the rate by the day includes the charge for both rooms and meals; on the European plan, the daily rate is for room only, and all meals must be paid for separately. Some of the hotels give their guests a choice of both plans.

AMERICAN PLAN.

Mansion House, 139 Hicks St., \$3.

Secor House, Clinton and Warren Sts., \$1.25.

The Wyndham, 89 Henry St., \$1.

EUROPEAN PLAN.

Clarendon Hotel, Washington and Johnson Sts., \$1.

Hotel Boswyck, Bedford Ave. and South Fifth St., \$1.

Hotel Brunswick, Concord and Washington Sts., \$1.

AMERICAN AND EUROPEAN PLAN.

A., American Plan; E., European Plan.

Eagle Hotel, 254 Fulton St., A., \$2; E., 50 cents.

Hotel De Paris, 230 Duffield St., A., \$3; E., \$1.50.

Hotel St. George, Clark, Pineapple and Hicks Sts., A., \$2.50; E., \$1.

Long Branch Hotel, Fulton and Sands Sts., A., \$2; E., \$1.

Pierrepont House, Montague and Hicks sts., A., \$3; E., \$1.

The Regent, Clinton Ave., near Greene Ave., for rates apply.

Besides the cafes in the hotels above mentioned, the following are the leading restaurants in Brooklyn:

Clarendon, Johnson and Washington Sts.; Gage's Chop House, 198 Montague St.; Silsbe & Son, 311 Fulton St.; Silsbe & Co., 460 Fulton St.; Blankley's, 518 Fulton St.; Sherlock's, 585 Fulton St.; Holder's, 282 Clermont Ave.; Gilman's, 369 Myrtle Ave.; Gage & Tollner, 374 Fulton St.; Slater's, 1252 Bedford Ave.; Gilman's Jefferson Hall Cafe, Court Square, and Duffy's Chop House, 112 Court St.

Guide to Brooklyn in the Shopping Districts.

The business center of the city, as the term is generally understood, is embraced in that portion of Fulton street extending from the City Hall to Flatbush avenue, with an extension up that thoroughfare for some distance. Its pivotal point was, until a few years ago, about the corner of Fulton and Tillary streets, while an earlier center still, or what at one time promised to be a dangerous rival to Fulton street, was the lower part of Atlantic avenue. The establishment of Messrs. Journeay & Burnham was the nucleus about which the supposedly future great business street of the city was to gather. Fulton street, with its traditions and ferry facilities, won the day, however, and it only became a question of which portion of the great artery of trade and traffic should be the business center *par excellence*.

The removal of Messrs. Wechsler & Abraham from No. 297-9 Fulton street to the location the new firm of Abraham & Straus now occupy above Gallatin Place, in February, 1885, was the beginning of the exodus to upper Fulton street. Their removal enabled Messrs. S. Wechsler & Brother to enlarge their borders by absorbing the two adjoining stores, but it was only a question of a little time when the latter firm found it necessary to follow suit, and on May 1, 1890, ground was broken for their new building, which was opened just a year later. Messrs. Liebmann Brothers, who had a large real estate interest in the old business center, were compelled to abandon their fine building on Tillary and Fulton and Washington streets, and erect

a new structure even higher up on Fulton street. Messrs. Frederick Loeser & Co. had previously built a fine business structure at the intersection of Fulton street and De Kalb avenue.

These changes had settled beyond a doubt the question of where the retail center of trade was to be. Ovington Brothers, Journey & Burnham, and other firms of the first class were soon in the market to secure eligible sites for the erection of new stores in the vicinity where the grand army of shoppers were daily gathering. The two firms mentioned were determined to outdo the others in the matter of easterly locations and selected that portion of Flatbush avenue just off Fulton street. There they put up buildings adjoining one another which are a decided improvement to that section and a credit to the city. Another notable addition to the upper Fulton street colony of big business houses was that of Messrs. W. Wise & Son, who leased and completely remodelled the corner store of the Johnston building on the angle of Flatbush avenue and Nevins street.

Messrs. Smith, Gray & Co. were the pioneers in the matter of the erection of fine buildings in this district, having been the first to put up a really fine structure, located on the corner of Fulton street, Flatbush avenue and Nevins street. This was destroyed by fire about a year ago and has just been replaced with an equally remarkable building. Wm. Berri's Sons' carpet warehouse, C. C. Adams & Co., jewellers, and the millinery store of Mr. Milkman, complete the list of original settlers in the section.

Other occupants of stores in this favored district are the Brooklyn Furniture Company, Messrs. Browning, King & Co., Mr. S. Koch, Anderson's piano warehouse, The Cowperthwait Company, Messrs. James H. Hart, Limited, and Messrs. T. Kelly & Co. Namm's notion and variety store was moved about two years ago to this hive of industry from lower Fulton street, and Burt's shoe store is another prominent example of early appreciation of the future course of business.

The parallel portion of Myrtle avenue has also a very large amount of trade when such sterling houses as Isaac Mason and Mullins & Sons in the furniture trade, R. Fox & Co., dry goods, (a recent removal from lower Fulton street,) and other large houses in their respective lines have thriving establishments there.

This stretch of streets forms one of the most concentrated centers of retail business in the country; in few other cities can there be found so many large retail business houses within such a comparatively short distance of one another. The firms mentioned above are, of course, only a tithe of the number doing business in the seven or eight blocks referred to. There everything that men or women need for either personal adornment, household use or table supply can be found in as great variety and as handsomely displayed as in the stores of any city in this country at least, if not in the world.

Expresses.

Express offices in which orders may be left for the removal of trunks, packages, &c., are to be found in almost every block in the business parts of the city, and at convenient locations elsewhere. The Long Island R. R. Company has an express service with offices at the ticket agencies. Cheques or receipts are invariably given by expressmen when money is paid to them for expressing baggage or when baggage is transferred to their care. Neglect in conforming to this rule frequently entails a great deal of trouble and delay. Expressmen board the incoming trains before

they reach the depots, and go through the cars soliciting for the transferring of baggage. As these officials are the employees of the most responsible companies, and are recognized by the railroad authorities, they may be relied upon to fulfill any agreement they may make. Receipts are given in exchange for checks relinquished. Care should be taken to give correct addresses, and to see that they are correctly written on the order. Payment at the time of giving the order or upon receipt of baggage is optional. The express companies in Brooklyn may be divided into three classes—foreign, continental and local.

THE PRINCIPAL COMPANIES HAVING FOREIGN OFFICES are:—American, 74 Broadway, 333 Washington St., 726 Fulton St., 296 Flatbush Ave. and 19 Bergen St.; United States, offices same address as the American; Wells, Fargo & Co., 333 Fulton St., and 329 Cumberland St.

THE PRINCIPAL CONTINENTAL COMPANIES are:—Adams, 52 Nassau St., 4 Court St., 860 Fulton St., and 98 Broadway; American, 74 Broadway, 333 Washington St., 726 Fulton St., 296 Flatbush Ave., and 19 Bergen St.; Eastern Dispatch & Delivery Co., 166 Pierrepont St.; National, 333 Washington St., 730 Fulton St., 398 Bedford Ave., 19 Bergen St. and 296 Flatbush Ave.; Northern Pacific, 333 Washington St., 726 Fulton St., 398 Bedford Ave. and 19 Bergen St.; Pacific, 333 Washington St., 726 Fulton St., 398 Bedford Ave. and 19 Bergen St.; United States, 74 Broadway, 333 Washington St., 726 Fulton St., 296 Flatbush Ave. and 19 Bergen St.; Wells, Fargo & Co., 333 Fulton St., and 329 Cumberland St.

THE PRINCIPAL LOCAL COMPANIES are:—Long Island, 115 Broadway, 116 S. 6th St. and Flatbush, cor. Atlantic Aves.; New York Transfer Co., 52 Nassau St., 4 Court St., 860 Fulton St. and 98 Broadway; Van Nostrand's, 115 Broadway, 1149 Myrtle Ave.; 560 Grand St., 419 Kosciusko St. and 116 S. 6th St.; Westcott, 74 Broadway, 333 Washington St., 726 Fulton St., 296 Flatbush Ave., and 19 Bergen St.

Baggage Checking System.

The baggage-checking system employed throughout this country, Canada and Mexico, must be regarded as one of the greatest public conveniences of modern times. It has relieved the weary tourist of a burden of anxiety and has simplified travel to a marvelous extent. All the railway and steamboat companies employ this system. A small metal check is used, on which is stamped the number of the check and the name of the railway or steamboat line, and destination of the package to be checked. One of these checks which serve as a receipt, is given by the express office official or baggage master, to a person whose baggage is to be forwarded, while another, the exact duplicate of the first, is attached by a leather strap to the trunk or package. On presentation of the check to the baggage master at the other end of the journey, the baggage is promptly delivered to the owner, who, if he be in a city or town of any importance, may have it rechecked and sent by express to his residence or hotel. The baggage, unless otherwise specified, is almost invariably carried on the same train or steamboat with the passenger, so that delays in delivery are reduced to a minimum. Care should be taken not to lose these checks or to pass them into the hands of irresponsible agents or expressmen, as they are not merely orders for the delivery of baggage, but certificates of ownership as well, and the loss of them is sure to entail a great deal of vexation and delay, and possibly loss of property. Although transportation companies are responsible at law for all articles entrusted to their care, whether checked or not, it

is nevertheless imperatively necessary for everyone to exercise due precaution against the loss of checks, receipts and all other evidence of proprietorship. In general, complete reliance may be placed on the efficacy of this system.

Cabs and Coaches.

Brooklyn is provided with an efficient and well equipped cab service. Single horse coupes and hansoms and double horse coaches may be hired either by the mile, hour or day. Although the rates of fare are fixed by an ordinance of the city authorities to prevent extortion, they are still at the mutual discretion of the driver and passenger, and may often be considerably modified for special services. To avoid dispute, charges should be agreed upon before entering the conveyance.

Children under eight years of age are conveyed free when in the company of their guardians.

Drivers have the right to collect fares when passengers enter the coach or cab.

The Legal Rates and conditions are as follows:

MILE RATE.—For coaches for conveying one or more passengers any distance not exceeding one mile the rate is \$1; and for each and every additional mile or part of a mile, 50 cents.

For cabs for conveying one or more passengers any distance not exceeding one mile the rate is 75 cents; and for each and every additional mile or part of a mile, 40 cents.

HOOR RATE.—For the use of a carriage by the hour, with the privilege of going from place to place, and stopping as often and as long as may be required, the charge is \$1.50 for the first hour and 75 cents for each and every additional hour or part of an hour.

BAGGAGE.—Every driver of coach or cab must carry on his coach or cab one piece of baggage without extra charge; but for any extra baggage he may carry he shall be entitled to such extra compensation as may be fixed by mutual agreement.

DISTANCE.—Twenty blocks shall be deemed a mile through all streets lanes and avenues.

DISPUTES.—All disputes as to prices or distance should be referred to the Mayor, at his office, City Hall, room 3.

There are no regularly licensed cab stands in Brooklyn. Cabs, however, may be found in constant waiting at City Hall Park, Brooklyn Bridge entrance, the depots of the Long Island R. R., the ferry landings, the doors of theatres and places of public amusement a few minutes before closing, and at many other public places during business hours.

Steam Surface Railroads.

Suburban railroad travel on Long Island is enormous. The passenger traffic on the Long Island Railroad alone is many millions in excess of that on any one of the great Trunk Lines leading to New York. Last year this system carried about 14,000,000 people. Altogether there are about 500 miles of railway on the island. In the vicinity of Brooklyn there are many local roads running to the nearby towns and resorts, while the Long Island Railway has a monopoly of the business on the rest of the island. In the summer months especially fast and well equipped express trains are run on the Southern and Central divisions of this line to the fashionable seaside resorts—Babylon, Bayshore, Patchogue, Southampton, Bridgehampton, etc.

Parlor cars are attached to all the fast express trains. Almost all places of consequence on the Island are either situated on the railroad or are connected therewith by stage lines. The new depots of the L. I. R. R., the one at Long Island City, and the other at Atlantic and Flatbush avenues, are equipped with every convenience that can afford comfort to travelers, and facilitate traffic generally.

The following are the railroads on Long Island:—

Steam Railroads.

- Brooklyn and Brighton Beach:** Depot, Atlantic cor. Franklin Ave. To Parkville Station, Kings Highway, Gravesend, Sheepshead Bay, and Brighton Beach and Coney Island.
- Brooklyn, Bath and West End:** Depots—Union Depot, 5th Ave. cor. 36th St., and 2d Ave. cor. 39th St. To New Utrecht, Bath Beach, Bensonhurst, Guntherville, West End and Coney Island.
- Brooklyn and Rockaway Beach Railroad:** From Atlantic cor. Vesta Ave., to New Lots, Canarsie and Canarsie Landing; thence, during summer season, by ferry to Rockaway Beach.
- Culver Route:** Depots—3d ave. and 65th St.; 5th Ave cor. 36th St.; 9th Ave. and 20th St. To Coney Island and adjacent resorts.
- Long Island Railroad System:** Depots—Flatbush Ave. cor. Atlantic Ave.; Bushwick Ave. cor. Montrose Ave.; Bedford Station (Atlantic Ave. near Franklin Ave.); East New York; and Long Island City (Hunter's Point).
- Main Line:** To Richmond Hill, Jamaica, Hollis, Queens, Garden City, Floral Park, Central Islip, Medford, Yaphank, Manor, Riverhead and Greenport.
- South Shore (Montauk) Division—via Main Line to Jamaica:** To Merrick, Amityville, Babylon, Bay Shore, Islip, Sayville, Patchogue, Bellport, Moriches, Speonk, Westhampton, Quogue, Bay Head, Shinnecock Hills, Southampton, Bridgehampton and Sag Harbor.
- Port Jefferson Branch—via Main Line to Floral Park:** To Mineola, Hicksville, Syosset, Cold Spring, Huntington, Green Lawn, Smithtown, Stony Brook and Port Jefferson.
- Oyster Bay Branch—via Main Line to Mineola:** To East Williston, Albertson, Roslyn, Greenvale, Sea Cliff, Glen Cove, Locust Valley, Bayville and Oyster Bay.
- North Side Division—Depot, Long Island City:** To Woodside, Corona, Flushing, College Point, Whitestone, Douglaston, Little Neck and Great Neck.
- Far Rockaway Branch—via Main Line to Woodhaven Junction or Jamaica:** To Arverne, Wave Crest, Far Rockaway. Also via Main Line to Jamaica: To Springfield, Rosedale, Valley Stream, Fenhurst, Woodsburgh, Cedarhurst, Rockaway, Lawrence and Far Rockaway.
- Prospect Park and Coney Island—Depots:** 9th Ave. cor. 20th St., and Union Depot, 5th Ave. and 36th St.: To City Line, Kensington Junction, Parkville, Washington Station, Woodlawn, King's Highway, Parkway Driving Club, Brooklyn Jockey Club, Gravesend and Coney Island.
- New York and Sea Beach Railway—Depot at foot of 65th St.:** Bay Ridge to 3d Ave. Junction, Bath Beach Junction, Mapleton, Woodlawn, King's Highway, Gravesend and West Brighton, Coney Island
- Sea View Railroad:** From Brighton to West Brighton Beach, Coney Island.

Long Island Stage Lines and Connections.

Nearly all the villages on Long Island are connected with the stations on the L. I. R. R. by stages which meet the principal trains. The fares are regulated by the distance traveled and the special service rendered.

Besides these lines there are stage routes across the island to and from the following points: From Port Jefferson to Patchogue; from Riverhead to Westhampton; from Quogue and Atlanticville to Riverhead; from Amagansett and Easthampton to Sag Harbor and Bridgehampton; from Orient to East Marion and Greenport; from Manor to Wading River; from Yaphank to Middle Island; from Rocky Point, Miller's Place and Mount Sinai to

Port Jefferson; from Medford Station to Coram and Selden; from Comac to Elwood and Greenlawn; and from Setauket to Port Jefferson.

Trunk Railway Lines.

The following are the Railways leading to Brooklyn via New York:

- BALTIMORE & OHIO.**—Depot at Communipaw, Jersey City; from New York by Ferry from foot of Liberty St. To Philadelphia, Baltimore, Washington, Pittsburg, and Western Cities.
- DELAWARE, LACKAWANNA & WESTERN.**—Depot, Hoboken; from New York by Ferry from ft. Barclay St. or Christopher St. To Paterson, Lake Hopatcong, Delaware Water Gap, Wilkesbarre, Richfield Springs, Scranton, Utica, Syracuse, Buffalo and connections for all Western cities.
- MORRIS & ESSEX.**—Via Delaware, Lackawanna & Western Route and connections. To Newark, Orange, Montclair, Summit, Morristown, etc.
- NEW JERSEY SOUTHERN.**—Depot at Sandy Hook, reached from New York by boat from Pier 8, North River ft. Rector St.; also via Central Railroad of New Jersey by ferry from Liberty St. To all New Jersey Seaside Resorts.
- NEW YORK & HARLEM.**—Grand Central Depot, 42nd st. and 4th Av. To White Plains, Lake Mahopac, Berkshire Hills and Chatham, where connection is made with the Boston & Albany R. R.
- NEW YORK CENTRAL & HUDSON RIVER.**—Grand Central Depot, 42nd St. and 4th Ave; also depot at 30th St. and 10th Av. To all points on the East shore of the Hudson River, Albany, Saratoga, Lake George, Lake Champlain, the Adirondacks, Montreal, Syracuse, Rochester, Buffalo, Niagara Falls, connecting with Canadian Railroads at Niagara Falls, Cleveland, Chicago and connections with all Western lines.
- NEW YORK, LAKE ERIE & WESTERN.**—Depot, Jersey City; from New York by Ferry from ft. Chambers St. and foot W. 23d St. To local points in New Jersey, Port Jervis, Watkins Glen, Rochester, Buffalo, Niagara Falls, Detroit and connecting with all Western points.
- MONTCLAIR & GREENWOOD LAKE.**—Via Erie. To Montclair, Watchung, Greenwood Lake and intermediate points.
- NEW YORK & GREENWOOD LAKE.**—Via Erie. To Greenwood Lake and intermediate points in New Jersey.
- NEW JERSEY & NEW YORK.**—Via Erie. To suburban points in New Jersey.
- NORTHERN OF NEW JERSEY.**—Via Erie. To Englewood, Demarest, Sparkill, and Nyack and intermediate points.
- NEW YORK, NEW HAVEN & HARTFORD.**—From Grand Central Depot, 42nd St. and 4th Av. To Bridgeport, New Haven, Hartford, Springfield, Boston, connecting with local branches from Connecticut, Vermont and New Hampshire cities.
- HARLEM BRANCH**—To New Rochelle, from the north side of the Harlem River; depot near 3rd Av. draw bridge.
- NEW YORK & NORTHERN.**—Depot 155th St., 8th Av., via Sixth or Ninth Ave. Elevated Railroad. To all local points and Croton Lake, Lake Mahopac, Peekskill, etc.
- NEW YORK, SUSQUEHANNA & WESTERN.**—Depot Pennsylvania R. R., Jersey City; from New York by Ferry from foot of Cortlandt St. or Desbrosses St. To points in Northern and Eastern Pennsylvania, etc.
- ONTARIO & WESTERN.**—From Pennsylvania Railroad Depot, Jersey City; from New York by Ferry, from foot of Cortlandt or Desbrosses St.; also depot Weehawken, from New York by ferry from foot W. 42nd St. and foot Jay St. To Utica, Oswego, Thousand Islands, Buffalo, Niagara Falls, connecting with all Western lines.
- PENNSYLVANIA.**—Depot at Exchange Place, Jersey City; from New York by ferry from foot Cortlandt or Desbrosses St. To Newark, Trenton, and intermediate New Jersey towns, and Philadelphia, Wilmington, Baltimore and all Southern and Western points.
- READING RAILROAD SYSTEM.**—
- Central Railroad of New Jersey.—Depot at Communipaw, Jersey City; from New York by ferry foot Liberty St. To Newark, Elizabeth, Plainfield, Bound Brook, Allentown, Trenton, Philadelphia and Pennsylvania Coal Regions.
- Newark and New York.—A branch of the Central of New Jersey. To Newark and intermediate points.
- New York and Long Branch.—Depots, Communipaw and Exchange Place, Jersey City; by ferry from foot Liberty, or Desbrosses or Cortlandt St. To New Jersey Seaside Resorts.

Lehigh Valley.—From Depot, Communipaw, Jersey City; from New York by ferry from foot Cortlandt or Desbrosses St. To Phillipsburgh, Easton, Bethlehem, Philadelphia, Baltimore, Washington, connecting with all railroads for the North, West and South.

Philadelphia & Reading.—Depot, Central Railroad of New Jersey; from New York by ferry foot Liberty St.

STATEN ISLAND RAPID TRANSIT.—Depot, St. George, S. I.; from New York by ferry from foot Whitehall St. To all points on Staten Island.

WEST SHORE & BUFFALO.—From Pennsylvania R. R. Depot, Jersey City. From New York by ferry foot Cortlandt or Desbrosses St.; also depot at Weehawken; from New York by ferry from foot W. 42nd St. or Jay St. To all points on the West Shore of the Hudson River, West Point, Newburgh, Catskill Mountains, Albany, Utica, Oswego, Rochester, Buffalo, Niagara Falls, connecting with all Western lines.

Long Island Steamboat Landings.

LANDINGS.	LINES OR BOATS.	N. Y. PIERS.	FARES FROM NEW YORK.	
			SINGLE.	EXCURSION
Astoria	Morrisania	Ft. Fulton St.	\$.10	
Bay Ridge	Bay Ridge Ferry	Ft. Whitehall St.	.10	\$.25
Bayville	Str. Northport	Peck Slip .....	.60	1.00
Belden Point	Iron S. B. Co.	Battery Pl., N. R.		.40
Brookways	Hartford	Peck Slip	1.50	2.25
Centre Island	Str. Portchester	Ft. Pike St.	.40	.75
Cold Spring	Str. Portchester	Ft. Pike St.	.40	.75
College Point	N. Y. College Point Ferry ..	E. 99th St.	.10	
Coney Island	Iron S. S. Co.	Ft. W. 23d St. & B'y Pl.	.35	.50
Davis Island	U. S. Government Boat	Ft. Moore & Broad Sts		Pass
Fort Hamilton	U. S. Government Boat	Ft. Moore & Broad Sts		Pass
Fort Hamilton	Pleasure Bay	Ft. Jane St.	.15	
Fort Schuyler	U. S. Government Boat	Ft. Moore & Broad Sts		Pass
Glen Cove	Str. Idlewild	Peck Sl. ft. E. 31 St.	.35	.50
Glenwood	Str. Idlewild	Peck Sl. ft. E. 31 St.	.35	.50
Great Neck	Str. Idlewild	Peck Sl. ft. E. 31 St.	.35	.50
Greenport	Montauk S. B. Co.	Ft. Beekman St.	1.25	2.50
Huntington	Str. Huntington	Ft. Pike St.	.50	
Lloyd's Dock	Str. Portchester	Ft. Pike St.	.40	.75
Northport	Str. Northport	Peck Slip .....	.75	1.25
Orient	Montauk S. B. Co.	Ft. Beekman St.	1.25	
Oyster Bay	Str. Portchester	Ft. Pike St.	.40	.75
Port Jefferson	Str. Nonowantuc	From New York City		
Roslyn	Str. Idlewild	Peck Slip .....	.35	.50
Sag Harbor	Montauk S. B. Co.	Ft. Beekman St.	1.25	2.50
Sands Point	Str. Idlewild	Peck Slip .....	.35	.50
Saybrook	Hartford Line	Peck Slip	1.50	2.25
Sea Cliff	Str. Idlewild	Peck Sl. & E. 31 St.	.35	.50
Shelter Island	Montauk S. B. Co.	Ft. Beekman St.	1.25	2.50
Southold	Montauk S. B. Co.	Ft. Beekman St.	1.25	2.50
Whitestone	Str. Idlewild	Peck Slip		
Willet's Point	Government Launch	Ft. Moore & Broad Sts		Pass

Brooklyn Elevated Railroads.

To the elevated railroad system of Brooklyn must be ascribed very much of the recent development of the outlying and suburban districts of the city. The system, which is but four or five years old, has been gradually extended until at present it is possible to reach almost every part of the city by its use. Large stretches of hitherto unoccupied land along the routes of the elevated railroads and beyond their termini have been rapidly converted into populous and thriving business or residential centres. These roads and the surface lines connecting therewith have made the newer portions of Brooklyn the most desirable places in the metropolitan district for the building of dwellings, and seem destined to enable Brooklyn to vie with any city in the land as a real "City of Homes." Thousands of New York merchants and business men, attracted by the healthfulness of

the location, moderate price of land, and above all by the facility of travel, have of late years fixed their residences in Brooklyn or its immediate vicinity.

The elevated railroads are controlled by two companies, namely, the Brooklyn and Union, and the Kings County. The Brooklyn company controls the Broadway, the Brooklyn Bridge, Grand and Lexington Avenue, the Fifth Avenue, and the Fulton Ferry and Myrtle Avenue lines. The Kings County Company controls the Fulton Street line. The fare on all the roads is five cents for any distance, and by a system of transfers on the Brooklyn and Union lines passengers may reach almost any part of the city. The traffic on the elevated lines last year aggregated about 55,000,000 passengers. The system embraces about 22 miles of track, and owns about 120 locomotives and 360 cars.

The elevated railway lines and routes in Brooklyn are as follows:

- BROADWAY LINE.**—From Broadway Ferry to Fulton Ave., to Van Sicken Ave. Distance, 4.80 miles; running time, 20 minutes. Stations: Broadway Ferry, Driggs Ave., Marcy Ave., Hewes St., Lorimer St., Flushing Ave., Park Ave., Myrtle Ave., De Kalb and Kosciusko Aves., Gates Ave., Halsey St., Chauncey St. and Broadway Park, Manhattan Junction, Alabama Ave., and Van Sicken Ave. Last train leaves ferry at 12:59 A. M.
- BROOKLYN BRIDGE, GRAND AND LEXINGTON AVE. LINE.**—From Brooklyn Bridge via Adams St. to Myrtle Ave., to Grand Ave., to Lexington Ave., to Broadway, to Fulton Ave., to Van Sicken Ave. Distance, 6.41 miles; running time, 30 minutes. Stations: Brooklyn Bridge, City Hall, Bridge St., Navy St., Vanderbilt Ave., Washington Ave., Grand and Myrtle Aves., De Kalb Ave., Greene Ave., Franklin Ave., Nostrand Ave., Tompkins Ave., Sumner Ave., Reid Ave., Gates Ave., Halsey St., Chauncey St., Manhattan Junction, Alabama Ave., and Van Sicken Ave. Last train leaves Bridge at 1:10 A. M.
- FIFTH AVENUE LINE.**—From Brooklyn Bridge via Fulton St. to Flatbush Ave., to Thirty-sixth St. Distance, 4.25 miles; running time, 20 minutes. Stations: Brooklyn Bridge, City Hall, Bridge St., Fulton St., Flatbush and Atlantic Aves. (Long Island Railroad Station), St. Marks Ave., Union St., Third St., Ninth St., Sixteenth St., Twentieth St., Twenty-fifth St., Thirty-sixth St. Last train leaves Bridge at 12:43 A. M.
- FULTON FERRY AND MYRTLE AVENUE LINE.**—From Fulton Ferry via Fulton St., to York St., to Hudson Ave., to Myrtle Ave., to Wyckoff Ave. Distance, 4.91 miles; running time, 24 minutes. Stations: Fulton Ferry, Washington St., Bridge St., Navy St., Vanderbilt Ave., Washington Ave., Grand and Myrtle Aves., Franklin Ave., Nostrand Ave., Tompkins Ave., Sumner Ave., Broadway, Evergreen Ave., De Kalb Ave., Knickerbocker Ave., Wyckoff Ave. Last train leaves ferry at 12:48 A. M.
- FULTON STREET LINE.**—From Fulton and Sackman Sts. to Williams Pl. to Snediker Ave., to Eastern Parkway, to Market St., to Liberty St., to City Line. Distance, 1½ miles. Stations: Manhattan Crossing, Atlantic Ave., Eastern Park, Pennsylvania Ave., Van Sicken Ave. This line is still in course of construction, and will not be open for some time.
- KINGS COUNTY ELEVATED RAILWAY.**—From Fulton Ferry and Brooklyn Bridge via Fulton St. to Williams Pl., to Snediker Ave., to Eastern Parkway, to Montauk Ave. Distance, 8 miles; running time, 35 minutes. Stations: Fulton Ferry, Brooklyn Bridge, Clark St., Court St. and Myrtle Ave., Boerum Pl., Elm Pl. and Duffield St., Flatbush Ave., Lafayette Ave., Cumberland St., Vanderbilt Ave., Grand Ave., Franklin Ave., Nostrand Ave., Brooklyn and Tompkins Aves., Albany and Sumner Aves., Utica Ave., Ralph Ave., Saratoga Ave., Rockaway Ave., Manhattan Crossing, Atlantic Ave., Eastern Parkway, Pennsylvania Ave., Van Sicken Ave., Linwood St., Montauk Ave. Trains run every 45 minutes after 12:30 midnight until 5:00 A. M.

Brooklyn Elevated R. R. Co.

The following tables of the different branches of the Brooklyn Elevated R. R. Company's lines show the names of all stations and the distance of each from either Brooklyn Bridge, Fulton or Broadway Ferry. The numbers in parenthesis which follow the names of stations refer to the paragraph following the tables explanatory of the transfer system. The names of avenues and streets along which the railway runs are printed perpendicularly, and the stations bracketed therewith are those on the respective avenues and streets traversed.

LEXINGTON AVE. LINE.

NAMES OF STATIONS.	DISTANCE.
Brooklyn Bridge.....	0.00
City Hall.....	0.49
Bridge Street (0).....	0.72
Navy Street (1).....	0.98
Cumberland Street.....	1.30
Vanderbilt Avenue.....	1.52
Washington Avenue.....	1.69
Grand Ave. Trans. (1).....	1.85
DeKalb Avenue.....	2.08
Greene Avenue.....	2.28
Franklin Avenue.....	2.61
Nostrand Avenue.....	2.92
Tompkins Avenue.....	3.24
Sumner Avenue.....	3.54
Reid Avenue.....	4.00
Gates Avenue (2).....	4.48
Halsey Street.....	4.89
Chauncey Street... ..	5.29
Manhattan Junction (11)...	5.69
Alabama Avenue (12).....	5.96
Van Sicklen Avenue.....	6.38
Cleveland Street.....	6.72
Norwood Avenue.....	7.08
Crescent Avenue.....	7.47
Jamaica Avenue	7.92
Cypress Hills Cemetery.. }	

MYRTLE AVE. LINE.

NAMES OF STATIONS.	DISTANCE.
Fulton Ferry.....	0.00
Washington Street.....	0.30
Bridge Street.....	0.56
Navy Street (3).....	1.32
Cumberland Street.....	1.64
Vanderbilt Avenue.....	1.85
Washington Avenue.....	2.02
Grand Avenue.....	2.20
Franklin Avenue.....	2.48
Nostrand Avenue.....	2.78
Tompkins Avenue.....	3.10
Sumner Avenue.....	3.40
Broadway (4).....	3.69
Evergreen Avenue.....	4.01
DeKalb Avenue.....	4.25
Knickerbocker Avenue....	4.60
Wyckoff Avenue. }	4.96
Ridgewood. }	

FIFTH AVE. LINE.

NAMES OF STATIONS.	DISTANCE.
Brooklyn Bridge.....	0.00
City Hall.....	0.49
Bridge Street (5).....	0.72
Fulton Street.....	1.24
Flatbush & Atlantic (13)...	1.63
St. Mark's Place.....	1.89
Union Street.. ..	2.22
Third Street (6).....	2.51
Ninth Street.....	2.82
Sixteenth Street.....	3.16
Twentieth Street.....	3.41
Twenty-fifth Street (7)....	3.64
Thirty-sixth Street (8)...	4.22
Fortieth Street	4.71
Forty-sixth Street.....	4.97
Fifty-second Street... ..	5.27
Fifty-eighth Street... ..	5.56
Sixty-fifth Street (14).....	5.89

BROADWAY LINE.

NAME OF STATIONS.	DISTANCE
Broadway Ferry.....	0.00
Driggs Avenue.....	0.35
Marcy Avenue... ..	0.61
Hewes Street.....	0.89
Lorimer Street.....	1.19
Flushing Avenue.....	1.55
Park Avenue.....	1.80
Myrtle Avenue (9).....	2.05
DeKalb Avenue	2.47
Gates Avenue (10).....	2.90
Halsey Street.....	3.31
Chauncey Street.....	3.71
Manhattan Junction	4.11
Alabama Avenue	4.38
Van Sicken Avenue.....	4.80
Cleveland Street... ..	5.14
Norwood Avenue.....	5.50
Crescent Avenue	5.89
Jamaica Avenue.....	6.34
Cypress Hills Cemetery.. }	

o. Transfer for stations on Fifth Avenue.
 i. Transfer for stations on Myrtle Avenue.

2. Transfer for Broadway Ferries.
3. Transfer for stations on Grand and Lexington Avenues.
4. Transfer for stations on Broadway.
5. Transfer for stations on Myrtle and Lexington Avenues.
6. Washington Park Ball Ground.
7. Greenwood Cemetery.
8. Connect with P. P. & C. I. and B. B. & W. E. R.R. for Coney Island.
9. Transfer for stations on Myrtle Avenue.
10. Transfer for stations on Lexington Avenue.
11. Connect with L. I. R.R. for Manhattan Beach.
12. Connect with B. & R. B. R.R. for Canarsie and Rockaway Beach.
13. Connect with L. I. R.R. for all points on Long Island.
Trains on Lexington Avenue, Fifth Avenue and Broadway run all night.
14. Connect with N. Y. & M. B. R.R., and N. Y. & S. B. R.R. for Coney Island.

For all Cemeteries, Prospect Park, Ball Grounds and connections with surface railroads to all points on Long Island and Coney Island, reached by the Elevated Railroads, see general street map of Guide.

Kings County Elevated Railway.

This road represents the best type of overhead carriage known to-day. In its construction the defects of earlier roads were remedied and everything possible done to insure speed and safety and guard against the possibility of interruption. The same desire to promote the comfort and convenience of passengers is observable in the rolling stock of the road. All the cars are of elegant construction, and are distinctly superior to the cars ordinarily run on elevated roads. Men are particularly partial to this road because the last car of every train is a smoker where the unfinished cigar may be consumed in peace.

The route of this road is an interesting one. It starts at Fulton Ferry, has a station connected by a covered walk with the Bridge and continues on up Fulton street past the City Hall, Beecher Statue, County Court House, and Hall of Records. Next comes the fashionable shopping district. At Franklin avenue close connection is made with the trains of the Brooklyn and Brighton Beach R. R., a direct and pleasant route to the coast. At Manhattan crossing, which is within one minute's walk of the Cemetery of the Evergreens, direct connection is made with the Electric Railroad which passes the entrances to the following cemeteries: National Soldier's, Salem Field, Jewish Cemetery, Union Fields, Cypress Hills and Mount Neboh. Ridgewood Park and Reservoir are also reached by this road, which extends to Woodhaven and Jamaica.

At Eastern Park station are the grounds of the Brooklyn Baseball Clubs where many of the championship games are played. The terminus of the road is at Montauk avenue. The running time each way is 35 minutes.

Brooklyn and Brighton Beach Railroad.

The easiest way of reaching Brighton Beach is by this road, which connects at Franklin avenue with the Kings County Elevated Railway. The fare is only fifteen cents for a single trip, and twenty-five cents for a round trip. Brighton Beach is the great popular resort of the people who wish to avoid the boisterous frivolity of one end of Coney Island, and the

extravagant cost of diversion at the other. It has the best beach for bathing on the coast, a superior hotel, good restaurants where prices are moderate, and excellent music.

Brooklyn and Rockaway Beach Railroad.

Canarsie is usually the first objective point of all parties bent on the enjoyment of Jamaica Bay's attractions. To get there most easily, take the Kings County Elevated Railway to Atlantic avenue, and there change to the Brooklyn and Rockaway Beach Railway which runs directly to Canarsie Landing and connects there with the ferry to Rockaway Beach. Canarsie Village and Grove are also reached by this road. Canarsie Landing is famous for its fish dinners, which may be had cooked to perfection at any of the larger hotels. During the season there are also concerts every afternoon and evening. The excursion fare to Canarsie Landing is only twenty cents. Trains run every half hour as a general thing and at shorter intervals on Sundays and holidays.

Brooklyn Surface Railroads.

The surface railroads of Brooklyn afford a most complete system of local passenger traffic. Until recently the only mode of traction was by horses, but within the past year or so the underground cable and the electric trolley systems have been introduced and operated with success. The latter system is employed on many of the principal surface roads in the city, notably the Brooklyn City, De Kalb Avenue, Brooklyn and Coney Island, Third Avenue and Atlantic Avenue lines.

The traffic of the surface lines is enormous, last year aggregating over 150,000,000 passengers. About 7,000 men, 5,000 horses and motors, and 3,000 cars are employed on these roads. The total length of track is about 225 miles. The largest surface railway company is the Brooklyn City, which owns over 88 miles of road and carries 78,500,000 passengers annually. Its equipment embraces over 1,600 horses and motors, and about 1,550 cars. It has introduced electricity as a mode of traction on many of its lines. The fare on all lines, for any distance, five cents.

The capital letter or letters following the description of each of the surface railroads in the following list is the letter by which the Surface road is referred to in the text—but more especially on the Brooklyn Surface R. R. map at page 279. The key in the corner of this map shows that squares or locations on the map indicated by the letters and numbers are reached by the surface railway lines designated by the letters following them as above explained. E. G.—Square D 6 is reached by the surface railways indicated by the letters E, O, W, Mm, or Ww. The names of the surface railways are in alphabetical order, as are also the key letters.

The following are the surface railway lines and routes in Brooklyn:

- Adams St. Line:** From Fulton Ferry through Fulton to Front, to Catherine Ferry, to Adams (Brooklyn Bridge), to Fulton (City Hall and Court House), to Boerum Pl., to Atlantic Ave., by transfer at Long Island R. R., returning by same route. Depot to and from Butler St. line; 5th Ave., by transfer at 15th St., to and from 15th St. line to 5th Ave., to Greenwood Cemetery, main entrance. Last night car leaves 23d St. and 5th Av. at 11:30, and Fulton Ferry at 12:07 A. M. A.
- Bergen St. Line:** From South Ferry, through Atlantic Ave. by transfer at Hicks St., to and from the Hicks St. Crosstown line, to Boerum Pl., by transfer at Hoyt St., to and from the Hoyt St. Crosstown line, to Bergen, to Rochester Ave., returning by same route. Last night car leaves Rochester Ave. at 12:14 A. M., South Ferry at 12:55 A. M. B
- Broadway Ferry, Metropolitan Ave R. R. (North 2d St. Line):** Foot of Broadway, through Metropolitan Ave., or N. 2d St., to Lutheran and St. John's Cemeteries; returning by same route. Last car leaves foot Broadway at 1:10 A. M. C.

- Brooklyn Heights R. R. (Cable Line): From Court and Montague Sts., through Montague St., to Wall St. Ferry, returning by same route. D.
- Bushwick Line: From Grand, Houston and Roosevelt St. ferries along Kent Ave. to Broadway, to Bedford Ave., to S. 4th St., to Meserole St., to Bushwick Ave., to Myrtle Ave., to City Line; returning by same route. Transfer at Graham Av. and Meserole St., to Graham Av. line, and at Flushing and Bushwick and to Flushing and Union Ave. lines. Night cars leave Ridgewood at 12:04, 12:24, 12:54, 1:24, 2:00, 2:34, 3:04, 3:40, 4:14, 4:44; ferry at 12:47, 1:07, 1:37, 2:03, 2:17, 3:47, 4:23, 4:57 and 5:27 A. M. E.
- Butler St. Line: From South Ferry, through Atlantic Ave. by transfer to Hicks St., to and from Hicks St. Crosstown line by transfer at Long Island Depot to 5th Ave. City Hall and 7th Ave. lines, to Washington Ave., to Butler, to New York Ave., returning by same route. Last night car leaves Nostrand Ave. at 11:33 P. M., and South Ferry at 12:09 A. M. F.
- Calvary Cemetery Line: From Greenpoint Ferry via Greenpoint Ave., to Calvary Cemetery (new entrance), returning by same route. Last car leaves ferry at 12:10 and Calvary Cemetery 12:30 A. M. G.
- Coney Island Line: From Park Circle of Boulevard to Brighton Beach and Vanderveer's Hotel, Coney Island, returning by same route. First cars leave at 6 A. M. and every five minutes thereafter until 12 P. M. in the Summer season; in the Winter season, every half hour. Returning the last car leaves at 11:30 P. M. H.
- Coney Island and Brooklyn Electric Railroad (Main Line):—From Fulton Ferry, through Water, to Main, to Prospect, to Jay, to Smith, to Ninth, to Fifteenth, to City line; returning by same route. Open all night. Cars run every hour at and after 12:35. I.
- Court street and Greenwood Trolley Line: From Fulton Ferry through Fulton to Court, to Hamilton Ave., to Third Ave., to Twenty-fifth St., to Fifth Ave., to Greenwood Cemetery connecting with Coney Island and Fort Hamilton trains; returning by same route. Night cars leave depot at 11:53, 1:23, 1:53, 2:23, 2:53, 3:23, 3:53, 4:23, 4:53; and Fulton Ferry at 1:37, 2:07, 2:37, 3:07, 3:37, 4:07, 4:37, 5:07, 5:32 A. M. J.
- Crosstown Line: From Erie Basin, through Richard St. to Woodhull, to Columbia, to Atlantic Ave., (South Ferry), to Court St., to Joralemon, to Willoughby, to Raymond St., to Park Ave., to Washington Ave., to Kent Ave., to Broadway (passing Grand and Roosevelt Ferries), to Driggs Ave., Van Cott Ave., to Manhattan Ave., to Newtown Creek. Annex to Long Island City through Vernon Ave., and Borden Ave., to 34th St. Ferry and Long Island R. R. depot; return same route except Bedford Ave., instead of Driggs Ave., and Navy St., instead of Raymond St. Night cars leave both depots 1:00, 2:30 and 4:00 A. M. K.
- Cypress Hills Extension: From Fulton St. and Alabama Ave., through Fulton St. to Cypress Ave., to the main entrance Cypress Hills Cemetery; returning by same route. L.
- Cypress Hills Line: From city line to St. Nicholas Ave. to Myrtle Ave., to Cypress Ave., to Cypress Hills; returning by same route. Last car leaves City Line at 9:15; Cypress Hills 9:30. M.
- DeKalb Avenue Line: From Fulton Ferry through Water St., to Washington St., to Fulton St., to DeKalb Ave., to Wyckoff Ave.; returning by same route. Night cars leave depot 12:05, 12:20, 12:35, 1:35, 2:05, 2:35, 3:24, 3:52, 4:22. Leave Bridge 12:37, 12:51, 1:07, 1:22, 1:52, 2:22, 2:52, 3:22, 4:21, 4:51, 5:20. N.
- East New York Line: From Broadway Ferries through Broadway to East New York; return same route. Night cars leave the ferry at 1:50, 2:30, 3:10, 3:50, 4:30, 5:10; leave depot at 1:00, 1:40, 2:20, 3:40, 4:20. O.
- Fifteenth Street Line: From Hamilton Ferry through Hamilton avenue, by transfer at Hicks St. to and from the Hicks St. Crosstown line, to 15th by transfer at 5th Ave. to and from the City Hall and Fifth Ave. South Ferry Lines, to 9th Ave. to 20th St. (Culver's Depot); returning by same route. Last night car leaves depot at 11:36; Hamilton Ferry 12:10. P.
- Flatbush Avenue Line: From Fulton Ferry, through Fulton St. to Flatbush Ave. to Prospect Park and Flatbush; returning by same route. Night cars leave Flatbush Depot at 12, 12:25, 12:55, 1:25, 1:55, 2:55, 3:25, 3:55, 4:31 A. M.; and Fulton Ferry at 12:51, 1:21, 1:51, 2:21, 2:51, 3:21, 3:51, 4:21, 4:51, 5:21 A. M. Q.
- Flushing Avenue Line: From Fulton Ferry, through Fulton to Sands, to Hudson Ave., to Flushing Ave., to Broadway and Graham Ave., to Van Cott Ave., to Manhattan Ave., to Greenpoint Ave., to 23d and 10th St. Ferries, Greenpoint. Transfers passengers to Greenpoint line at Classon and Flushing Aves., and to Ridgewood and Grand St., and Broadway Ferries at Graham Ave., and to Meserole St., and to Union Ave. line at Throop and Flushing aves; returning by same route. Night cars leave 10th and 23d St. Ferries (Van Cott Ave 10 minutes later), at 12:08, 12:23, 12:38, 12:53, 1:08, 1:33, 2:08, 2:38, 3:08, 3:33, 4:03, 4:38 A. M., and Fulton Ferry, 1:03, 1:23, 1:38, 1:53, 2:22, 2:52, 3:22, 3:52, 4:22, 5:22, 5:38. R.
- Fort Hamilton Electric Line: From Twenty-sixth St. and Third Ave., to Fort Hamilton, along Third Ave., returning by same route. Last car from depot to Fort Hamilton,

- 1.00. Leave Fort Hamilton, 1.30. Night cars leave Twenty-fifth St. depot for City line only at 1.40. 2.10, 2.40, 3.10, 3.40, 4.10, 4.42. A. M.; leave city line: 2.05, 2.35, 3.05, 3.35, 4.05, 4.35, 4.58. A. M.; passengers transferred to Thirty-ninth St. Ferry when coming from Fort Hamilton at Sixty-fifth St. and Third Ave. S.
- Franklin Avenue Line:** From foot of Grand St., through Water St., to Kent Ave., to South Eighth, to Wythe Ave., to Franklin Ave., Prospect Park, and returning by same route. Last night car leaves Franklin Ave. and Carroll St. depot at 12.04. and Grand St. Ferry at 12.50 A. M. Transfers passengers at cor. of Franklin and DeKalb Ave. T.
- Fulton Street and East New York:** From Fulton Ferry along Fulton St. to East New York, returning by same route. Night cars to East New York: 12.08, 12.28, 12.48, 1.08, 1.28, 1.53, 2.23, 2.53, 3.26, 4. 1. A. M.; and from Fulton Ferry: 1.08, 1.28, 2.08, 2.30, 3.00, 3.30, 4.00, 4.30, 5.01, A. M. U.
- Furman Street Line:** From Fulton Ferry, along Furman St. to Atlantic Ave (South Brooklyn), to Columbia St., to Sackett St., to Hamilton Ferry; returning by same route. Transfers to Van Brunt St. and Erie Basin line and to Hamilton Ave. line from Hamilton Ave. V.
- Gates Avenue Line:** From Fulton Ferry, through Fulton St., to Greene Ave., to Franklin Ave., to Gates Ave., to Ridgewood; returning by same route. Night cars from Ridgewood at 12.37, 1.12, 1.52, 2.37, 3.05, 3.52, 4.27, A. M.; and from Fulton Ferry at 1.32, 2.09, 2.47, 3.32, 4.06, 4.47, 5.16, A. M. W.
- Grand Street Line:** From foot of Broadway, through Kent Ave., to Grand St., to Maspeth and Newtown; returning by same route. X.
- Greenpoint and Bushwick Line:** This line is operated by system of transfers on Flushing and Bushwick lines. Y.
- Greenpoint Line:** From Fulton Ferry, through Fulton St., to Myrtle Ave. to Classon or Washington Ave., to Kent Ave., to Franklin St., to Commercial St., to Newtown Creek; returning by same route. Transfers to Flushing Ave. line at Classon and Flushing Aves. Night cars leaves Hunter's Point Bridge at 12.08, 12.30, 1.03, 2.00, 2.30, 3.30, 4.29, A. M.; and Fulton Ferry at 1.12, 1.37, 2.07, 3.07, 3.37, 4.37, 5.33. Z.
- Greenpoint and Lorimer St. Line:** From Nostrand and Park Aves., through Nostrand Ave., to Gwinnett St., to Lorimer St., to Nassau Ave., to Manhattan Ave., Greenpoint Ave., to 10th and 23d St. Ferries; also from Greenpoint Ave. through Franklin St. to Meserole Ave., to Manhattan; returning by same route. Transfers passengers to the Nostrand Ave. Line at Park and Nostrand Ave. Aa.
- Greenwood Cemetery Line:** Franklin Ave. (Willink entrance, Prospect Park), to Greenwood; returning by same route. Bb.
- Greenwood Line:** From Fulton Ferry, through Furman street, passing Wall St. and S. Ferries, to Atlantic Ave., 5th Ave. by transfer at 15th St. to and from 15th St line to Greenwood Cemetery; returning by same route. Night cars leave depot: 12.05, 12.25, 12.55, 1.25, 1.58, 2.25, 2.55, 3.25, 3.55, 4.25, 4.48, 5.12, 5.24; Fulton Ferry 12.02, 12.22, 12.47, 1.17, 1.47, 2.17, 2.47, 3.17, 3.47, 4.17, 4.47, 5.17. Cc.
- Hamilton Avenue Line:** From Hamilton Ave. Ferry, through Hamilton Ave. to Third Ave. to 25th St., to Greenwood Cemetery and connecting at 3rd Ave. and 25th St., by trains to Fort Hamilton, Bay Ridge and Coney Island; returning by same route. Dd.
- Hamilton Avenue and Prospect Park Trolley Line:** From Hamilton Ferry, through Hamilton Ave., to Ninth St., to Prospect Park; returning by same route. Last night car leaves ferry, 12.10, A. M., and depot at 11.37. Ee.
- Hicks St. Crosstown Line:** From Fulton Ferry by transfer at Brooklyn Bridge, through Washington to Concord, to Adams, to Fulton, to Atlantic Ave., to Hicks, by transfer at Hicks St., to and from Bergen, Butler and 5th Ave., South Ferry lines to Hamilton Ave., by transfer at Hamilton Ave., to 15th, to Prospect Park, by transfer at 5th Ave. to Greenwood Cemetery and 9th Ave., to Prospect Park and Coney Island R. R., and Greenwood Cemetery; returning by same route. Last car leaves Hamilton Ave. at 11:30, Brooklyn Bridge at 11:05. Ff.
- Hoyt St. Crosstown Line:** From Fulton Ferry by transfer at Brooklyn Bridge through Washington, to Concord, to Adams, to Fulton (to Court House and City Hall), to Boerum Pl., to Bergen, to Hoyt, transfer at Hoyt St. and from the Bergen St. line to Sackett, to Hamilton Ferry, returning by same route. Last car leaves Hamilton Ferry at 1:10 and Brooklyn Bridge at 12:40. Gg.
- Jamaica and Brooklyn Line:** From Manhattan Crossing station of Kings County Elevated R. R. and Alabama Ave., station of Union Elevated R. R., for National, Salem Field, Cypress Hills and Mt. Hope Cemetery, Woodhaven, Clarenceville, Morris Park, Richmond Hill and Jamaica, returning by same route. Cars leave Jamaica at 5:30 and 6:15 A. M. and every 15 minutes thereafter until 10:45; then 11:15, 11:30 and 11:45 P. M. Cars leave Manhattan Station at 6:15 A. M. and every 15 minutes thereafter until 11 P. M. and then at 12:15 midnight. Cars leave Manhattan Station for Woodhaven only at 11:15, 11:30, 12:00, 12:30 P. M. and 12:45 (Sundays). Hh.
- Knickerbocker Ave. Line:** This line is an extension of the Union Ave. line. Ii.
- Lee and Nostrand Ave Line:** From foot of Broadway to Driggs Ave., to Division Ave., to

- Lee Ave., to Nostrand Ave., to Malbone St., to Willink entrance, Prospect Park, returning by same route. Night cars leave depot at 12:18, 12:40, 1:15, 2:00, 2:45, 3:30, 4:20 A. M., and ferry at 12:58, 1:20, 1:55, 2:40, 3:25, 4:10, 5:00 A. M. Transfers Passenger to Lorimer St. line at Nostrand and Park Aves. Jj.
- Lutheran Cemetery Line: From City line to Myrtle Ave., to Palmetto, through private property to Metropolitan Ave., returning by same route. (Lutheran Cemetery, Middle Village.) Last car leaves city line at 10:10, and Middle Village at 10:13 P. M. Kk.
- Meeker Ave. Line: From foot of Broadway, through Kent Ave. to Grand St., to Humboldt, to Meeker Ave., to Calvary Cemetery (old entrance), returning by same route. Last day car leaves depot at 12:53, and ferry at 1:02. Ll.
- Myrtle Ave. Line: From Fulton Ferry, through Fulton St. to Myrtle Ave., to Ridgewood, returning by same route. Night cars leave depot at 12:19, 12:49, 1:19, 1:49, 2:19, 2:49, 3:19, 3:49, 4:19, 4:40, and 4:51 A. M., and Fulton Ferry at 1:22, 1:52, 2:22, 2:52, 3:22, 3:52, 4:22, 4:52, 5:22 and 5:52 A. M. Mm.
- Park Ave. Line: From Fulton Ferry, through Water, passing Catharine Ferry, to Washington (Brooklyn Bridge), to Concord, to Navy, to Park Ave., to Broadway, to Park, to Beaver, to Bushwick Ave., to Jefferson, to Central Ave., returning by same route. Last night car leaves Central Ave. at 10:00 and Bridge at 9:20. Nn.
- Prospect Park and Holy Cross Cemetery Line: From Flatbush Ave., cor. Malbone St., through Malbone St. to Clove Road, Clarkson St. (Alms-house, Hospital and Asylum), and Canarsie Lane, to Holy Cross Cemetery, returning by same route. Last night car leaves Prospect Park at 7 P. M., and Cemetery at 7:25 P. M. Oo.
- Putnam Avenue Line: From Fulton Ferry, through Fulton St. to Putnam Ave., to Nosstrand Ave., to Halsey St., to Broadway, returning by same route. Last night car leaves depot at 12:15 A. M., and Fulton Ferry at 1:05 A. M. Pp.
- Ralph Ave. Line: From Broadway and Ralph Ave., through Ralph Ave., to Atlantic Ave., East New York cars transfer both ways, returning by same route. Last connecting car leaves ferry at 12:00 midnight. Qq.
- Reid Ave Line: From Broadway ferries, Broadway to Reid Ave., to Fulton St., to Utica Ave., to Atlantic Ave., returning by same route. Night cars leave ferry at 2:10, 2:50, 3:30, 4:10, 4:55, and depot at 1:30, 2:10, 2:50, 3:40, and 4:10 A. M. Rr.
- Richmond Hills Line: Ridgewood at city line, along Myrtle avenue to Richmond Hill. Returning by same route. Rrr.
- Second Avenue Electric Line: 39th St. Ferry, through 2nd Ave., 65th St., 3rd Ave., Bay Ridge Ave., 13th Ave., 86th St., 25th Ave., to Gravesend Bay; returning by same route. Last night car leaves 39th St. Ferry, 12 o'clock; and Unionville 12.40 A. M. Transfers passengers at 65th St. and Third Ave., for Fort Hamilton only when coming from 39th St. ferry. Ss.
- Seventh Avenue line: From Fulton Ferry, through Water, (Catharine ferry), to Washington (Brooklyn Bridge,) to Fulton (City Hall and Court House.) to Boerum Pl., to Atlantic Ave., by transfer at Long Island R. R. depot, to and from the Butler St. line; to 5th Ave., to Flatbush Ave., to 20th, to 9th Ave., connecting with Prospect Park and Coney Island R. R. at 20th; returning by same route. Night cars leave 20th St., and 7th Ave.: 12.29, 12.59, 1.29, 1.59, 2.29, 2.59, 3.29, 3.59, 4.29, 4.59, stopping at Bridge and transferring at Long Island R. R. depot to and from connecting at 5th Ave. cars. Leave Bridge: 1.05, 1.35, 2.05, 2.35, 3.05, 3.35, 4.05, 4.35, 5.05, 5.35. Tt.
- Sumner Avenue line: From Broadway ferries, through Broadway to Sumner Ave., to Fulton St., to Troy Ave., to Bergen St.; returning by same route. Last night car leaves ferry at 1.19; depot at 12.40. Uu.
- Third Avenue Electric Line: From Fulton Ferry, along Fulton St., to Flatbush Ave., to 3d ave to 25th St., to Greenwood Cemetery, connecting with trains to Fort Hamilton, Bay Ridge and Coney Island; returning by same route. Last night car from Ferry at 12.40 A. M. Vv.
- Tompkins Avenue Line: From Atlantic and Kingston Aves., along Kingston to Fulton, to Tompkins, also from Atlantic and Nostrand Aves., along Nostrand to Fulton, to Tompkins Ave., to Harrison Ave., to Division Ave., to Roebling St., to Broadway, to Roosevelt and Grand St. ferries; returning by same route. Last night car from depot at 12.04 A. M.; from ferry 1.20 A. M. Ww.
- Union Avenue Line: From City line at Metropolitan and Flushing Ave., through Flushing Ave., to Throop, to Broadway, to Union Ave., to Driggs, to Van Cott, to Manhattan, to Greenpoint, to 10th and 23d St. ferries; also from Ridgewood, through Myrtle to Knickerbocker, to Flushing, and from Throop and Park Aves., through Throop, to Flushing Ave., and also from Van Cott and Oakland, through Oakland to Box St., to Manhattan Ave.; returning by same route. This line transfers passengers to Flushing Ave. line at Throop and Flushing Aves., and also at Bushwick and Flushing Aves. to the Bushwick Ave. line. Xx.
- Van Brunt Street and Erie Basin Line: From Hamilton Ferry, through Hamilton Ave., to Van Brunt St., to the Erie Basin, through Elizabeth St., to Columbia St., Erie Basin Dry Docks; returning by same route. Transfer to Brooklyn City R. R. to Fulton

Ferry passing all ferries; also by South Brooklyn Central R. R. from Hamilton Ferry, through Sackett, Hoyt and Bergen Sts., to Albany Ave., and from Hamilton Ferry via Coney Island and Brooklyn R. R., to Prospect Park and Coney Island. Yy.

Vanderbilt Avenue Line: From Fulton Ferry, through Water (Catherine Ferry), to Washington, (Brooklyn Bridge) to Concord, to Navy, to Park Ave., to Vanderbilt Ave., to Park Plaza, (Prospect Park), to 9th Ave., to Greenwood Cemetery, connecting with steam cars for Coney Island; returning by same route. Last night car leaves depot 11:00, Bridge 11.45. Zz.

Brooklyn Ferry Lines.

- To JERSEY CRTY, Exchange Place, (Penn. R. Depot.): From Fulton St., every 30 min from 6:30 A. M. to 11 P. M. Sunday boats the same as week days. During summer season every 20 min. between the same hours. Fare 10 cents. Connections made with the Fall River Line boats, leaving Brooklyn, Sundays included, at 4:30 P. M., daily and also with the day line. Steamers run during summer only, boat leaving Brooklyn except Sundays at 8 A. M. Fare 10 cents.
- To NEW YORK:—From Astoria to E. 92nd St., every 12 min. from 6 to 9 A. M.; then every 15 min. to 4 P. M.; then every 12 min. to 7 P. M.; then every 15 min. to 9:30 P. M.; then every 30 min. to 11:50 P. M.; then every 30 min. from 12:15 A. M. to 2:15 A. M.; then every 30 min. from 3 to 5:30 A. M. Sunday every 15 min. from 9 A. M. to 9 P. M.; every 30 min. before and after these hours. Fare 3 cents.
- From Atlantic Ave. to Whitehall St., every 12 min. from 5 to 11 A. M.; then every 15 min. to 2 P. M.; then every 12 min. to 7 P. M.; then every 30 min. to 10 P. M. Sundays, every 15 min. from 7 A. M. to 10:30 P. M.; then every 20 min. to 1 A. M.; then every 30 min. to 5 A. M. Fare 2 cents. From 5 to 7:30 A. M. 1 cent, and from 5 to 7:30 P. M. 1 cent.
- From Broadway to Grand St., every 12 min. from 5 A. M. to 10 P. M.; then at 10:12 A. M.; then every 24 min. from 11:48 P. M.; then at 12:15 A. M. then every 30 min. to 3:45 A. M.; then at 4:12, 4:36 and 5 A. M. Sundays, every 24 min. from 5 to 8 A. M.; then every 12 min. to 10 P. M.; then the same as week day nights. Fare 2 cents.
- From Broadway to Roosevelt St., every 10 min. from 4:40 to 7 A. M.; then every 8 min. to 7 P. M.; then every 10 min. to 8 P. M.; then every 20 min. to 10:40 P. M.; then every 40 min. to 2:40 A. M.; then every 20 min. to 4:40 A. M. Sundays, every 20 min. from 4:40 A. M. to 10:40 P. M.; then every 40 min. to 4 A. M. Fare 3 cents.
- From Broadway to Twenty-third St., every 15 min. from 5 to 6 A. M.; then every 12 min. to 9 P. M.; then every 20 min. to 5 A. M. Sundays, every 20 min. from 5 to 8 A. M.; then every 18 min. to 1 P. M.; then every 12 min. to 10 P. M.; then every 10 min. to 5 A. M. Fare 3 cents.
- From Fulton St. to Fulton St., every 10 min. from 5 to 7 A. M.; then every 5 min. to 7 P. M.; then every 10 min. to 10 P. M.; then every 20 min. to 5 A. M. Sundays, ever 15 min. from 7 A. M. to 10 P. M.; then every 20 min. to 12 midnight; then every 30 min. to 5 A. M. Fare 2 cents. From 5 to 7:30 A. M. 1 cent, and from 5 to 7:30 P. M. 1 cent.
- From Grand St. to Grand St., every 10 min. from 5 to 7 A. M.; then every 10 min. to 12 midnight; then every 20 min. to 1 A. M.; then every 24 min. to 3 A. M.; then every 20 min. to 5 A. M. Sundays, every 20 min. from 5 to 8 A. M.; then 10 min. to 12 midnight; then every 20 min. to 1 A. M.; then at 1:30 and 2 A. M.; then every 24 min. to 4 A. M.; then every 20 min. to 5 A. M. Fare 2 cents.
- From Grand St. to Houston St., every 10 min. from 6 to 9 A. M.; then every 12 min. from 10 A. M. to 10 P. M.; then every 20 min. to 12 midnight; then every 30 min. to 4:30 A. M.; extra boat 4:50 A. M.; every 12 min. from 5 to 6 A. M. Sunday, every 30 min. from 5 to 8 A. M.; then every 12 min. to 10 P. M.; then every 20 min. to 12 midnight; then every 30 min. to 5 A. M. Fare 2 cents.
- From Greenpoint Ave. to 10th St., every 15 minutes from 4:45 to 6 A. M., then every 12 minutes to 9 A. M., then every 15 minutes from 2 P. M. then every 12 minutes to 7 P. M.; then every 15 minutes to midnight. Sundays, every 15 minutes from 8 A. M. to 9 P. M., then every 30 minutes to 12 midnight. Fare 3 cents.
- From Greenpoint Ave. to 23rd St., every 15 minutes from 4:45 to 6 A. M., then every 10 minutes to 9 A. M., then every 12 minutes to 2 P. M., then every 10 minutes to 8 P. M.; then every 20 minutes to 10 P. M., then every 15 minutes to 12 midnight, then every 30 minutes to 5 A. M. Sundays, every 30 minutes from 5 to 7 A. M., then every 20 minutes to 8 A. M., then every 15 minutes to 2 P. M., then every 10 minutes to 7 P. M., then every 15 minutes to 9 P. M., then every 20 minutes to 12 midnight, then every 30 minutes to 5 A. M. Fare 3 cents.
- From Hamilton Ave. to Whitehall, every 12 minutes from 5 to 6 A. M., then every 16 minutes to 7 P. M., then every 15 minutes to 12 midnight, then every 30 minutes to 5 A. M. Sundays, every 15 minutes from 7 A. M. to midnight, then every 30 minutes to 5 A. M. Fare 2 cents. From 5 to 7:30 A. M. 1 cent, and from 5 to 7:30 P. M. 1 cent.

- From Long Island City (Hunter's Point) to E. 34th St., at 12:10, 12:30 and 12:50 A. M., then every 30 minutes from 1:15 to 4:15 A. M., then at 4:40, 5:20 and 5:40 A. M., then every 10 minutes to 8 A. M., then alternating every 7 and 8 minutes to 9:30 A. M. then every 10 minutes to 4 P. M., then alternating every 7 and 8 minutes to 5:30 P. M., then every 10 minutes to 12 midnight. Fare 2 cents.
- From Long Island City (Hunter's Point) to James Slip, every 30 minutes from 6:30 to 8:30 A. M., then at 9:05 A. M., then every 30 minutes from 9:30 A. M. to 7 P. M. Fare 6 cents. No boat on Sunday.
- From Main St. to Catherine St., every 10 minutes from 5 A. M. to 9 P. M., then every 20 minutes to 11:30 P. M., then every 30 minutes to 5 A. M. Sundays, every 10 minutes from 7 A. M. to 9 P. M., then every 20 minutes to 5 A. M. Fare 2 cents. From 5 to 7:30 A. M. 1 cent, and from 5 to 7:30 P. M. 1 cent.
- From Montague St. to Wall St., every 10 minutes from 6 A. M. to 7 P. M., then every 20 minutes to 9 P. M. Fare 2 cents. No boat on Sundays.
- From Sixty-fifth St., Bay Ridge, to Whitehall St., at 7:40, 8:40 and 9:40 A. M., and 4:40 and 5:40 P. M. During summer season, every 30 minutes from 7:40 A. M. to 10:10 P. M. Fare 10 cents. No boats on Sundays.
- From Thirty-ninth St. to Pier 2 East River, every 30 minutes from 5:30 A. M. to 11 P. M. Sundays, every half hour from 7 A. M. to 11 P. M. Fare 5 cents.

Long Island Sound Ferry Lines.

From several places on the north shore of Long Island steamboat lines run to points on the Connecticut shore, affording great convenience to residents of the middle and eastern sections of the island to reach towns in New England states without taking the circuitous journey via New York. The passenger traffic by these routes is considerable, especially in the summer time, and the freight traffic is large at all periods of the year. The rates of fare are very moderate as compared with the cost of going by New York. The places connected by such steam boat lines are as follows: Port Jefferson, L. I., and Bridgeport, Conn.; Huntington, L. I., and Norwalk, Conn.; and Sag Harbor and Greenport, L. I., and New London, Conn. Besides these lines there are boats which connect Greenport with the landings on Shelter Island, in Gardiner's Bay, and with Sag Harbor.

Ocean Steamship Lines.

TO BRITISH PORTS.

TO	LINE.	N. Y. CITY OFFICE.	PIER.
Avonmouth.....	Barber & Co.....	33 Broadway	Atlantic Docks, Bklyn.
Avonmouth.....	Manhanset.....	19 Whitehall st.....	Columbia Stores, Bklyn.
Bristol.....	Bristol City.....	19 Whitehall st.....	Ft. W. 26th st., N. Y. C.
Glasgow.....	Allan-State.....	53 Broadway.....	Columbia Stores, Bklyn.
Glasgow.....	Anchor.....	7 Bowling Green.....	Ft. 24th st., N. R., N. Y. C.
Hull.....	Wilson.....	22 State st.....	Wilson Pier, Bklyn.
Leith.....	Arrow.....	29 Broadway.....	Ft. W. 24th st., N. Y. C.
Leith.....	Barber & Co.....	33 Broadway.....	Atlantic Docks, Bklyn.
Liverpool.....	Beaver.....	19 Whitehall.....	No regular pier.
Liverpool.....	Cunard.....	4 Bowling Green.....	Ft. Clarkson st., N. R., N. Y. C.
Liverpool.....	Guion.....	35 Broadway.....	Ft. King st., N. R., N. Y. C.
Liverpool.....	Inman.....	6 Bowling Green.....	Ft. Christopher st., N. R., N. Y. C.
Liverpool.....	National.....	27 State st.....	Ft. W. Houston st., N. Y. C.
Liverpool.....	White Star.....	29 Broadway.....	Ft. W. 10th st., N. Y. C.
Liverpool.....	} Liverpool, Brazil & } } River Plate..... }	Produce Exchange.....	Martin's Piers, Brooklyn.
Liverpool.....				Sumner.....	18 Broadway.....	No regular pier.
London.....	Atlantic Transport.....	4 Broadway.....	Ft. W. 27th st., N. Y. C.
London.....	National.....	27 State st.....	Ft. W. Houston st., N. Y. C.
London.....	Wilson.....	22 State st.....	Wilson Pier, Bklyn, and Ft. 2d st., Hoboken.
London.....	Union.....	140 Pearl st.....	Ft. Jefferson st., E. R., N. Y. C.
London.....	Carter Hawley.....	54 Wall st.....	Ft. Market st., E. R., N. Y. C.
London.....	Hill.....	22 State st.....	Prentice's Stores, Bklyn.

TO BRITISH PORTS.

TO	LINE.	N. Y. CITY OFFICE.	PIER.
London.....	Saint.....	18 Broadway.....	Prentice's Stores, Bklyn.
Newcastle.....	Wilson.....	23 State st.....	Wilson Pier, Bklyn, and Ft. 2d st., Hoboken.
Southampton.....	North German Lloyd.....	2 Bowling Green.....	Ft. 2d st., Hoboken.
Southampton.....	Hamburg Am. Packet.....	37 Broadway.....	Ft. 1st st., Hoboken.
Swansea.....	Bristol City.....	19 Whitehall.....	Ft. W. 23th st., N. Y. C.

TO NORTH EUROPEAN PORTS.

TO	LINE.	N. Y. C. OFFICE.	PIER.
Amsterdam.....	{ Royal Netherlands- American..... }	27 S. William st.....	Ft. 5th st., Hoboken.
Amsterdam.....	Barber & Co.....	33 Broadway.....	Atlantic Docks, Bklyn.
Antwerp.....	Red Star.....	6 Bowling Green.....	Ft. Sussex st., Jersey City.
Antwerp.....	Sumner.....	18 Broadway.....	No regular pier.
Antwerp.....	White Cross.....	27 S. William st.....	Atlantic Docks, Bklyn.
Antwerp.....	Wilson.....	23 State st.....	Wilson Pier, Bklyn.
Antwerp.....	Antwerp.....	27 S. William st.....	Atlantic Basin, Bklyn.
Baltic Ports.....	Hamburg Am. Packet.....	37 Broadway.....	Ft. 1st st., Hoboken.
Bordeaux.....	Bordeaux.....	27 S. William st.....	Atlantic Docks, Bklyn.
Bremen.....	North German Lloyd.....	2 Bowling Green.....	Ft. 2d st., Hoboken.
Copenhagen.....	Barber & Co.....	33 Broadway.....	Atlantic Docks, Bklyn.
Denmark.....	Thingvalla.....	27 S. William st.....	Ft. W. 4th st., Hoboken.
Hamburg.....	Union.....	27 S. William st.....	Atlantic Docks, Bklyn.
Hamburg.....	Hamburg Am. Packet.....	37 Broadway.....	Ft. 1st st., Hoboken.
Havre.....	{ Compagnie Gener ale Transatlantique }	3 Bowling Green.....	Ft. Morton st., N. Y. C.
Norway.....	Thingvalla.....	27 S. William st.....	Ft. 4th st., Hoboken.
Rotterdam.....	Rotterdam.....	29 Broadway.....	Ft. 5th st., Hoboken.
Rotterdam.....	Barber & Co.....	33 Broadway.....	Atlantic Docks, Bklyn.
Rotterdam.....	{ Royal Netherlands- American..... }	27 S. William st.....	Ft. 5th st., Hoboken.
Stettin.....	Thingvalla.....	27 S. William st.....	Ft. 4th st., Hoboken.

SOUTH EUROPEAN AND MEDITERRANEAN PORTS.

TO	LINE.	N. Y. C. OFFICE.	PIER.
Azores.....	{ Empresa Insulana de Navagacao... }	150 Pearl st.....	Atlantic Docks, Brooklyn.
Azores Islands.....	Azores Islands.....	.....	Atlantic Docks, Brooklyn.
Barcelona.....	Fabre.....	33 Broadway.....	Woodruff Stores, Bklyn.
Lisbon.....	{ Empresa Insulana de Navagacao... }	150 Pearl st.....	Atlantic Docks, Bklyn.
Marseilles.....	Fabre.....	33 Broadway.....	Woodruff Stores, Bklyn.
Marseilles.....	{ Campagnie Nation- ale de Navigation }	27 S. William st.....	Atlantic Docks, Bklyn.
Mediterranean Ports.	Florio Rubitino.....	29 Broadway.....	Mediterranean Piers, Bklyn.
Mediterranean Ports.	{ Mediterranean & N. Y. S. Co..... }	29 Broadway.....	Mediterranean Piers, Bklyn.
Mediterranean Ports.	{ Navigazione Gener- ale de Italiana... }	29 Broadway.....	Mediterranean Piers, Bklyn.
Mediterranean Ports.	North German Lloyd.....	2 Bowling Green.....	Foot 2d st., Hoboken.
Mediterranean Ports.	Anchor.....	7 Bowling Green.....	Union Piers, Bklyn.
Portugal.....	{ Linha de Vapores Portuguezes..... }	102 Broad st.....	Atlantic Docks, Bklyn.
Spain.....	Puig & Emerson.....	4 Stone st.....	No regular pier.

TO SOUTH AND CENTRAL AMERICAN PORTS.

TO	LINE.	N. Y. CITY OFFICE.	PIER.
Argentine Republic.....	N. Y. & River Plate.....	113 Wall st.....	Ft. Pine st., E. R., N. Y. C.
Barbados.....	U. S. & Brazil Mail.....	19 Whitehall st.....	Roberts' Piers, Bklyn.
Belize.....	{ Guatamaia & Hon- duras..... }	42 Exchange Place.....	Pinto Piers, Bklyn.
Bermuda.....	Quebec S. S. Co.....	39 Broadway.....	Ft. W. 10th st., N. Y. City.
Brazil.....	{ Liverpool, Brazil & River Plate... }	.....	Produce Exchange... Martin's Piers, Bklyn.
Brazil.....	U. S. & Brazil Mail.....	19 Whitehall st.....	Roberts' Piers, Bklyn.

TO SOUTH AND CENTRAL AMERICAN PORTS.

TO	LINE.	N. Y. CITY OFFICE.	LINE.
Brazil	Sloman	27 S. William st.	Roberts' Piers.
Brazil	Red Cross	112 Pearl st.	Martin's Piers, Bklyn.
Brazil	Booth S. S.	88 Gold st.	Martin's Piers, Bklyn.
Buenos Ayres	River Plate	113 Wall st.	Empire Stores, Bklyn.
Ciudad Bolivar	Orinoco	87 Broad st.	Empire Stores, Bklyn.
Colon	C. T. Espanola	80 Wall st.	Ft. Leroy st., N. R., N. Y. C.
Colon	Pacific Mail	At Pier.	Ft. Canal st., N. R., N. Y. C.
Cuba (Havana)	N. Y. & Cuba S. S. Co.	113 Wall st.	Ft. Pine St., E. R., N. Y. C.
Cuba	U. S. & West India	135 Pearl St.	Ft. Washington st., Bklyn.
Cuba	Waydell	21 Old Slip	No regular pier.
Cuba (Santiago)	Ward	113 Wall st.	Ft. Pine st., E. R., N. Y. C.
Cuba	Munson	80 Wall st.	Ft. Wall st., E. R., N. Y. C.
Curacao	Red "D"	71 Wall st.	Roberts' Piers, Bklyn.
Darien	S. Brooklyn Saw Mill	16 Beaver st.	Ft. Prospect ave.
Demarara	Trinidad	45 Exchange Place	Ft. Wall st., E. R., N. Y. C.
Dominica	Quebec S. S. Co.	39 Broadway	Ft. W. 10th st., N. Y. City.
Hayti, (North)	Atlas	24 State st.	Ft. W. 25th st., N. Y. City.
Hayti	Clyde S. S. Co.	5 Bowling Green	Robinson's Stores, Bklyn.
Hayti	McCaldin Bros	79 Broad st.	Robinson's Stores, Bklyn.
Jamaica (Kingston)	Atlas	24 State st.	Ft. W. 25th st., N. Y. City.
Jamaica	Kerr	41 Beaver st.	Ft. Morris st., N. R., N. Y. C.
Laguayra	Red "D"	135 Front st.	Roberts' Stores, Bklyn.
Manaos	Booth	88 & 90 Gold st.	Martin's Stores, Bklyn.
Maracaibo	Red "D"	135 Front st.	Roberts' Stores, Bklyn.
Maranhose	Booth	88 & 90 Gold st.	Martin's Stores, Bklyn.
Mexico	Ward's	113 Wall st.	Woodruff Stores, Bklyn.
Mexico	N. Y. & Cuba Mail	113 Wall st.	Ft. Wall st., E. R., N. Y. C.
Mexico	Munson	80 Wall st.	Ft. Wall st., E. R., N. Y. C.
Montevideo	Norton Line	90 Wall st.	Empire Stores, Bklyn.
Nassau	N. Y. & Cuba Mail	113 Wall st.	Ft. Wall st., E. R., N. Y. C.
Nassau	Bahama S. S. Co.	63 Pine st.	Ft. Pine st., E. R., N. Y. C.
Para	Booth	88 & 90 Gold st.	Martin's Stores, Bklyn.
Port au Prince	Royal Dutch West } India }	32 Beaver st.	Pierrepoint Stores, Bklyn.
Porto Rico	N. Y. & Porto Rico	76 Beaver st.	Atlantic Docks, Bklyn.
Puerto Cabello	Red "D"	135 Front st.	Roberts' Stores, Bklyn.
River Plate	Liverpool, Brazil & } River Plate }	Produce Exchange	Martin's Piers, Bklyn.
Redondo	Atlantic & Pacific	33 Broadway	Atlantic Docks, Bklyn.
St. Thomas	U. S. & Brazil	19 Whitehall st.	Roberts' Piers, Bklyn.
San Domingo	Clyde	5 Bowling Green	Robinson's Stores, Bklyn.
Venezuela	Red "D"	135 Front st.	Ft. Jefferson st., E. R., NYC.
Venezuela	Thebaud	87 Broad St.	Empire Stores, Bklyn.
Valparaiso	Merchant's	Hanover Square	Coenties Slip, N. Y. C.
West Indies	Quebec S. S. Co.	39 Broadway	Ft. W. 10th st., N. Y. City.
West Indies	Royal Dutch. W. I. } Mail }	32 Beaver st.	Pierrepoint Piers, Bklyn.
West Indies	Trinidad	29 Broadway	Union Piers, Bklyn.
West Indies	Atlas	24 State st.	Ft. W. 25th st., N. Y. City.
West Indies	Compania Trans- } Atlantica }	At pier	Coenties Slip, E. R., N. Y. C.
West Indies	Anchor	7 Bowling Green	Union Stores, Bklyn.

ASIATIC PORTS.

TO	LINE.	N. Y. C. OFFICE.	PIER.
Calcutta	Anchor	7 Bowling Green	Union Stores, Bklyn.
China	Union	140 Pearl st.	Ft. Jefferson st., E. R., NYC.
China	Glen	4 Broadway	Ft. W. 27th st., N. Y. City.
China	Perry	69 Wall st.	Martin's Piers, Bklyn.
India	Perry	69 Wall st.	Martin's Piers, Bklyn.
Jeddah, etc.	Bacon	23 Cotton Exchange	No Regular Pier.
Jeddah, etc.	Loesser	23 Beaver st.	Martin's Piers, Bklyn.
Japan	Union	140 Pearl st.	Ft. Clinton st., E. R., N. Y. C.
Japan	Perry	69 Wall st.	Martin's Piers, Bklyn.
Japan	Glen	4 Broadway	No regular pier.

TO CANADIAN AND DOMESTIC PORTS.

TO	LINE.	N. Y. CITY OFFICE.	PIER.
Alexandria, Va.....	Old Dominion S.S. Co.	235 West st.....	Ft. Beach st., N. Y. City.
Baltimore, Md.....	Baltimore Line	Ft. Rector st.....	Ft. Rector st., N. Y. City.
Bangor & Belfast, Me..	N. Y., Me. & N.B.S.S. Co.	19 S. William st.....	Ft. Clinton st., N. Y. City.
Brunswick, Ga.....	Mallory	362 Broadway.....	Ft. Burling Slip, N. Y. C.
Bucksport, Me.....	N. Y., Me. & N.B.S.S. Co.	19 S. William st.....	Ft. Clinton st., N. Y. City.
City Point, Va.....	Old Dominion	235 West st.....	Ft. Beach st., N. Y. City.
Charleston, S. C.....	Clyde S. S. Co	5 Bowling Green..	Robinson's Stores, Bklyn.
Eastport, Me.....	Mallory	362 Broadway.....	Ft. Burling Slip, N. Y. C.
Fernandina, Fla. . . .	Mallory.....	332 Broadway.....	Ft. Burling Slip, N. Y. C.
Galveston, Tex.....	Morgan.....	343 Broadway.....	Ft. Spring st., N. Y. City.
Galveston, Tex.....	Mallory.....	362 Broadway.....	Ft. Burling Slip, N. Y. C.
Georgetown, S. C.....	Clyde S. S. Co.	5 Bowling Green..	Ft. Market st., N. Y. City.
Halifax, N. S.....	Red Cross.....	18 Broadway.....	Robinson's Stores, Bklyn.
Jacksonville, Fla. . .	Merchants'	154 Maiden Lane....	Coenties Slip, N. Y. City.
Jacksonville, Fla. . .	Clyde S.S.Co.....	5 Bowling Green.....	Ft. Market st., N. Y. City.
Key West, Fla.....	Mallory.....	362 Broadway.....	Ft. Burling Slip, N. Y. C.
New Orleans, La.....	Cromwell.....	At Pier.....	Ft. Rector st., N. Y. City.
New Orleans, La. . . .	Morgan.....	343 Broadway.....	Ft. Burling Slip, N. Y. C.
Newport News, Va....	Old Dominion.....	At Pier.....	Ft. Barclay St., N. Y. C.
Norfolk, Va.....	Old Dominion.....	235 West st.....	Ft. Barclay st., N. Y. C.
Philadelphia, Pa.....	Clyde S. S. Co.....	At Pier.....	Ft. Oliver st., N. Y. City.
Philadelphia, Pa.....	Henderson & Co.....	27 South st.....	Old Slip, N. Y. City.
Piley's Island.....	Red Cross.....	18 Broadway.....	Robinson's Stores, Bklyn.
Portland, Me.....	Maine S. S. Co.....	At Pier.....	Ft. Market st., N. Y. C.
Port Royal, S. C.....	Mallory.....	362 Broadway.....	Ft. Burling Slip, N. Y. C.
Portsmouth, Va.....	Old Dominion.....	235 West st.....	Ft. Beach st., N. Y. City.
Richmond, Va.....	Old Dominion.....	235 West st.....	Ft. Beach st., N. Y. City.
St. John, N. B.....	Mallory.....	362 Broadway.....	Ft. Burling Slip, N. Y. C.
St. Johns, N. F.....	Red Cross.....	18 Broadway.....	Ft. Warren st., Bklyn.
Savannah, Ga.....	Ocean S. S. Co.....	Ft. Spring st.....	Ft. Spring st., N. Y. City.
Washington, D. C . . .	Old Dominion.....	235 West st.....	Ft. Beach st., N. Y. City.
West Point, Va.....	Old Dominion.....	235 West st.....	Ft. Beach st., N. Y. City.
Wilmington, N. C....	Clyde S. S. Co.....	5 Bowling Green.....	Robinson's Stores, Bklyn.

Piers and Warehouses of Brooklyn.

FIRST DISTRICT.

95th street pier.
 65th street pier.
 42nd & 43rd St. piers.
 Bush & Snelwos Oil Refinery, 40th St., S. B.
 39TH STREET S B FERRY TO WHITEHALL.
 Rogers yard, 27th & 28th Sts.
 Arnott stores, ft. of 7th St.
 Waverly Sts., Dry Docks, 26th & 27th Sts.
 South Brooklyn Dock & Warehouse Co. ft. of 25th & 26th Sts. S. B.
 Ahearn & McNeil's Yard, 25th St.
 Willard's Wharf, 24th & 25th Sts.
 White's Wharf, north side 24th St.
 Tebo's Pier, 23rd & 24th Sts., South Brooklyn.
 Rogers Export Lumber Yard.
 Smith & Holder's Yard, 20th St.
 17th St., South Brooklyn Saw Mill Docks.
 Wood's Wharf or Estate of B. Richardson.
 Hamilton Avenue Bridge.

GOWANUS CANAL NORTH TO BUTLER STREET.

Hobby & Doody's Lumber & Brick Yards.
 Booth's Stone Yard.
 Centre st.
 Haggerty's Glass Works.
 Thompson's Coal Yard, 9th St. Bridge.

Baker's Fertilizer Works.
 6th & 7th Sts.
 Bond St.
 Litchfield's Lumber Yard.
 3rd St. Bridge.
 Weber & Quinn's Yard.
 Keebeth's Yard.
 2nd St.
 Christian's Yard.
 Vesta Oil Works.
 1st St.
 Watson & Pittinger's Yards.
 Carroll St.
 Morton's Yard.
 Lidford's Yards.
 Kenyon & Newton's Yard.
 Union St. Bridge.
 Adams' Yard.
 W. H. & J. W. Vanderbilt's Yard.
 Wm. H. Murtha & Co's. Yards.
 Municipal Gas Co
 Kelly & Loughlin's Yard.
 P. G. Hughes Yard.
 Ross's Lumber Yard.

WEST SIDE OF GOWANUS CANAL.

Canal south of Hamilton Avenue Bridge.
 Gowanus Towing Co.
 Nelson's Bros. Yard.
 Bowne's Mill.

Murphy & Trumby's Yards & Docks.
 Knickerbocker Ice Co.
 Smith St.
 Brooklyn Roofing Co's Yard.
 Standard Asphalt Yard.
 Court St.
 Downing & Lawrence's Marine Railway &
 Ship Yard.
 Clinton St. C. & R. Poillon's Yards.

ERIE BASIN.

Erie Basin Break Water connected by boat
 with Beard's Stores.
 Long Dock.
 Wm. Mackay & Sons' Dry Docks.
 Pier 1, Erie Basin, Balance Dry Dock.
 Provincial Dry Dock, Pier 2 Erie Basin.
 Pier 2, Erie Basin.
 Sullivan's Stores & Dock.
 Pier 4, Erie Basin.
 Ender's Spar Yard.
 Erie Basin Dry Docks & Ship Yard.
 Anglo-American Stores.
 Storage Yard, }
 New Pier, } Richards' Store.
 Covered Pier, }
 Beard's Store and Elevator.
 Van Brunt St.
 New York Warehousing Co.
 Burtis' Ship Yard.
 Merchants' Stores Van Dyke's.
 German American's Stores.
 Johnson & Hammond's Rosin Yard.
 Mutual Company's Lumber Yard.
 Roosevelt & McDonald, ft. of Walcott St.
 Strahan's Tobacco Inspection.
 Washburn's Stores.

ATLANTIC BASIN.

Atlantic Basin contains:
 North Pintas Fint's Elevator.
 Indian Wharf.
 North Central Pier.
 East Central Pier.
 Commercial Wharf, Masters Elevator.
 Franklin Stores & McCormick's Stores.
 Clinton Wharf Laimbeer's Elevator.
 South Central Pier.
 West Central Pier
 South Pier, Excelsior Elevator.

HAMILTON AVENUE FERRY.

Ward's Inspection Yard.
 U. S. Warehouse Co., Iron Elevator.
 Union Stores—Sedgwick, Irving & Harri-
 son Sts.
 Anchor Line Brooklyn Pier & S. Co.'s Store.
 Store.
 Harrison St.,
 Baltic Stores.
 Robinson's Congress Stores, Baltic & Con-
 gress Sts.
 Beard's Amity St., Stores.
 Canda & Kane's Yard.
 Dow's Stores & Elevator.
 Stores & Elevator.
SOUTH FERRY. (ATLANTIC ST.)
 Woodruff's Stores & Elevator.
 Prentice's Stores (Wilson Line.)

WALL ST. FERRY.
 Pierpont Stores.
 Walsh St., Stores, Mediterranean Fruit Dk.
 Roberts' Stores.
 Central Elevator for E. B. Bartlett & Co
 Harbeck's Stores.
 Watson's Stores.
 Martin's Stores.
 Knickerbocker Ice Co.
 Jewell's Pier.
**ANNEX BOAT TO PENNSYLVANIA R.R. AND
 FALL RIVER BOATS.**
FULTON FERRY.
 Brooklyn Bridge Pier.
 Marston & Sons, Coal Yard.
 Fulton Stores.
 Empire Stores.
CATHERINE ST. FERRY.
 Muchmore's Coal Yard.
 Waydell & Co.'s Cooperage Yard.
 Arbuckle's Coffee Warehouse.
 Offerman & Heisenbittel, Jay St., Stores.
 Delaware & Hudson Canal Co. }
 Crabo & Wilson's Sugar Refin- } Bridge St.
 ery. }
 Gold St.
 Atlantic White Lead Works.
 Brooklyn Gas Co.

**NAVY YARD, WALLABOUT CANAL,
BROOKLYN, E. D.**

Piers 1 & 2.
 Wallabout Elevator & Mill.
 Taylor's Coal Yard.
 Cross & Austin's Lumber Yard.
 Nassau Gas Works.
 Wallabout Oil Works.
 Knickerbocker Ice Co.
 Moller, Sierck & Co.'s Sugar Refinery.
 Rush's Sugar Refinery Yard.
 People's Gas Light Co
 Decastro & Donner's Sugar Refinery.
GRAND ST. FERRY.
ROOSEVELT ST. FERRY.
 S. 9th St., Brooklyn.
 S. 6th St., Pier.
 Havemeyer & Elder Storage
 Havemeyer & Elder Sugar Refinery, from
 S. 5th to S. 2nd.
 Brooklyn Sugar Refinery
 G. B. Remsen's Lime & Lath Yard.
**GRAND ST. FERRY TO HOUSTON AND GRAND
 STS., NEW YORK.**
 B. & O. Freight Depot.
 N. 2nd St. Williamsburg.
 Havemeyer & Elder's Sugar Refinery.
 N. Y. C. & H. R. Freight Pier.
 N. Y. L. E. & W. Pier.
 Pennsylvania Pier
 Lehigh Valley R. R. Elevator & Stores.
 North 10th St., Williamsburg Standard.
 The Williamsburg Gas Light Co.
 Pratt's Oil Works (N. 12th St., Williams-
 burg).
 Taft's Spar Yard, 13th St. & 2nd St.
 Bushwick Creek.

GREENPOINT.

Quay St., Continental Iron Wrks.

Manhattan Compass & Pipe Factory.
 Bulmer Lumber Yard.
 Oak St.
 Noble St.
 Ship Yard.
 GREENPOINT FERRY TO 10TH ST. AND 23D
 ST., NEW YORK.
 Kent St.
 Smith's Steam Saw Mill.
 Java St.
 J. C. Orr & Co's Box Factory,
 Rooney & Morgan's Yard.
 Huron St., Orr's Lumber Yard.
 N. Y. Dry Wood Extract & Chemical Co.
 Freeman St.
 C. Wyant's (Spar Yard).
 Newtown Creek, Greenpoint Side.
 Page's Cooperage Yard.
 Z. Bergen's Lumber & Stave Yard.
 Reeves & Church's Lumber Yard.
 Greenpoint Sugar Refinery, Havemeyer,
 Commercial St., Greenpoint.
 Chelsea Jute Mills.
 Manhattan Av. Bridge.
 Oleophine Yard Oil Works.
 Smith Spoke Works,
 Church & Co's Dock.
 Taintor's Dock.

J. D. Leary Yard,
 Cedar Warehouse Co.
 Empire Refining Co's. Oil Works, Whale
 Creek.
 Kings County Refinery.
 Blissville Bridge.
 Central Refinery.
 Newtown Creek (Hunters Point Side).
 R. R. Dock.
 Arable's Dock.
 Creosote Yard.
 C. Provost Coal & Wood Yard.
 Simons' Docks.
 Tums' Lumber Yard,
 Burroughs' Yard.
 Export Lumber Co. (Limited).
 McClave's Lumber Yard.
 L. I. R. R. DEPOT FERRY TO PINE ST.
 L. I. R. R. FERRY TO JAMES' SLIP AND E.
 34TH ST., NEW YORK.
 L. I. R. R. Depot,
 L. I. Coal Docks
 Barber's Asphalt Works.
 Coe's Yard, Guano.
 Devoe's Oil Yard & Works, 10th St., L. I.
 Canal.
 Empire Oil Yard & Works.

BROOKLYN STREET DIRECTORY.

ABBREVIATIONS:—Al, alley; av, avenue; B'way, Broadway; cem, cemetery; ct, court; hghts, heights; la, lane; mkt, market; opp, opposite; pk, park; pl, place; rd, road; sq, square; st, street; wf, wharf.
 N. B.—Numbered Streets, Avenues and Places follow those arranged alphabetically.

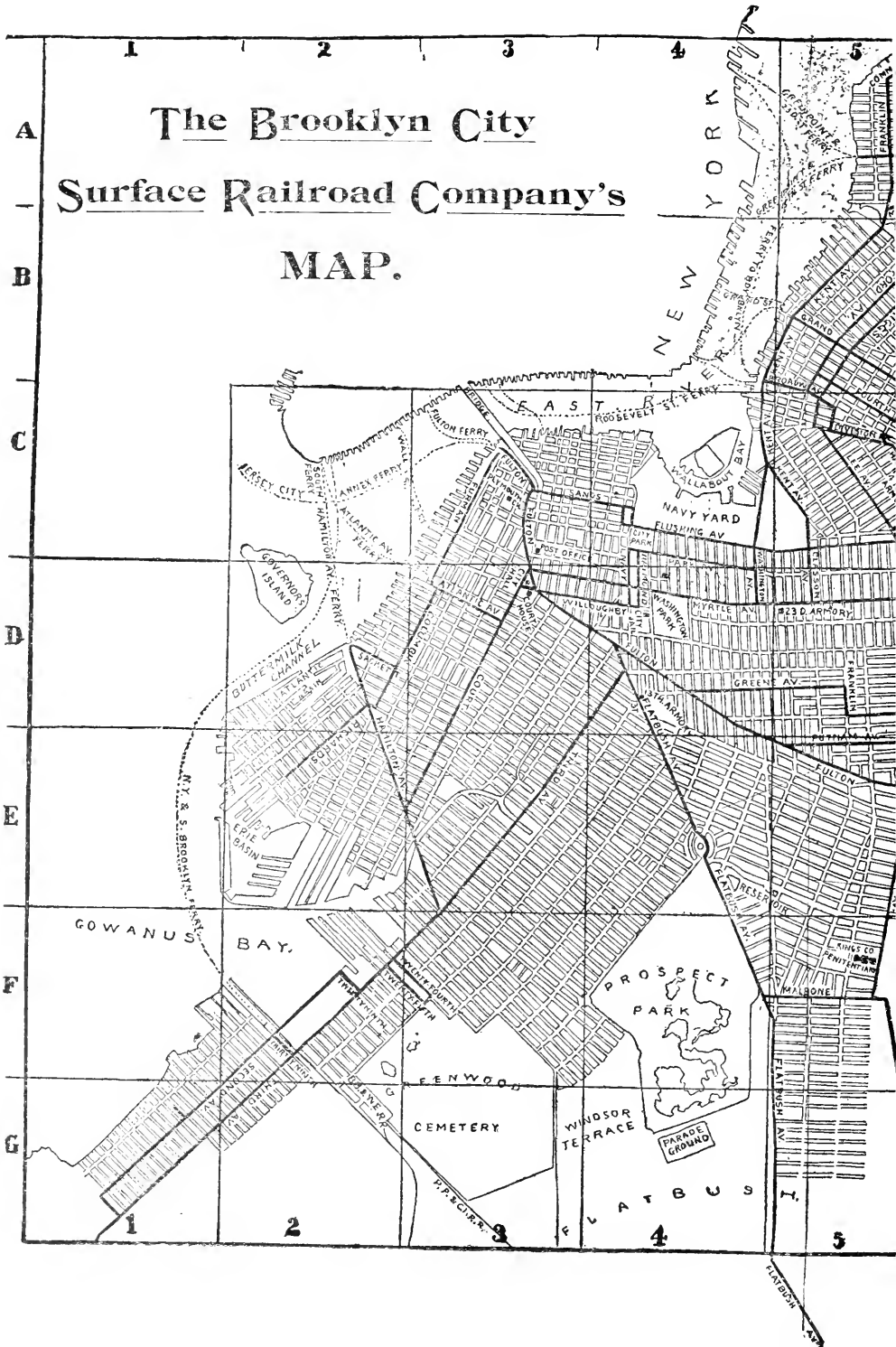
The streets in that district of Brooklyn to the West and Southwest of Prospect Park, beginning at Carroll street and running parallel with it, are designated by numbers which run consecutively from one to sixty. The location of these streets will be easily ascertained by reference to the key map. First, Second, Third and Fourth Places are practically continuations of 2d, 3d, 4th and 5th streets, and lie between Smith and Henry streets. The numbers which follow the names of the streets in the following directory indicate the street numbers on the street described at the corners of the cross streets named.

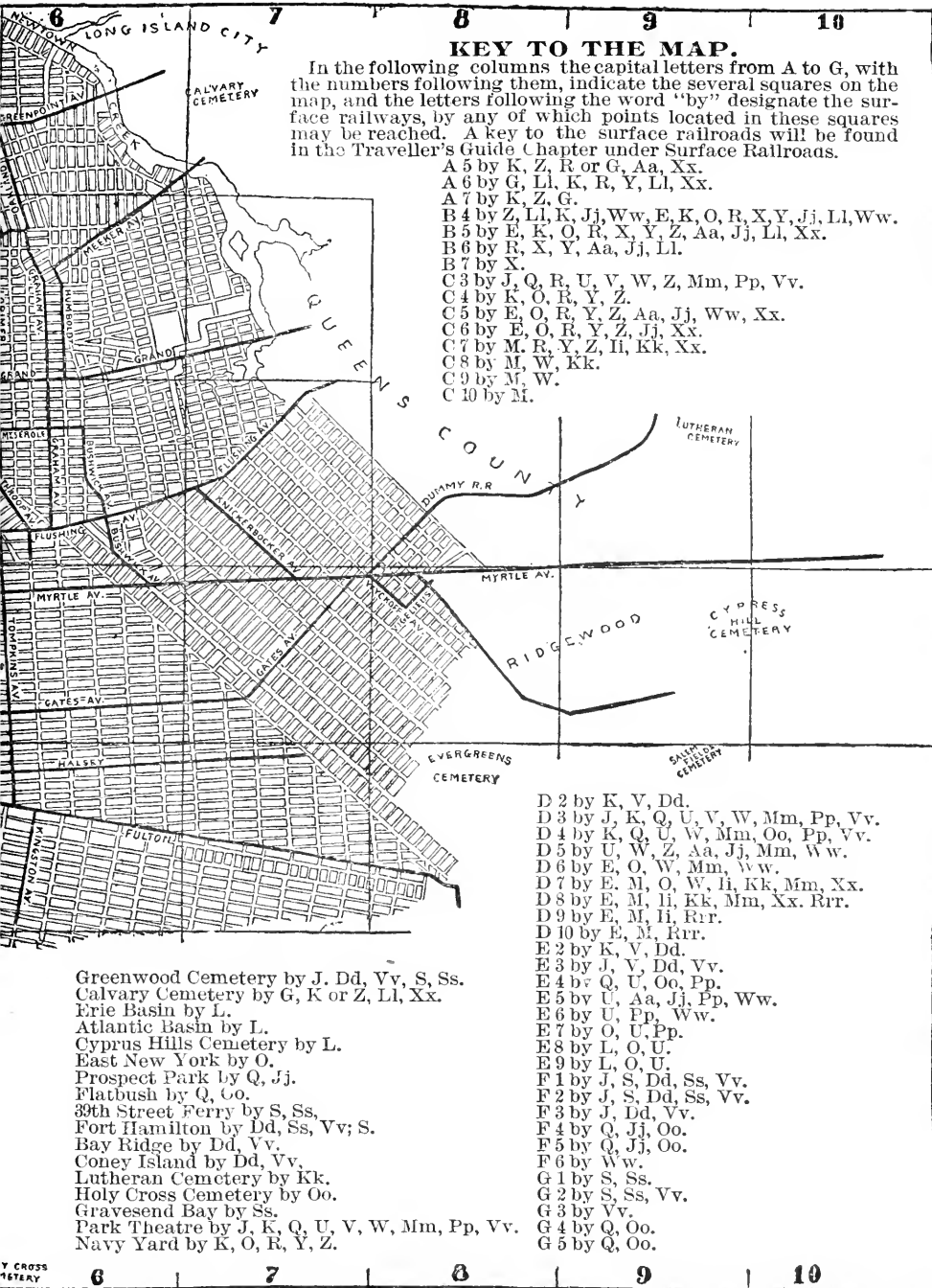
N. B.—The capital letters following the description of each street and avenue refer to the Street Directory Map of Brooklyn, and indicate the location of the street. Each square on the map is designated by a letter and number.

Aberdeen, fm 1865 B'way N E to Evergreen cem; 1 B'way, 53
 Bushwick av, 93 Evergreen cem. I 5.
 Adams, fm E R bt Washington & Pearl S to Fulton; 89 York, 185
 Sands, 251 Tillary, 317 Myrtle av, 386 Fulton. C 3, 4
 Adams av, fm Railroad av, bt Magenta & Glen E to Endfield;
 Railroad av, Lincoln av, Sheridan av, Grant av, Endfield.
 Adelphi, fm 108 Flushing av S to Atlantic av; 53 Park av, 151
 Myrtle av, 269 De Kalb av, 375 Green av, 425 Fulton, 495
 Atlantic av. D 3, 4, 5.
 Agate, fr 622 Grand S to Manjor (1 block). G 3.
 Agate ct, fm Atlantic av, bt Kingston av & Albany av (1 block.)
 Ainslie, fm 17 Marcy av S E & E to Bushwick av; 77 Union av, 169
 Leonard, 303 Bushwick av. G 2, 3, 4.
 Alabama av, fm Jamaica av, junc Fulton av S to Jamaica Bay;
 5 Fulton, 107 Liberty av, 203 E Parkway, 299 Sutter av, 419
 Dumont av, 539 Rivendale av, Jamaica Bay. I 5, 6, 7.
 Albany av, fm 1558 Fulton S to city line; 87 Atlantic av, 175 St
 Marks av, 275 Douglas, 381 Carroll, 463 city line. G 5, 6.
 Alice ct, fm Atlantic av, bt Kingston av & Albany av (1 block).
 Amber, fm Dumont av at city line S to city line. L 6.
 Amboy (late Anstice), fm E New York av opp Butler S to city
 line. H 6, 7.
 Ames, fm E New York av, bt Douglas & Amboy S to city line.
 H 6.

Amity, fm E R, bt Pacific & Congress E to Court; 1 E R, 37 Col-
 umbia, 77 Hicks, 117 Henry, 161 Clinton, 211 Court, B & C 5,
 Amos, fm 92 Kingsland av E to Newton Creek; 65 Morgan av, 185
 Varick av, 257 Gardner av, 303 Newtown Creek. G 1, 2.
 Anthony, fm 544 Morgan av E to Newtown Creek; 77 Varick av.
 G 1, 2.
 Apollo, fm 235 Meeker av N to Newtown Creek; 61 Nassau av, 151
 Newtown. G 1, 2.
 Arlington av (late Division av), fm Jamaica av junc Wyona E to
 Hale; 1 Wyona, 121 Schenck av, 217 Ashford, 385 Hale. J 5.
 Arlington pl, fm 56 Halsey St to Fulton (1 block). H 4.
 Ash, fm 630 Manhattan av E to Oakland (1 block). F 1.
 Ashford (late Adams), fm Jamaica av, bt Warwick & Cleveland, S
 to Jamaica Bay; 139 Fulton, 361 Eastern Parkway, Jamaica
 Bay. K 5, 6, 7.
 Ashland pl, fr 104 De Kalb av S to Flatbush av; 1 De Kalb av, 69
 Fulton, 101 Lafayette av, Flatbush av. D 4.
 Atkins av, fm Atlantic av, bt Berriman & Montauk av, S to
 Jamaica Bay. K 5, 6, 7.
 Atlantic av, fm E R, bt State & Pacif. E to city line; 18 Columbia,
 37 Columbia pl, 48 Emmet, 27 Hicks, 120 Henry, 169 Clinton,
 211 Court, 353 Boerum pl, 291 Smith, 453 Nevins, 573 4th av,
 667 S Portland av, 873 Washington av, 1021 Classon av, 1167
 Bedford av, 1313 New York av, 1447 Kingston av, 1587 Troy

The Brooklyn City Surface Railroad Company's MAP.





KEY TO THE MAP.

In the following columns the capital letters from A to G, with the numbers following them, indicate the several squares on the map, and the letters following the word "by" designate the surface railways, by any of which points located in these squares may be reached. A key to the surface railroads will be found in the Traveller's Guide Chapter under Surface Railroads.

- A 5 by K, Z, R or G, Aa, Xx.
- A 6 by G, Ll, K, R, Y, Ll, Xx.
- A 7 by K, Z, G.
- B 4 by Z, Ll, K, Jj, Ww, E, K, O, R, X, Y, Jj, Ll, Ww.
- B 5 by E, K, O, R, X, Y, Z, Aa, Jj, Ll, Xx.
- B 6 by R, X, Y, Aa, Jj, Ll.
- B 7 by X.
- C 3 by J, Q, R, U, V, W, Z, Mm, Pp, Vv.
- C 4 by K, O, R, Y, Z.
- C 5 by E, O, R, Y, Z, Aa, Jj, Ww, Xx.
- C 6 by E, O, R, Y, Z, Jj, Xx.
- C 7 by M, R, Y, Z, H, Kk, Xx.
- C 8 by M, W, Kk.
- C 9 by M, W.
- C 10 by M.

- D 2 by K, V, Dd.
- D 3 by J, K, Q, U, V, W, Mm, Pp, Vv.
- D 4 by K, Q, U, W, Mm, Oo, Pp, Vv.
- D 5 by U, W, Z, Aa, Jj, Mm, Ww.
- D 6 by E, O, W, Mm, Ww.
- D 7 by E, M, O, W, H, Kk, Mm, Xx.
- D 8 by E, M, H, Kk, Mm, Xx, Rrr.
- D 9 by E, M, H, Rrr.
- D 10 by E, M, Rrr.
- E 2 by K, V, Dd.
- E 3 by J, V, Dd, Vv.
- E 4 by Q, U, Oo, Pp.
- E 5 by U, Aa, Jj, Pp, Ww.
- E 6 by U, Pp, Ww.
- E 7 by O, U, Pp.
- E 8 by L, O, U.
- E 9 by L, O, U.
- F 1 by J, S, Dd, Ss, Vv.
- F 2 by J, S, Dd, Ss, Vv.
- F 3 by J, Dd, Vv.
- F 4 by Q, Jj, Oo.
- F 5 by Q, Jj, Oo.
- F 6 by Ww.
- G 1 by S, Ss.
- G 2 by S, Ss, Vv.
- G 3 by Vv.
- G 4 by Q, Oo.
- G 5 by Q, Oo.

- Greenwood Cemetery by J, Dd, Vv, S, Ss.
- Calvary Cemetery by G, K or Z, Ll, Xx.
- Erie Basin by L.
- Atlantic Basin by L.
- Cyprus Hills Cemetery by L.
- East New York by O.
- Prospect Park by Q, Jj.
- Flatbush by Q, Co.
- 39th Street Ferry by S, Ss.
- Fort Hamilton by Dd, Ss, Vv; S.
- Bay Ridge by Dd, Vv.
- Coney Island by Dd, Vv.
- Lutheran Cemetery by Kk.
- Holy Cross Cemetery by Oo.
- Gravesend Bay by Ss.
- Park Theatre by J, K, Q, U, V, W, Mm, Pp, Vv.
- Navy Yard by K, O, R, Y, Z.

battan av, 18 Nassau av, 11 Lorimer, 31 Ghermsey, 65 Banker, 167 N 8th, 267 N 1st, 275 Grand, 373 S 5th, 389 B'way, 461 Division av, 486 Morton, 491 Clymer, 507 Taylor, 527 Wilson, 545 Ross, 681 Heywood, 725 Flushing av, 857 Myrtle av, 903 Willoughby av, 971 De Kalb av, 1011 Lafayette av, 1051 Greene av, 1071 Lexington av, 1111 Gates av, 1205 Hancock, 1225 Halsey, 1245 Fulton, 1307 Atlantic av, 1327 Pacific, 1373 Bergen, 1449 Park pl, city line. E 1, E 2, E 3, F 3, F 4, F 5, F 6. Bedford pl, fm Brevoort pl, N Franklin av, S to Atlantic av (1 block). F 5.

Bell, fm Commercial, opp. Clay, N to Newtown Creek (1 block). E 1.

Belmont av (late Bay av), fm Rockaway av, bt Eastern Parkway & Sutter av, E to city line. I 6, J 6, K 6, L 6.

Belvidere, fm 885 B'way N E to Beaver (1 block). G 3.

Bennett, fm 76 Kingsland av E to Newtown Creek; 1 Kingsland av, 103 Varick av, 215 Newtown Creek. G 2.

Benton, fm 40 Kingsland av E to Newtown Creek; 1 Kingsland av, 137 Varick av, 347 Newtown Creek. G 2.

Bergen, fm 185 Court E to New York av; 1 Court, 33 Boerum pl, 75 Smith, 245 Nevins, 433 5th av, 469 Flatbush av, 639 Vanderbilt av, 745 Washington av, 855 Classon av, 949 Franklin av, 1019 Bedford av, 1187 Nostrand av, 1235 Brooklyn av, 1377 Albany av, 1523 Schenectady av, 1663 Rochester av, 1803 Ralph av, 1941 Saratoga av, 2081 Rockaway av, 2197 E New York av. C 4, 5, D 5, E 5, F 5, G 5, H 5.

Berkeley pl, fm 185 5th ave E to Prospect pk; 1 5th av, 167 7th av, 279 Prospect pk. D 5, E 6.

Berriman (late Bennett av), fm Atlantic av, bt Shepherd av & Atkins av, S to Jamaica Bay; 1 Atlantic av, 155 Eastern Parkway, G 2.

Berry (late 3d, E D), fm 72 N 14th S E to Division av; 1 N 14th, 125 N 7th, 235 N 1st, 331 S 4th, 439 S 10th, 455 Division av. E 2.

Betts pl, fm Jamaica av, bt Weldon pl & Bookman pl, N to city line. L 4.

Blake av, fm city line at Amboy E to Conduit av at city line. H, I, J, K 6.

Bleecker, fm 943 Bushwick av N E to city line; 1 Bushwick av, 247 Myrtle av, 421 city line. H 3, 4.

Blue, fm Commercial, bt Dupont & Franklin, N W to Newtown Creek (1 block). E 1.

Boerum, fm 525 B'way E to Bogart; 1 B'way 41 Lorimer, 143 Graham av, 209 Bushwick av, 353 Bogart, F 3, G 3, G 2.

Boerum pl, fm 116 Livingston S to Bergen, 17 Livingston, 41 Schermerhorn, 61 State, 83 Atlantic av, 97 Pacific, 137 Bergen. C 4.

Bogart, fm 995 Flushing av N to Meadow; 1 Flushing av, 97 Boerum, 129 Montrose av, 215 Meadow. G 3, 2.

av, 1727 Utica av, 1822 Fellows pl, 1829 Bankroff pl, 2089 Hopkinson av, 2117 Olive pl, 2384 Sackman, 2489 E New York av, 2591 Georgia av, 2635 Vermont, 2791 Van Sicken av, 2911 Warwick, 3, 15 Linwood, 3231 Hale, 3119 Market, 3615 Grant av, city line. B, C, D, E, F, G, H, I, J, K, L 5.

Atlantic Dock, bounded by Conover (Com w f), Clinton w f, Buttermilk Channel & India w f.

Auburn pl, fm 97 Canton S E to N Portland av; 19 N Elliot pl. D 4.

Avenue D, fm city line N Christopher av E to Powell. I 7.

Avenue E, fm city line at E 104th E to Hunsdale. I 7.

Avenue F, fm city line at 103d E to Fresh Creek. I 7.

Avenue G, fm city line at E 103d E to Fresh Creek. I 7.

Avenue J, fm city line at E 103d E to Fresh Creek. I 7.

Avenue K, fm city line at E 103d E to Fresh Creek. I 7.

Avenue L, fm city line at E 103d E to Fresh Creek. I 7.

Avenue M, fm city line at E 103d E to Fresh Creek. I 7.

Bainbridge, fm 491 Sumner av, E to B'way; 1 Sumner av, 137 Stuyvesant av, 211 Reid av, 351 Ralph av, 491 Saratoga av, 629 B'way. G 4.

Baltic, fm E R, bt Warren & Harrison, E to 5th av, 83 Columbia, 133 Hicks, 163 Henry, 211 Clinton, 263 Court, 331 Smith, 549 3d av, 675 5th av. B, C, D 5.

Bankroff pl, fm 1008 Herkimer S W to Atlantic av, (1 block). H 5.

Banker, fm Driggs av at N 13th to Franklin. E 2.

Banzett, fm 125 Maspeth av N to Beadel; 61 Parker, 137 Beadel. G 2.

Barbarine ct, fm Hennesy pl (½ block).

Barbey, fm Highland Boulevard, bt Warwick & Hendrix, S to Jamaica Bay; 61 Jamaica av, 185 Fulton, 249 Atlantic av, 347 Glenmore av, 491 Sutter av, 639 New Lots rd, 785 Hegeman av, 917 Stanley av, 1163 Van Dalia av, Jamaica Bay. J 5, 6, 7.

Bartlett, fm 643 Flushing av N E to B'way; 1 Flushing av, 95 B'way. G 4.

Bay, fm 59 Otsego S E to Gowanus Bay; 49 Columbia, 93 Hicks, 122 Henry, 155 Clinton, 207 Court, 351 Gowanus Bay. B 6.

Bay (E D), fm Commercial at Dupont to Newtown Creek (1 block). E 1.

Bayard, fm 318 Union av E to Humboldt; 1 Union av, 47 Lorimer, 125 Ewen, 195 Humboldt. F 2.

Beach pl, fm 22 Degraw S W to Sackett (1 block). B 5.

Beadel, fm 124 Kingsland av E to Newtown Creek; 59 Morgan av, 179 Varick av, 259 Gardner av, 327 Newtown Creek. G 1, 2.

Beaver, fm 816 Flushing av S E to Bushwick av; 1 Flushing av, 5 Fayette, 23 Ellery, 43 Park, 99 Wall, 126 Bushwick av. G 3.

Bedford, fm 53 Raymond S E to Division (1 block). D 4.

Bedford av, fm 107 Manhattan av S & S E to city line; 1 Man-

Decatur, 1720 Rockaway av, 1717 Cooper, 1741 Moffat, 1764 Chauncey, 1765 Fairfax, 1789 Pilling, 1794 Marion, 1806 Stone av, 1813 Granite, 1836 Sumpter, 1841 Hurman av, 1805 Aberdeen, 1876 McDougal, 1916 Hull, 1893 Hull E D, 1919 Vanderveer, 1943 Stewart, 1952 Summers, 1967 Conway, 1995 Rose pl, 2025 Cactus pl, 2055 Dahlia pl, 2119 Jamaica av, 2090 Fulton. E 2, F 2, F 3, G 3, G 4, H 4, I 4, J 5, J 6, K 5, L 4.

Brooklyn av, fm 1420 Fulton S to city line; 1 Fulton, 55 Atlantic av, 73 Pacific, 117 Bergen, 143 St. Marks av, 169 Prospect pl, 267 Degraw, 353 Carroll, 443 city line. G 5, 6.

Broom, fm 558 Graham av S E to Humboldt (1 block). F 2.

Bryant, fm 757 Clinton S E to Gowanus Bay. B 6.

Buffalo av, fm 1673 Fulton S to city line; 1 Fulton, 55 Atlantic av, 75 Pacific, 131 Bergen, 159 St. Marks av, 185 Prospect pl, 105 Park pl, 343 city line. H 5, 6.

Bullion, fm 20 Kingsland av E to Newtown Creek; 1 Kingsland av, 209 Varick av, 389 Newtown Creek. G 2.

Burr pl, fm 18 Prospect E D S (½ block) is closed. G 3.

Bush, fm 105 Dwight S E to Smith; 1 Dwight, 51 Columbia, 59 Hicks, 137 Henry, 181 Clinton, 227 Court, 237 Hamilton av, 255 Smith. B 6, C 6.

Bushwick av, fm 1 Metropolitan av S & S E to Jamaica av; 1 Metropolitan av, 97 Grand, 145 Ten Eyck, 217 Meserole, 241 Montrose av, 265 Johnson av, 289 Boerum, 401 Varet, 455 Flushing av, 525 Noll, 552 Beaver, 591 Melrose, 677 Myrtle, 679 Willoughby av, 795 DeKald av, 891 Harman, 915 Greene av, 969 Ralph, 1019 Gates av, 1219 Hancock, 1243 Wierfield, 1387 Cooper, 1483 Granite, 1579 Vanderveer. G 3, H 4, I 5.

Bushwick pl, fm 239 Meserole to Boerum; 239 Meserole, 263 Montrose av, 305 Boerum.

Butler, fm 261 Court S E & E to E New York av; 1 Court, 71 Smith, 307 3d av fm 5th av to Vanderbilt av is Sterling pl; 655 Van derbilt av, 657 Washington av, 723 Classon av, 803 Franklin av, 867 Bedford av, 969 Nostrand av, 1321 Troy av, 1541 Rochester av, 1681 Ralph av, 1887 E New York av. C 5, D 5, E 5, F 5, G 5, H 5, I 5.

Cactus pl, fm 2025 B way (1 block.) I 5.

Calhoun, fm 328 Morgan av E to Stewart av; 1 Morgan av, 157 Stewart av. G 2.

Calyer, fm E R, bt Oak & Quay, E to Sutton; 167 Lorimer, 293 Jewel, 415 Sutton. E 1, F 1.

Cambridge pl, fm 200 Greene av S to Fulton; 1 Greene av, 7 Gates av, 147 Fulton. E 4, 5.

Canton, fm Flushing av, bt City pk and N Elliot pl, S to Willoughby; pk Flushing av, 31 Park av, 120 Myrtle av, 144 Willoughby. D 4.

Carlton av, fm 86 Flushing av S to Flatbush av; 1 Flushing av, 57 Park av, 149 Myrtle av, 150 Willoughby av, 251 DeKalb

Boltzar, fm 5 Fleet E to Canton; 23 Navy. D 4.

Bond, fm 496 Fulton S to Gowanus Canal; 1 Fulton, 27 Livingston, 49 Schermerhorn, 89 Atlantic av, 109 Pacific, 115 Bergen, 265 Degraw, 363 1st, 427 Gowanus Canal. D 4, C 5, C 5.

Bookman pl (late Livingston pl), fm Jamaica av, opp Railroad av, N to city line. L 4.

Bowne, fm 334 Columbia N W to Conover; 1 Columbia, 113 Conover. B 6.

Box, fm 76 Commercial E to Oakland; 1 Commercial, 85 Oakland. F 1.

Bradford (late Butler av), fm Jamaica av, bt Arlington av & Miller av, S to Jamaica Bay; 1 Jamaica av, 77 Fulton, 137 Atlantic av, 275 Eastern Parkway, 371 Sutter av, 491 Dumont av. J 5, 6, 7.

Brant, fm 80 Paige av N E to Newton Creek (1 block). F 1.

Braxton, is now Windsor pl.

Bremen, fm 621 Bushwick av N to Flushing av; 2 Bushwick av, 19 Montrose, 115 Flushing av. G 3.

Brevoort pl, fm 545 Franklin av E to Bedford av (1 block). F 5.

Bridge, fm E R, bt Gold & Jay S to Fulton; 141 Sands, 263 Tillery, 233 Johnson, 327 Myrtle av, 373 Willoughby, 419 Fulton.

Bridge rd, fm 26 Sands S E to Navy (1 block). C 4, 8.

Bridgewater, fm 323 Meeker av N W to Front E D; 45 Varick, 94 Front E D. G 1, F 1.

Broadway, fm E R, bt S 8th & S 6th, S E to Fulton; 1 E R, 11 Kent av, 29 Dunham pl, 53 Wythe av, 89 Berry, 119 S 6th, 135 Bedford av, 183 Driggs, 225 Roebing, 24 S 8th, 245 Havemeyer, 299 Marcy av, 321 S 9th, 329 Rodney, 359 Keap, 403 Hooper, 398 Division av, 419 Hewes, 464 Penn, 488 Rutledge, 490 Johnson av, 508 Hey ward, 511 Union av, 525 Boerum, 530 Lynch, 560 Throop av, 557 McKibbin, 574 Gwinnet, 579 Lorimer, 581 Seigel, 594 Walton, 613 Moore, 620 Wallabout, 627 Leonard, 643 Varet, 640 Gerry, 652 Bartlett, 671 Cook, 677 Ewen, 688 Whipple, 709 DeBevoise, 712 Thornton, 747 Graham av, 755 Flushing av, 773 Yates pl, 774 Hopkins, 797 Fayette, 819 Ellery, 839 Park, 800 Park av, 861 Locust, 874 Lewis av, 885 Belvidere, 905 Wall, 916 Stockton, 927 Melrose, 947 Jefferson, 949 Myrtle av, 993 Suyvesant av, 984 Vernon av, 995 Dilmans, 1013 Willoughby av, 1037 Suydam, 1053 Hart, 1071 Lawton, 1074 Reid av, 1095 Dodworth, 1117 DeKalb av, 1153 Kosciusko, 1166 Patchen av, 1173 Kossuth pl, 1197 Lafayette av, 1223 Van Buren, 1245 Greene av, 1282 Lexington av, 1304 Ralph av, 1317 Grove, 1331 Quincey, 1349 Linden, 1369 Gates av, 1389 Palmetto, 1392 Monroe, 1396 Howard av, 1415 Woodbine, 1459 Madison, 1461 Putnam av, 1485 Cornelia, 1486 Saratoga av, 1513 Jefferson av, 1533 Hancock, 1559 Wierfield, 1587 Halsey, 1612 Hopkinson av, 1619 Eldert, 1615 Covert, 1659 McDougough, 1671 Schaeffer, 1693 Van Voorhis, 1694

av, 337 Lafayette av, 389 Greene av, 421 Fulton, 511 Atlantic av, 531 Pacific, 575 Bergen, 601 St Mark's av, 629 Prospect pl, 635 Park pl, 659 Flatbush av. D 3, 4, 5.

Carroll, fm 59 Hamilton av S E to city line; 1 Hamilton av, 7 Van Bunt, 59 Columbia, 108 Hicks, 141 Henry, 185 Clinton, 235 Court, 255 Smith, 615 5th av, 739 7th av, 873 9th av, 875 Washington av, 940 Franklin av, 1021 Bedford av, 1161 Nostrand av, 1349 Kingston av, 1513 Troy av, 1711 city line. B 5, C 5, 6, 7

Carroll pk, bounded by Court, President, Smith & Carroll. C 5.

Catharine, fm 087 Grand N to Metropolitan av; 1 Grand, 49 Metropolitan av. G 2, H 2.

Cedar, fm 751 Bushwick av N E to Central av; 1 Bushwick av, 89 Myrtle av. G 3.

Central av, fm 944 Flushing av, S E to Evergreen cem; 1 Flushing av, 105 Troutman, 143 Willoughby av, 191 Myrtle av, 193 DeKalb av, 277 Green av, 317 Ralph, 365 Gates av, 445 Putnam av, 505 Hancock, 545 Halsey, 639 Cooper, 705 Evergreen cem. G 3, H 4, I 4.

Central pl, fm 1086 Greene av S E to Grove (1 block). H 4.

Centre, fm 479 Columbia S E to Gowanus Canal; 1 Columbia, 45 Hicks, 87 Henry, 131 Clinton, 177 Hamilton av, 173 Court, 215 Smith, 239 Gowanus Canal.

Chapel, fm 223 Jay E to Bridge (1 block). C 4.

Charles, fm 186 York S to Sands. C 3.

Charles pl, fm 1215 Myrtle av N (½ block). G 3.

Charlick, fm 54 Front E D, N E to Newtown Creek (1 block). F 1.

Chauncey, fm 1629 Fulton E to B'way; 1 Fulton, 101 Stuyvesant av, 163 Reid av, 238 Ralph av, 405 Hopkinson av, 609 B'way. G 5, H 5, 4.

Cheever pl, fm 132 Harrison S W to Degraw (1 block). B 5.

Cherry, fm 510 Vandervoort av E to Newtown Creek; 77 Varick av, 187 Scott av, 213 Newtown Creek. F 1, G 1.

Chester (date Center), fm E New York av, bt Bristol & Rockaway av, S to city line; 91 Eastern Parkway, 283 city line. H 5, 6, 7.

Chestnut, fm Jamaica av, bt Richmond & Market, S to Atlantic av, and fm Liberty av S to Sutter av; 1 Jamaica av, 141 Fulton av. K 4, 5, 6.

Christopher av, fm E New York av, bt Stone av & Sackman, S to city line. I 5, 6, 7.

Church, is now W 9th

City pk, bounded by Flushing av, Navy, Park av & Cantion. D 3.

Clark, fm 137 Columbia hts E to Fulton; 1 Columbia hts, 41 Hicks, 74 Henry, 119 Fulton. C 4.

Classon av, fm 702 Kent av S & S W to Washington av at President; 75 Flushing av, 141 Park av, 203 Myrtle av, 249 Willoughby av, 313 DeKalb av, 359 Lafayette av, 385 Greene av, 415 Lexington av, 451 Gates av, 493 Madison, 513 Putnam av, 555 Fulton, 609 Atlantic av, 629 Pacific, 669 Bergen, 697

St Mark's av, 725 Prospect pl, 881 Union, 909 President. E 3, 4, F 5.

Clay, fm 38 Commercial E to Paidge av; 1 Commercial, 149 Paidge av. F 1.

Clermont av, fm 128 Flushing av S to Atlantic av; 1 Flushing av, 55 Park av, 153 Myrtle av, 199 Willoughby av, 267 DeKalb av, 323 Lafayette av, 373 Greene av, 451 Fulton, 515 Atlantic av. D 4, 5.

Cleveland, fm Highland's Boulevard nr Warwick S to Jamaica Bay; 83 Jamaica av, 225 Fulton, 235 Atlantic av, 453 Eastern Parkway, 549 Sutter av. K 5, 6, 7.

Cleveland pl, fm Baltic, bt 3d av & Nevins S to Butler (1 block). D 5.

Clifford pl, fm Meserole av opp Dobbin, N to Calyer (1 block). E 1.

Clifton pl, fm St James pl, bt Greene av & Lafayette av, E to Marcy av; 39 Grand av, 103 Classon av, 171 Franklin av, 217 Bedford av, 299 Nostrand av, 379 Marcy av. F 4.

Clinton, fm 262 Fulton S W to Bryant; 1 Fulton, 47 Pierrepont, 67 Montague, 87 Remsen, 109 Joralemon, 133 Livingston, 151 Schermerhorn, 169 State, 185 Atlantic av, 199 Pacific, 279 Baltic, 391 Union, 507 4th pl, 577 Hamilton av, 609 Centre, 717 Hallock, 757 Bryant. C 3, 4, 5, B 6.

Clinton av, fm 166 Flushing av S to Atlantic av; 1 Flushing av, 383 Greene av, 469 Gates av, 495 Fulton, 559 Atlantic av. E 3, 4, 5.

Clinton pl, fm Crescent, bt Washington pl & Etna, W (½ block). L 4.

Clinton wf, Atlantic Dock fm Commercial to S pier. A 5.

Clymer, fm Wallabout Canal, bt Taylor & Cross end, N E to Lee av; 35 Washington av, 37 Kent av, 87 Wythe av, 145 Bedford av, 195 Lee av. E 3.

Coles, fm 359 Columbia S E to Henry; 1 Columbia, 44 Hicks, 43 Hamilton av, 77 Henry. B 5.

College pl, fm Love la, bt Hicks & Henry N E (½ block). C 4.

Columbia, fm 18 Atlantic av S to Gowanus Bay; 1 Atlantic av, 21 Pacific, 164 Sedgwick, 285 Summit, 323 Hamilton av, 419 Huntington, 535 Grinnell, Gowanus Bay. B 4, 6, 6.

Columbia hts, fm 20 Fulton S to Pierrepont; 1 Fulton, 101 Orange, 203 Pierrepont. C 3, 4.

Columbia pl, fm 36 Joralemon S to Atlantic av; 57 State, 77 Atlantic av. B 4.

Columbia wf, ft of Columbia. B 4.

Columbus pl, fm 926 Herkimer S W to Atlantic av (1 block). H 5.

Commerce, fm 380 Columbia N W to Conover; 1 Columbia, 127 Conover. B 5.

Commercial, fm 13 Dupont N E to Manhattan av; 2 Dupont, 104 Manhattan av. E 1.

Commercial wf, Atlantic dock fm India wf S to William. B 5, A 5.
 Concord, fm 215 Fulton E to Navy; 2 Fulton, 36 Washington, 156 Bridge, 202 Navy. B 3, C 3.
 Concord pl, fm Concord, bt Prince & Hudson av (1 block). D 4.
 Condit, fm Railroad av, bt Jamaica av & Wood pl, E to Nicholas av (1 block). L 4.
 Conduit av, fm Atlantic av, bt Fountain av & Market, S E to city line. K 5, L 5.
 Congress, fm E R, bt Amity & Warren, E to Court; 101 Hicks, 137 Henry, 123 Clinton, 231 Court. B 4, C 4, 5.
 Conover, fm Hamilton av, opp President, S W to New York Bay; 1 Hamilton av, 117 William, 261 Reid, 203 New York Bay. B 5, A 5, 6.
 Conselyea, fm 218 Union av E to Humboldt; 1 Union av, 47 Lorimer, 121 Ewen, 163 Graham av. F 2.
 Conway, fm 1967 B'way N E to Evergreen cem; 53 Bushwick av. I 4, 5.
 Cook, fm 671 B'way E to Bogart; 1 B'way, 3 Ewen, 35 Graham av, 149 Bushwick av, 247 Bogart. F 3, G 3.
 Cooper, fm 1718 B'way N E to city line; 1 B'way, 51 Bushwick av, 99 Evergreen av, 273 city line. I 4.
 Cooper pl, fm 1060 Herkimer, S W to Atlantic av (1 block). H 5.
 Cornelia, fm 1485 B'way N E to city line; 1 B'way, 55 Bushwick av, 113 Evergreen av, 175 Central av, 401 city line. H 4, 3.
 Cornell's al, fm 137 Gold E to Green la (1 block). C 3.
 Court sq, fr 342 Fulton S to Livingston (1 block). C 4.
 Court, fm 340 Fulton S to Gowanus Bay; 2 Fulton, 10 Montague, 32 Remsen, 45 Joralemon, 77 Livingston, 101 Schermerhorn, 121 State, 137 Atlantic av, 149 Pacific, 185 Bergen, 248 Huron, 361 President, 463 Luquer, 553 Humboldt av, 561 Bush, 677 Percival, 766 Gowanus Bay. C 4, 5, 6.
 Covert, fm 1645 B'way N E to city line; 1 B'way, 47 Bushwick av, 331 city line. H 4, 1, 4.
 Covert av, fm 2 Seneca av S E to city line; 21 Flushing av, 90 Willoughby av, 91 city line. H 2.
 Cozine av, fm Louisiana av, bet Workman av & Fairfield av, E to city line. I 7, J 7, K 6, L 6.
 Cranberry, fm 76 Columbia hqts E to Fulton; 1 Columbia hqts, 42 Hicks, 79 Henry, 93 Fulton. C 3.
 Crescent (late Cypress av), fm Jamaica av, bet Market & Hemplock, S to Jamaica Bay; 1 Jamaica Bay, 233 Fulton, 309 Atlantic av, 447 Conicut av, 551 Belmont av, 659 Blake av, Jamaica Bay. L 4, 5, 6, 7.
 Cross, fm 556 Kent av, W to Wallabout Channel (1 block). E 3.
 Crown, fm 903 Washington av S E & E to city line; 1 Washington av, 65 Franklin av, 133 Bedford av, 281 Nostrand av, 639 Troy av, 730 city line. E 6, F 6, G 6.

Crystal, fm Magenta, bet Fountain av & Conduit av, S to Suttler av. K 5, 6.
 Cumberland, fm 66 Flushing av S to Atlantic av; 1 Flushing av, 57 Park av, 145 Myrtle av, 221 DeKalb av, 275 Lafayette av, 323 Greene av, 335 Fulton, 425 Atlantic av. D 3, 4, 5.
 Curran sq, junction of Flatbush av, Ashland pl & Hanson pl. D 5.
 Cypress av, fm Flushing av, nr Scott av, S E to city line; 2 Flushing av, 77 Willoughby av, 137 DeKalb av, 190 city line. H 2, 3.
 Dablia pl, fm 2055 B'way N E to Bushwick av (1 block). I 5.
 Danforth, fm crescent, bet Ridgewood av & Etna, E to Railroad av (2 blocks). L 4.
 Dean, fm 167 Court E to E New York av; 1 Court, 27 Boerum pl, 77 Smith, 393 3d av, 443 5th av, 463 Flatbush av, 659 Vanderbilt av, 749 Washington av, 795 Grand av, 881 Classon av, 961 Franklin av, 1027 Bedford av, 1093 Nostrand av, 1443 Troy av, 1585 Utica av, 1779 Ralph av, 1901 Saratoga av, 2049 Rockaway av, 2211 E New York av. C 4, D 5, E 5, F 5, G 5, H 5.
 Debovoise, fm 709 B'way E to Bushwick av; 1 B'way, 141 Bushwick av. F 3, G 3.
 Debevoise pl, fm 23 11-let S to DeKalb av; 28 Lafayette, 69 DeKalb av. D 4.
 Decatur, fm 495 Tompkins av E to B'way; 1 Tompkins av, 73 Throop av, 349 Stuyvesant av, 367 Reid av, 517 Ralph av, 763 B'way. G 5, H 5, 4.
 Degraw, fr E River, bt Sedgwick and Sackett, S E to E New York av; 155 Hicks, 191 Henry, 237 Clinton, 283 Court, 389 Smith, 573 Third av fr Fifth av to Flatbush av is Lincoln Place; 911 Washington av, 951 Classon av, 1043 Franklin av, 1115 Bedford av, 1225 Nostrand av, 1589 Throop av, 1647 Ralph av, 2067 E New York av. B 5, C 5, D 5, E 5, F 5, G 5, H 5.
 DeKalb av, fm 547 Fulton E to city line; 2 Fulton, 168 Cumberland, 269 Clinton av, 311 Washington av, 429 Classon av, 493 Franklin av, 533 Bedford av, 609 Nostrand av, 837 Throop av, 1049 Stuyvesant av, 1101 Reid av, 1125 B'way, 1187 Bushwick av, 1325 Myrtle av, 1463 Knickerbocker av, 1637 Wyckoff av, 1753 city line. C 4, D 4, E 4, F 4, G 4, H 3.
 Delevan, fm 384 Columbia N W to Van Brunt; 1 Columbia, 91 Van Brunt. B 5.
 Delmonico pl, fr 682 Flushing av S E to Park av; 1 Flushing av, 69 Park av. G 3.
 Demnet pl, fm Luquer, bt Court & Smith, S to Nelson (1 block). C 6.
 Denton pl, fm 528 Carroll S W to 1st (1 block). D 5.
 Devoe, fm 184 Union av E to Morgan av; 1 Union av, 49 Lorimer, 119 Ewen, 155 Graham av, 207 Bushwick av. F 2, G 2.

Diamond, fm 85 Van Cott av N to Greenpoint ave; 179 Meserole ave, 251 Greenpoint ave. F 1, 2.

Dick, fm 51 Commercial N W to Newtown Creek (1 block). E 1.

Dickinson, fm 308 Morgan av E to Newtown Creek; 1 Morgan av, 157 Newtown Canal, 271 Seneca av. G 2, H 2.

Dikeman, fm 38 Otsego N W to New York Bay; 63 Richards, 267 New York Bay. A 5, 6, B 6.

Dinmsore pl, fm Norwood av, bt Atlantic av & Fulton, E to Logan (1 block). K 5.

Ditmars, fm 995 B way N E to Myrtle av (1 block). G 3.

Division, fm 78 Canton S W to Myrtle av; 14 Bedford, 35 Myrtle av. D 4.

Division av, E River S of S 11th E to B way; 43 Wythe ave, 103 Bedford av, 145 Driggs, 241 Marcy av, 252 Harrison av, 355 B way. E 2, F 2.

Division pl, fm 108 Kingsland av E to Newtown Creek; 1 Kingsland av, 105 Vandervoort ave, 225 Stewart av, 309 Newtown Creek. G 2.

Dixon's al, fm 246 York S to Sands (2 blocks). D 3.

Dobbin, fm 111 N 15th N to Meserole av; 1 N 15th, 127 Meserole ave. E 2.

Dock, fm E R, bt Fulton & Main, S to Front; 1 Plymouth, 39 Front. C 3.

Dodworth, fm 1095 B way N E to Bushwick av (1 block). G 4 H 3.

Doughly, fm 15 Furman E to Hicks; 13 Columbia hghts, 61 Hicks (C 3).

Douglass, fm 283 Court S E to city line; 1 Court, 61 Smith, 121 Hoyt, 283 Third av, 617 Washington av, 677 Classon av, 837 Bedford av, 939 Nostrand av, 1075 Brooklyn av, 1285 Troy av, 1429 Utica av, 1649 Ralph av, city line. C, D, E, F, G, H, I 5.

Downing, fm 2 Quincy S to Fulton; 23 Gates av, 93 Putnam av, 111 Fulton. F 5.

Dresden (late Seigel), fm Jamaica av, at Force Tube av, S to Atlantic av; 2 Jamaica av, 171 Fulton, 245 Atlantic av. K 4, 5.

Drew av, fm city line N Liberty av, S to city line. L 5, 6.

Driggs av, fm Meeker av, at Morgan av; S E to Division av; 2 Meeker av, 115 N Henry, 241 Graham av, 349 Manhattan av, 325 Lorimer, 401 Union av, 505 N 9th, 601 N 5th, 715 S 1st, 821 S 5th, 917 Division av. E 2, F 2.

Duck, fm 109 Paidge av N E to Newtown Creek (1 block). F 1.

Duffield, fm Nassau, bt Bridge & Gold, S to Fulton; 1 Nassau, 147 Myrtle av, 201 Willoughby, 251 Fulton. D 3, 4.

Duffield ter, E side of Duffield, bt Johnson & Tillary (ruins ½ block). D 4.

Dumont (late Hurycya av), fm city line at Rockaway av, E to city line. H 6, J, J, K, L 6.

Dunham pl, fm 39 Broadway N E to S 6th (1 block). E 2.

Dupont, fm E R, at West, E to Paidge av; 1 E R, 119 Manhattan av, 237 Paidge av. E 1.

Dwight, fm 382 Columbia S W to Elizabeth; 1 Columbia, 107 Otsego, 197 Elizabeth. B 6.

Eagle, fm E R, bt Dupont & Freeman, E to Paidge av; 29 West, 141 Manhattan av, 303 Paidge av. E 1.

East av, fm Flushing av, N to Market (2 blocks). E 3.

East 103d, fm city line, bt A V F, S to Jamaica Bay. I 7, 8, J 9.

East 104th, fm Av E, at city line, S to Jamaica Bay. I 7, 8, J 9.

East 105th, fm city line, bt Ave D & Ave E, S to Jamaica Bay. I 7, 8, J 9.

East 106th, fm Av D, at city line, S to Jamaica Bay. I 7, 8, J 8.

East 107th, fm Av D, at Powell, S to Jamaica Bay. I 7, 8, J 8.

East 108th, fm Av E, opp Vestia ave, S to Jamaica Bay. I 7, 8, J 8.

East 109th, fm Av E, opp Suediker av, S to Fairfield av. I 7.

East New York av, fm Howard av, at Eastern Parkway, N E to Fulton; 1 Howard av, 144 Ames, 219 Park Place, 275 Prospect pl, 329 St Mark's av, 377 Bergen, 455 Pacific, 485 Atlantic av, 551 Fulton. H 6, 5, I 5.

Eastern Parkway, fm E New York av, at Howard av, E to city line. H, I, J, K, L 6.

Eckford, from 101 Newton N to Greenpoint av; 1 Newton, 245 Meserole av, 329 Greenpoint av. F 2, E 1.

Eldert, f. 1019 B way, N E to city line; 1 B way, 55 Bushwick av, 175 Central av, 333 Hamburg, 357 city line. H 4, I 4, 3.

Elizabeth, fm 102 Otsego N W to Ferris; 1 Otsego, 151 Van Brunt, 239 Ferris. A 6, B 6.

Elizabeth pl, fm 28 Fulton S W to Doughty (1 block). C 3.

Eltery, fm 55 Nostrand av E to Beaver; 1 Nostrand av, 147 Tompkins av, 269 Throop av, 301 B way, 349 Beaver. F 3, G 3.

Elm pl, fm 472 Fulton S W to Livingston (1 block). D 4.

Elton (late Madison), fm Jamaica av, bt Cleveland & Linwood S to Jamaica Bay; 1 Jamaica av, 151 Fulton, 223 Atlantic av, 385 Eastern Parkway, 481 Sutter av, Jamaica Bay. K 4, 5, 6, 7.

Emerald, fm Dumont av, at city line, S to city line. L 6.

Emery, fm 252 Paidge av to Newtown Creek (1 block). E 1.

Emmett, fm 48 Atlantic av S to Amity; 1 Atlantic av, 19 Pacific. B 4.

Enfield (late Eldert la), fm Jamaica av, bt Grant av & city line, S to Jamaica Bay. L 5, 6.

Eric Bash, ft Otsego, Dwight, Richards & Van Brunt. A B 6.

Essex (late Eldert av), fm Jamaica av, bt Linwood & Shepard av S to Jamaica Bay; 1 Jamaica av, 223 Atlantic av, 359 Glenmore av, 455 Belmont av, 563 Blake av, Jamaica Bay. K 5, 6, 7.

Etna (late Eage), fm Dresden, bt Ridgewood C, Jamaica av E to city line. K 4, 5, 6, 7.
 Evans, fm 59 Hudson av E to Navy Yard; 1 Hudson av, 23 Navy Yard. D 3.
 Eve, fm 101 Commercial N W to Newtown Creek (1 block). E 1.
 Evergreen av, fm 216 Cook S E to Evergreen cem; 17 Flushing av, 103 Melrose, 161 Willoughby av, 183 Myrtle av, 241 DeKalb av, 371 Avenue av, 371 Ka-ph, 423 Gates av, 503 Putnam av, 565 Hancock, 605 Halsey, 715 Moffat, 789 Evergreen cem. G 3, H 3, I 4.
 Evergreen pl, fm New Jersey av, bt Jamaica av & Sunnyside av, W (1/2 block). I 4.
 Ewen, fm 677 B way N to Newton; 2 B way, 91 Boerum, 197 Ten Eyck, 257 Devoe, 391 Frost, 447 Newton. F 2, 3.
 Fair, fm 145 Prince E to Fleet pl (1 block). D 4.
 Fairfax, fm 17 1/2 Broadway N E to city line; 53 Bushwick av, 173 Central av, 292 city line. I 4.
 Fairfield av (late Flatlands av), fm city line, at E 103d, E to city line. I 7, J 7, K 7.
 Fanchon pl (late Furan pl), fm Jamaica, opp Georgia av, N to Sunnyside av (2 blocks). K 4.
 Fayette, fm 737 B way N E to Beaver (1 block). G 3.
 Fellow's pl, fm 338 Herkimer S W to Atlantic av (1 block). H 6.
 Ferris, fm 201 William S W to Elizabeth; 1 William, 137 Elizabeth. A 5, 6.
 Ferry pl, fm 1 Hamilton av N E to Sackett (1 block). B 5.
 Filmore pl, fm 146 Driggs S E to Roebing (1 block). E 2.
 Fiske pl, fm 894 Carroll S W to Garfield pl (1 block). E 6.
 Flatbush av, fm 546 Fulton S to city line; 1 Fulton, 52 Livings-ton, 73 Lafayette av, 78 Schermerhorn, 110 State, 125 Han-son pl, 151 Atlantic av, 183 Pacific, 170 5th av, 243 Bergen, 271 St. Mark's av, 307 Prospect pl, 300 7th av, 413 Plaza, city line. D 4, 5, E 5.
 Fleet, fm 374 Hudson av S W to De Kalb av, 19 Willoughby, 41 Lafayette, 85 DeKalb av, D 4.
 Fleet's al, fm 49 York N (half block).
 Fleet pl, fm 298 Tillary S to Fleet; 73 Myrtle av, 121 Willoughby. D 4.
 Flood's al, fm 24 Johnson S to Myrtle av (1 block). C 4.
 Floyd, fm 97 Nostrand av E to B way; 1 Nostrand av, 153 Tomp-kins av, 215 Throop av, 349 B way. F 4.
 Flushing av, fm Navy, at termination of Nassau, E to City Line; 16 N Elliott pl. G Cumberland, 146 Vanderbilt av, 210 Washington av, 232 Hall, 276 Grand av, 387 Classon av, 403 Frankin av, 439 Bedford av, 529 Nostrand av, 609 Marey av, 655 Harrison av, 650 Tompkins av, 709 Throop av, 767 B way, 895 Bushwick av, 1620 Morgan av, 1145 Varick av, 1258 In-graham, 1375 city line. D, E, F, G, H 3, H 4.

Folsom pl, fm Linwood, bt Atlantic av & Fulton, E to Essex (1 block). K 5.
 Forbell av, fm Glen, at city line, S to city line. L 5, 6, 7.
 Force's pl, fm Snell's al, bt Nassau & High, W to Mumby's al (1 block). C 4.
 Force Tube av, fm junction Richmond, bt Fulton & Atlantic av, N W to Highland Boulevard. K 5, 4.
 Forrest, fm 501 Bushwick av E & N E to Flushing av; 1 Bush-wick av, 119 Flushing av. G 3.
 Fort Green pl, fm 125 DeKalb av S to Atlantic av; 1 DeKalb av, 93 Fulton, 95 Layette av, 147 Hanson pl, 205 Atlantic av. D 4.
 Fountain av, fm Atlantic av, bt Logan & Conduit av, S to Jamaica Bay. K 5, 6, 7.
 Franklin, fm Bushwick Creek, near Meserole av, N to Commer-cial; 1 Bushwick Creek, 12 Meserole av, 111 Greenpoint av, 369 Freeman, 257 Commercial. E 1, 2.
 Franklin av, fm 106 Wallabout S & W to city line; 251 DeKalb av, 81 Park av, 147 Myrtle av, 195 Willoughby av, 253 DeKalb av, 303 Lafayette av, 321 Clinton pl, 341 Greene av, 359 Lexing-ton av, 395 Gates av, 433 Madison, 453 Putnam av, 491 Hau-cock, 511 Fulton, 567 Atlantic av, 589 Pacific, 631 Bergen, 661 St. Mark's av, 687 Prospect pl, 801 Dedraw, 833 Union, 951 city line. E 3, 4, F 4, 5, 6.
 Franklin pl, fm 119 Pearl E to Jay (1 block). C 3.
 Freeman, fm E R, bt Eagle & Greene, E to Padge av; 51 West 167 Manhattan av, 359 Padge av. E 1.
 Front, fm 27 Fulton E to Hudson av; 1 Fulton, 95 Washing-ton, 215 ridge, 299 Hudson av. C 3.
 Front (E D), fm Norman av, at Bridgewater, N W to Sutton; 1 Norman av, 51 Meserole av, 79 Sutton. F 1.
 Frost, fm 284 Union Av E to Kingsland av; 1 Union av, 47 Lori-net, 123 Even, 159 Graham av, 255 Kingsland av. F 2.
 Fulton, fm E R at Fulton Ferry S E & E to city line; 2 E R, 8 Furan, 1 Water, 20 Columbia hets, 28 Elizabeth pl, 27 Front, 66 Hicks, 71 York, 84 Poplar pl, 108 Henry, 111 Main, 135 Sands, 152 Middagh, 161 High, 170 Cranberry, 186 Orange, 187 Nassau, 215 Concord, 212 Pineapple, 225 Sprague's al, 242 Clark, 262 Clinton, 279 Tillary, 311 John-son, 324 Pierrepont, 349 Washington, 340 Court, 351 Myrtle av, 403 Adams, 405 Willoughby, 342 Court sq, 421 Pearl, 354 Red Hook la. 445 Jay, 382 Smith, 469 Lawrence, 466 Gallatin pl, 495 Bridge, 448 Hoyt, 521 Dufiled, 472 Elm pl, 482 Fulton pl, 545 Gold, 547 DeKalb av, 496 Bond, 516 Hanover pl, 546 Flatbush av, 621 Hudson av, 647 Rockwell pl, 673 Asland pl, 699 St Felix, 719 Fort Greene pl, 725 Lafayette av, 727 S Elliott pl, 753 S Portland av, 781 S Oxford, 783 Greene av, 714 Hanson pl, 793 C um berland, 819 Car ton av, 855 Adel-

phia, 871 Clermont av, 875 Gates av, 885 Gates av, 907 Clinton av, 931 Waverly av, 957 Washington av, 983 St James pl, 1003 Cambridge pl, 1004 Putnam av, 1011 Grand av, 1033 Downing, 1035 Irving pl, 1049 Classon av, 1107 Ormond pl, 1149 Franklin av, 1181 Spencer pl, 1203 Bedford av, 1255 Arlington pl, 1293 Nostrand av, 1359 Varona pl, 1350 New York av, 1371 Marcy av, 1420 Brooklyn av, 1449 Tompkins av, 1490 Kingston av, 1533 Throop av, 1563 Albany av, 1591 Summer av, 1629 Chalmers, 1628 Troy av, 1657 Lewis av, 1692 Schenectady av, 1705 Stuyvesant ave, 1752 Utica av, 1707 Marion, 1753 Reid av, 1814 Rochester av, 1803 Sumpter, 1817 Patchen av, 1872 Buffalo av, 1875 McDougal, 1932 Ralph av, 1925 Howard av, 1945 Hull, 1963 Saratoga av, 2046 Hopkins av, 2021 Somers, 2057 Rockaway av, 2293 Truxton, 2300 Stone av, 2357 Sackman, 2350 Vista av, 248 Williams pl, 2569 Jamaica av, 2518 Williams av, 2520 Alabama av, 2593 Georgia av, 2617 Sheffield av, 2648 Penn av, 2667 New Jersey av, 2691 Vermont, 2717 Wyana, 2741 Bradford, 2765 Miller av, 2789 Van Stieken av, 2813 Hendrix, 2857 Schenck, 2863 Barbey, 2887 Jerome, 2911 Warwick, 2935 Ashford, 2959 Cleveland, 2983 Elton, 3007 Linwood, 3033 Essex, 3059 Shepherd av, 3085 Dresden, 3035 Arlington av, 4012 Hale, 4043 Norwood av, 4082 Logan, 4083 Force Tube av, 4117 Richmond, 4155 Chestnut, 4193 Market, 4221 Pine, 4249 Crescent, 4277 Hemlock, 4301 Railroad av, 4323 Lincoln av, 4345 Nichols av, 4375 Grant av, 4397 Enfield, city line. C-3, 4, D-4, E-5, F-5, G-5, H-5, I-5, K-5, L-5.

Fulton pl, fm 482 Fulton S W to Livingston (1 block). D-4.

Furnan, fm 8 Fulton S W to Atlantic av; 1 Fulton, 249 Montague, 313 Joralemon, 363 State, 383 Atlantic av. C-3, D-4.

Furman av, fm 1841 B'way N E to Evergreen cem; 1 B'way, 53 Bushwick av. I-4.

Gallatin pl, fm 406 Fulton S to Livingston (1 block). C-4.

Garden, fm 840 Flushing av S E to Bushwick av (1 block). G-8.

Garden pl, fm 92 Joralemon S W to State (1 block). C-4.

Gardner av, fm Flushing av, opp Wyckoff av, N to Meeker av; 1 Flushing av, 107 Montrose av, 129 Meserole, 2-3 Mauger, 337 Maspeth av, 423 Amos, 541 Thomas, 583 Meeker av, G-1, 2, H-2

Garfield pl, fm 251 4th av S E to 9th av; 75 5th av, 269 7th av, 341 9th av. D-5, E-5.

Garnet, fm 311 Hamilton av E to Smith; 1 Hamilton av, 21 Court, 59 Smith. B-6, C-6.

Garrison, fm 44 Front S York; 1 Front, 17 York. C-8.

Gates av, fm 875 Fulton E to city line; 1 Fulton, 19 Vanderbilt av, 41 Clinton av, 87 Washington pl, 145 Grand av, 205 Classon av, 271 Franklin av, 321 Bedford av, 407 Nostrand av, 551 Tompkins av, 627 Throop av, 833 Stuyvesant av, 893 Reid av, 1081 Ralph av, 1073 B'way, 1139 Bushwick av, 1163 Evergreen

av, 1353 Hamburg, 1543 Myrtle av, 1693 city line. E-5, F-4, G-4, H-4, I-4.

Gem, fm 37 N 15th N to Meserole av (1 block). E-1.

George, fm Evergreen av N E to Flushing av; 1 Evergreen av, 203 Flushing av. H-3.

Georgia av, fm Jamaica av, bt Alabama av & Sheffield av S to Jamaica Bay; 1 Jamaica av, 15 Fulton, 61 Atlantic av, 117 Liberty av, 361 Belmont av, 429 Dumont av, Jamaica Bay. I-5, 6, 7.

Gerry, fm 459 Marey av N E to B'way; 2 Flushing av, 57 Harrison av, 109 Throop av, 133 B'way. F-3.

Gillen pl (late Howard pl), fm Jamaica av, bt B'way & Fanchon pl, N to Bushwick av (1 block). I-5.

Glen (late Grove), fm Atlantic av, June Conduit av, E to city line. L-5.

Gleamada pl, fm 123 Decatur S to Fulton. G-5.

Glenmore av (late Baltic av), fm Rockaway av, bt E New York av & Eastern Parkway, E to city line; 1 Rockaway av, 121 Christopher av, 245 Shedeker av, 365 Sheffield av, 437 Vermont, 557 Hendrix, 653 Warwick, 765 Essex, 861 Montauk av, 957 Crystal, 1073 Crescent, 1169 Grant av, city line. H, I, J, K, L, 5, 6.

Gold, fm E R, bt Bridge & Hudson av, S to Fulton; 1 E R, 169 Sands, 187 High, 317 Johnson, 351 Myrtle av, 405 Willoughby, 463 DeKalb av, 458 Fulton. D-4, 5, C-5.

Gothic al, fm 214 Pearl W to Adams (1 block). C-4.

Grace ct, fm 218 Hicks (it forms an L) runs N W & N. C-4.

Gratton (late Vanderveer), fm E New York av, at Eastern Parkway, S to city line. H-6.

Graham, fm 357 Flushing av S to Lafayette av; 23 Flushing av, 88 Park av, 147 Myrtle av, 193 Willoughby av, 257 DeKalb av, 305 Lafayette av. E-3, 4, F-4, 6.

Graham av, fm 747 B way N to Van Cort av; 1 B'way, 119 Boerum, 157 Montrose av, 207 Grand, 377 Skillman av, 469 Meeker av, 573 Van Cort av. G-3, F-2.

Grand, fm E R, bt S 1st & N 1st, S E & E to Newtown Creek; 1 E R, 81 Kent av, 77 Wythe av, 172 Bedford av, 219 Driggs, 365 Marcy av, 501 Union av, 573 Lorimer, 671 Ewen, 725 Graham av, 819 Bushwick av, 927 Catherine, 1128 Metropolitan av, 1299 Scott av, Newtown Creek. E, F, G-2.

Grand av, fm 276 Flushing av S & S W to Parkway; 1 Flushing av, 53 Park av, 117 Myrtle av, 163 Willoughby av, 223 DeKalb av, 269 Lafayette av, 301 Greene av, 317 Lexington av, 367 Gates av, 435 Putnam av, 441 Fulton, 493 Atlantic av, 513 Pacific, 571 Bergen, 601 St Mark's av, 627 Prospect pl, 657 Washington av, Parkway. E-3, 4, 5, 6.

Granite, fm 1813 B'way N E to city line; 1 B'way, 53 Bushwick av, 279 city line. I-4.

Grant av, fm Jamaica av, bt Nichols av & Enfield, S to Jamaica Bay. L 4 5, 6.
 Grattan, fm 54 Bogart E to Flushing av; 1 Bogart, 115 Porter av, 210 Flushing av. G 3.
 Green la, fm 256 Front S to Sands; 1 Front, 77 Sands. C 4.
 Greene, fm E R, bt Freeman & Huron, E to Paige av; 53 West, 165 Manhattan av, 305 Paige av. E, F 1.
 Greene av, fm 783 Fulton E to city line; 2 Fulton, 1 S Oxford, 19 Cumberland, 90 Vanderbilt av, 119 Clinton av, 163 Washington av, 227 Grand av, 291 Clason av, 363 Franklin av, 399 Bedford av, 495 Nostrand av, 597 Tompkins av, 663 Throop av, 897 Stuyvesant av, 919 Reid av, 1041 Broadway, 1067 Bushwick av, 1211 Central av, 1317 Myrtle av, 1445 Wyckoff av, 1515 city line. D, E, F, G 4, H 3.
 Greenpoint av, fm E R, bt Kent & Milton, E to Newtown Creek; 1 E R, 71 Franklin, 169 Manhattan av, 254 Diamond, 348 Russell, 447 Newtown Creek. E, F 1.
 Grinnell, fm 39 Otsego S E to Gowanus Canal; 49 Columbia, 95 Hicks, 135 Henry, 183 Clinton, 229 Court, 255 Smith, 273 Gowanus Canal. F, C 6.
 Grove, fm 1317 B'way N E to city line; 1 B'way, 49 Bushwick av, 273 Knickerbocker av, 327 Myrtle av, 485 city line. H 4, 3.
 Grove pl, fm 13 Hanover pl S E (½ block). D 4.
 Guernsey, fm Van Cort av, at N 15th, to ½ block N of Oak; 41 Bedford av, 165 Meserole av. E 1.
 Guilford, fm 102 Wespeth av S to orient av (1 block). G 2.
 Gunther pl, fm 1238 Herkimer S W to Atlantic av (1 block). H 5.
 Gwnnet, fm 157 Wallabout N E to B'way; 7 Lee av, 67 Marcy av, 131 Harrison av, 187 Throop av, 191 B'way. F 3.
 Hale, fm Jamaica av, bt Force Tube av & Norwood, S to Atlantic av; 1 Jamaica av, 109 Fulton, 161 Atlantic av. K 4, 5.
 Hall, fm 323 Flushing av S to DeKalb av; 1 Flushing av, 59 Park av, 143 Myrtle av, 195 Willoughby av, 261 DeKalb av. E 4.
 Hallock, fm 99 Otsego S E to Gowanus Bay; 44 Columbia, 93 Hicks, 135 Clinton, 187 Court, 213 Smith, 231 Gowanus Bay. C, B 6.
 Halsey, fm 761 Bedford av E to city line; 1 Bedford av, 93 Nostrand av, 231 Tompkins av, 299 Throop av, 361 Summer av, 435 Lewis av, 513 Stuyvesant av, 579 Reid av, 731 Ralph av, 971 B'way, 1027 Bushwick av, 1145 Central av, 1265 Knickerbocker av, 1329 Irving av, 1331 city line. F 4, G 5, H 5, 4, I 4.
 Hamburg, fm 1002 Flushing av S E to Evergreen cem; 1 Flushing av, 127 Willoughby av, 179 DeKalb av, 235 Myrtle av, 275 Greene av, 367 Gates av, 427 Madison, 447 Putnam, 507 Hancock, 547 Halsey, 623 Van Voorhis, 739 Evergreen cem. G 3, H 3, 4, I 4.

Hamilton av, fm E R, at Sackett, S to 3rd av; 2 E R, 111 Woodhull, 173 Hicks, 245 Henry, 279 Clinton, 335, Court, 381 Smith, 487 2d av, 545 3d av. B 5, 6, C 6.
 Hancock, fm 491 Franklin av E to city line; 1 Franklin av, 51 Bedford av, 147 Nostrand av, 3.5 Tompkins av, 377 Throop av, 569 Stuyvesant av, 643 Reid av, 801 Ralph av, 869 Howard av, 963 B'way, 1035 Bushwick av, 1239 Hauburg, 1413 city line. F 4, G 5, 4, H 4, I 4.
 Hanover pl, fm 125 Fulton S W to Livingston; 1 Fulton, 25 Livingston. D 4.
 Hanson pl, fm 125 Flatbush av E to Fulton; 1 Flatbush av, 41 Ft Greene pl, 108 Fulton. D 5.
 Harrison pl, fm 72 Bogart E to Flushing av; 1 Bogart, 199 Stewart av. G 2, H 2.
 Hart, fm 185 Nostrand av E to city line; 1 Nostrand av, 133 Tompkins av, 205 Throop av, 395 Stuyvesant av, 471 B'way, 925 Bushwick av, 579 Evergreen av, 605 Myrtle av, 889 Irving av, 4021 St. Nicholas av, 1109 city line. H 3.
 Harts al, from 188 Gold E to Bridge (1 block). C 4.
 Hatton pl, fm Norwood av, bt Atlantic & Fulton, W 2-3 block. K 6.
 Hausman, fm 211 Meeker av N to Front E D; 1 Meeker av, 155 Front E D. F 1.
 Havemeyer (late 7th), E D, fm 270 N 9th S E to Division av; 1 N 9th, 101 Hope, 213 S 5th, 233 B'way, 271 Division av. E, F 2.
 Havens pl (late Union pl), from Herkimer, bt Jardine pl & Sackman, S W to Atlantic av (1 block). I 5.
 Hendrix (late Smith av), fm Highland Boulevard, bt Barbey & Miller av, S to Jamaica Bay; 1 Highland Boulevard, 101 Arlington av, 275 Liberty av, 697 New Lots Road, 891 Stanley av, 1017 Cozine av, 1137 Van Dahila av. J 4, 5.
 Hennessy pl, at N end of Lawrence (½ block). C 4.
 Henry, fm 118 Fulton S W to Gowanus Bay; 1 Fulton, 73 Orange, 173 Pierrepont, 193 Montague, 213 Remsen, 247 Joralemon, 303 State, 319 Atlantic av, 335 Pacific, 431 Harrison, 531 Union, 627 3d pl, 733 W 9th, 825 Bay. C 3, 4, B 4, 5, 6.
 Henry pl, fm 171 Padage av N E to Newtown Creek (1 block). F 1.
 Herbert, fm 151 Richardson N E to Kingsland av; 3 Graham av, 103 Kingsland av. F 2.
 Herkimer, fm Bedford av, bt Fulton & Atlantic av, N E to Williams pl; 1 Bedford av, 111 Nostrand av, 531 Troy av, 699 Utica av, 808 Snyder pl, 867 Buffalo av, 967 Ralph av, 1065 Howard av, 1119 Saratoga av, 1203 Hopkinson av, 1287 Rockaway av, 1371 Stone av, 1433 Sackman, 1513 Vesta av, 1541 Williams pl. F, G, H, I 5.
 Herkimer pl, fm Bedford av, bet. Herkimer & Atlantic av, E to Nostrand av (1 block). F 5.
 Hewes, fm Wallabout pl, nr Clason av, N E to Union av; 18

- Humboldt, fm 803 Flushing av N to Messerole av; 1 Flushing av, 133 Boerum, 155 Johnson av, 173 Montrose av, 287 Grand, 387 Conelyea, 497 Herbert, 597 Van Cott av, 739 Messerole av, F 1, 2, 3.
- Huntington, fm 419 Columbia S E to Gowanus Canal; 43 Hicks, 85 Henry, 169 Hamilton av, 125 Clinton, 175 Court, 215 Smith, 255 Gowanus Canal, B 6, C 6.
- Hunt's al, fm Henry, bt Remsen & Joralemon (1 block). C 4.
- Huron, fm E R bt Green & India, E to Kingsland av; 163 Manhattan av, 279 Provost, 437 Kingsland av, E 1, F 1.
- Inlay, fm 80 Hamilton av, S W to William; 1 Hamilton av, 169 William, B 5.
- India, fm E R, bt Huron & Java, E to Kingsland av; 63 Franklin, 135 Manhattan av, 407 Kingsland av, E 1, F 1.
- India wf, fm Commercial wf, at Summit, N to N Pier Atlantic Dock (1 block). B 5.
- Ingraham, fm 92 Bogart, E to Flushing av; 1 Bogart, 159 Varick av, G 2, H 2.
- Irving, fm E R, bt Harrison & Sedgwick, S E to Columbia; 1 E R, 93 Columbia, B 5.
- Irving av, fm Flushing av, at Thames, S E to city line; 1 Flushing av, 95 Willoughby av, 155 De Kalb av, 237 Greene av, 277 Ralph, 301 Myrtle av, 219 Palmetto, 409 Putnam av, 469 Hancock, 509 Halsey, 540 city line, H 3, I 3.
- Irving pl, fm 180 Gates av S to Fulton; 1 Gates av, 69 Putnam av, 99 Fulton, E 4.
- Jackson, fm 252 Union av E to Kingsland av; 1 Union av, 47 Lorimer, 119 Ewen, 155 Graham av, 251 Kingsland av, F 2.
- Jackson ct, fm 248 Front; runs S (½ block). C 3.
- Jackson st, fm 281 16th S W to Prospect av (1 block). D 7.
- Jamaica av (late Jamaica pk rd), fm Alabama av, opp E New York av, E to city line; 2 Fulton, 51 Bushwick av, 160 Bradford, 209 Miller av, 327 Barbey, 443 Cleveland, 583 Force Tube av, 639 Norwood av, 899 Bookman pl, 947 Weldon pl, 999 city line, I 5, J 4, 5, K 4, L 4.
- Jane, fm 350 Union av E to Leonard, 1 Union av, 47 Lorimer, 82 Leonard, F 2.
- Jardine pl (late Washington pl), fm Herkimer, bt Vestal av & Havens pl, S W to Atlantic av (1 block). I 5.
- Java, fm E R, bt India & Kent, E to Greenpoint av; 1 E R, 79 Franklin, 265 Provost, 421 Greenpoint av, E 1, F 1.
- Jay, fm E R, bt Pearl & Bridge, S to Fulton, 1 Marshall, 115 Talman, 118 Franklin pl, 145 Sands, 169 High, 303 Tillary, 335 Myrtle av, 379 Willoughby, 405 Fulton, C 3, 4.
- Jefferson, fm 947 B'way N E to Cypress av; 1 B'way, 2 Myrtle av, 47 Bushwick av, 103 Evergreen av, 217 Hamburg, 313 Irving av, 485 Cypress av, G 3, H 3.
- Jefferson av, fm 19 Ormond pl E to city line; 25 Franklin av, 87
- Classon av, 25 Kent av, 69 Wytheav, 129 Bedford av, 183 Lee av, 311 Harrison av, 335 B'way, 417 S 2d, E 3, F 3, 2.
- Heyward, fm 61 Wallabout N E to B'way; 17 Wythe av, 75 Bedford av, 131 Lee av, 259 Harrison av, 307 B'way, E 3, 2.
- Hicks, fm 66 Fulton S W to Gowanus Bay; 1 Fulton, 79 Orange, 189 Pierpont, 111 Montague, 231 Remsen, 269 Joralemon, 319 State, 329 Atlantic av, 357 Pacific, 455 Harrison, 559 Union, 655 Rapelye, 747 Huntington, 843 Lorraine, Gowanus Bay, E 4, 5, 6.
- High, fm 161 Fulton E to Navy; 1 Fulton, 35 Washington, 153 Bridge, 261 Navy, C, D 3.
- Highland Boulevard, fm Sunnyside av, at Vermont, E to Jewish cem, J 5.
- Hill (late Ivy), fm Conduit av, bet Magenta & Liberty av, E to Railroad av, L 5.
- Himrod, fm 807 Bushwick av N E to city line; 1 Bushwick av, 189 Myrtle av, 451 city line, H 3.
- Hinsdale (late Henry av), fm E New York av, bet Atlantic av & Williams av, S to Fresh Creek; 1 Atlantic av, 217 Belmont av, 325 Blake av, 443 Livonia av, 608 New Lots rd, I 5, 6, 7.
- Holland, fm 149 Fidge av N E to Newtown Creek (1 block). F 1.
- Holly, fm Sutter, bet Chestnut and Market, S to Spring Creek, L 6.
- Hooper, fm Kent av, bt Keep & Hewes, N E to Grand; 1 Kent av, 45 Wythe av, 103 Bedford av, 159 Lee av, 287 Harrison av, 289 B'way, 405 Grand, E 3, F 2.
- Hope, fm 157 Roebling S E to Union av; 1 Roebling, 169 Union av, E 2, F 2.
- Hopkins, fm 37 Nostrand av E to B'way; 1 Nostrand av, 133 Tompkins av, 195 Throop av, 271 B'way, F 3.
- Hopkinson av, fm 1612 B'way S to city line; 1 B'way, 109 Marion, 179 Fulton, 231 Atlantic av, 249 Eccelle, 295 Bergen, 345 Prospect pl, city line, H 4, I 5, 6, 7.
- Howard av, fm 1306 B'way S to city line; 1 B'way, 19 Madison, 39 Putnam av, 79 Hancock, 99 Halsey, 199 Chanucey, 361 Fulton, 315 Atlantic av, 331 Pacific, 385 Bergen, 411 St Mark's av, 439 Prospect pl, 517 Douglass, city line, H 4, 5, 6, 7.
- Howard ct, fm Main, bt Water & Front, runs W (½ block). C 3.
- Hoyt, fm 448 Fulton S W to 5th; 1 Fulton, 31 Livingstone, 51 Schermerhorn, 71 State, 89 Atlantic av, 107 Pacific, 147 Bergen, 215 Douglas, 345 Carroll, 497 5th, D 4, C 5.
- Hudson av, fm E R, bt Gold & the Navy Yard, S to Fulton; 1 E R, 121 York, 163 Sands, 185 High, 261 Park av, 315 Johnson, 351 Myrtle av, 399 Willoughby, 421 Lafayette, 461 De Kalb av, 449 Fulton, D 3, 4.
- Hudson pl, fm Sands bt Gold & Hudson av (½ block). C 3.
- Hull, fm 1945 Fulton, E to B'way; 1 Fulton, 277 B'way, H 5, I 4.
- Hull (E 19), fm 1893 B'way N E to Evergreen cem; 1 B'way, 53 Bushwick av, I 5.

Bedford av, 183 Nostrand av, 343 Tompkins av, 417 Throop av, 521 Stuyvesant av, 583 Reid av, 631 B'way, 675 Bushwick av. F 4, B'way, 1087 Bushwick av, 1229 Central av, 1373 Knickerbocker av, 1489 city line. F 4, G 5, 4, H 4, I 4.

Jefferson pl, fm President, bt Hicks & Henry, N (½ block). B 5.

Jerome (late John), fm Jamaica av, at Kidgewood av, S to Jamaica Bay; 1 Jamaica av, 137 Fulton, 201 Atlantic av, 253 Liberty av, 349 Eastern Parkway, 445 Sutter av, 553 Dumont av, 619 New Lots rd, Jamaica Bay. J 5, 6, 7.

Jewell, fm 643 Humboldt N to Greenpoint av; 1 Humboldt, 129 Meserole av, 197 Greenpoint av. F 1.

John, fm 2 Adams E to Little; 1 Adams, 433 Gold, 203 Little C 3, D 3.

Johnson, fm 311 Fulton E to Raymond; 1 Fulton, 17 Washington, 127 Bridge, 227 Navy, 247 Raymond. C 4, D 4.

Johnson av, fm 495 B'way E to Flushing av; 1 Union, 13 Union av, 61 Lorimer, 131 Ewen, 173 Graham av, 243 Bushwick av, 875 Morgan av, 455 Porter av, 537 Stewart av, 664 Flushing av. F 3, G 3, 2, H 2.

Joralemon, fm E R, bt Montague & State, E to Fulton; 1 E R, 115 Henry, 159 Clinton, 208 Court. B 4, C 4.

Judaea, fm 248 Devoe S to Powers (1 block). G 2.

Junius (late Johnson av), fm E New York av, opp Pacific, S to Fresh Creek. I 5, 6, 7.

Kane pl, fm 894 Herkimer S W to Atlantic av (1 block). H 5.

Keap, fm Wallabout Canal, bt Redney & Hooper, N E to Union av; 1 Wallabout Canal, 17 Kent av, 61 Wythe av, 117 Bedford av, 171 Lee av, 297 B'way, 355 S 2d, 499 Union av. E 3, F 3, 2.

Kent, fm E R, bt Java & Greenpoint av, E to Newtown Canal; 1 E R, 150 Manhattan av, 343 Newtown Canal. E 1 F 1.

Kent av, fm N 14th, opp Franklin, S & E to Lafayette av; 1 N 14th, 101 N 8th, 203 N 2d, 317 S 3d, 403 B'way, 523 Rush, 631 Rodm-y, 729 Rutledge, 813 Park av, 873 Myrtle av, 919 Willoughby av, 983 DeKalb av, 1021 Lafayette av. E 4, 3, 2.

King, fm 474 Columbia N W to New York Bay; 1 Columbia, 135 King, Van Brunt, 289 New York Bay. A 5, B 6.

Kingsland av, fm 71 Maspeth av N to Padge av; 1 Maspeth av, 133 Killman, 115 Herbert, 271 Nassau av, 373 Meserole av, 473 Greenpoint av, 517 Padge av. F 1, 2.

Kingston av, fm 1490 Fulton S to city line; 1 Fulton, 59 Atlantic av, 7 Pacific, 123 Bergen, 149 St Mark's av, 177 Prospect pl, 203 Park pl, 313 Union, 469 Montgomery, 449 city line, G 5, 6.

Knickerbocker av, fm Morgan av, at Johnson av, S E to city line; 139 Willoughby, 201 DeKalb av, 301 Greene av, 307 Myrtle av, 333 Ralph, 391 Gates av, 483 Putnam av, 543 Hancock, 563 Halsey, 673 Cooper, 724 city line. H 3, I 4.

Kosciusko, fm 991 Bedford av E to Bushwick av; 1 Bedford av,

89 Nostrand av, 235 Tompkins av, 307 Throop av, 521 Stuyvesant av, 583 Reid av, 631 B'way, 675 Bushwick av. F 4, G 4, H 3.

Kosciusko pl, fm 388 Graham (E 1½ blocks). E 4.

Kosuth pl, fm 1173 B'way N E to Bushwick av (1 block). G 4.

Lafayette pl, fm 41 Fleet E to Raymond; 1 Fleet, 71 Raymond, G 4.

Lafayette av, fm 73 Flatbush av E to Bushwick av; 1 Flatbush av, 53 Fort Green pl, 55 Fulton, 109 S Oxford, 1-9 Cumberland, 309 Vanderbilt av, 229 Clinton av, 273 Washington av, 323 Grand av, 383 Classon av, 419 Kent av, 449 Franklin av, 487 Bedford av, 573 Nostrand av, 695 Tompkins av, 763 Throop av, 927 Stuyvesant av, 1023 Reid av, 1101 Patchen av, 1103 B'way, 1149 Bushwick av. D 4, E 4, F 4, G 3, H 3.

La Grande, fm 642 Grand S to Manjer (1 block). G 3.

Lake, fm 6 Bridgewater N E to Newtown Creek (1 block). G 1.

Laurel, fm Barbey, bt, Sunnyside av & Highland Boulevard, E to Jewish cem. K 4.

Lawrence, fm Hennessy pl, bt Jay & Bridge, S to Fulton; 49 Johnson, 81 Myrtle av, 127 Willoughby, 163 Fulton. C 4.

Lawrence pl is now Hennessy pl.

Lawton, fm 1071 Broadway N E to Bushwick av (1 block). G 4, H 3.

Lee av, fm 146 Division av S E to Gwinnett; 1 Division av, 101 Keap, 261 Gwinnett. E 3, F 3.

Lefferts pl, fm 249 St James pl S E to Franklin av; 49 Grand av, 129 Classon av, 207 Franklin av. E 5, F 5.

Leonard, fm 627 B'way N to Greenpoint av; 1 B'way 67 Boerum, 87 Johnson, 193 Montrose av, 217 Grand, 315 Conselyca, 455 Newton, 561 Nassau, 655 Meserole av, 765 Greenpoint av. F 3, 2, 1.

Leslie pl, (late Linden pl) fm Jamaica av, opp Grant av, N to city line. L 4.

Lewis av, fm 474 B'way S to Fulton; 2 B'way, 35 Myrtle av, 69 Willoughby av, 119 DeKalb av, 151 Lafayette av, 191 Greene av, 207 Lexington av, 241 Gates av, 293 Putnam av, 313 Jefferson av, 331 Hancock, 351 Halsey, 449 Fulton. G 3, 4, 5.

Lexington av, fm 317 Grand av E to B'way; 1 Grand av, 65 Classon av, 139 Franklin av, 189 Bedford av, 285 Nostrand av, 429 Tompkins av, 495 Throop av, 689 Stuyvesant av, 761 Reid av, 802 Ralph av, 907 B'way. E 4, F 4, G 4, H 4.

Leyden, fm 191 Padge av N E to Newtown Creek (1 block). F 1.

Liberty, fm 14 Nassau S to rear of 241 Fulton; 1 Nassau, 34 Sprague's al. C 4.

Liberty av, fm E New York av, bt Rockaway av & Thatford av, E to city line; 15 E New York av, 109 Christopher av, 219 Sheddaker av, 315 Georgia av, 413 Vermont, 511 Van Sicstlen av, 631 Warwick, 743 Essex, 839 Montauk av, 935 Crystal, 1043 Crescent, 1143 Sheridan av, 1191 Enfield. I 3, J 5, K 5, L 5.

- Liberty pl, fm Grant av, nr Etta, E to Enfield (1 block). L 4.
 Lincoln av, fm Ridgewood av, nr Railroad av, S to Jamaica Bay.
 L 5, 6, 7.
 Lincoln pl, fm 161 5th av E to Prospect pk; 1 5th av, 167 7th av,
 265 Prospect pk. D 5, E 5.
 Linden, fm 1349 B'way N E to city line; 1 B'way, 55 Bushwick av,
 91 Evergreen av, 159 Central, 263 Knickerbocker av, 337
 Myrtle av, 415 city line. H 4, 3.
 Linwood (late Monroe), fm Highland Boulevard, nr Force Tube av,
 S to Jamaica Bay; 1 Highland Boulevard, 75 Jamaica av, 231
 Fulton, 377 Liberty av, 473 Eastern Parkway, 563 Sutter av,
 691 Dumont av, 823 Hegeman av, 955 Stanley av, 1081 Cozime
 av, 1199 Van Dalia. K 5, 6, 7.
 Little, fm E R, bt Hudson av & Navy Yard, S W to Evans; 1 E R,
 61 Evans. D 3.
 Little Nassau, fm Graham, bt Flushing av & Park av (runs E 1/4
 blocks). E 3.
 Livingston, fm 19 Sidney pl E to Flatbush av; 25 Clinton, 77 Court,
 115 Boerum pl, 151 Smith, 241 Fulton pl, 3 9 Flatbush av.
 (C 4, D 4)
 Livonia av (late Livingston), fm city line, at Rockaway av, E to
 New Lots rd. H 6, I 6, J 6.
 Locust, fm 861 B'way N E to Beaver (1 block). G 3.
 Logan (late Locust), fm Jamaica av, bt Norwood av & Richmond,
 S to Fountain av. K 4, 5, 6, 7.
 Lombardy, fm 144 Kingsland av E to Newtown Creek; 1 Kings-
 land av, 211 Stewart av, 323 Newtown Creek. F 2, G 1.
 Lorimer, fm 579 B'way N to Noble; 1 B'way, 25 Boerum, 45 John-
 son av, 59 Montrose av, 179 Grand, 259 N 2d, 361 Richardson,
 449 Van Cott av, 609 Meserole av. F 2, F 3.
 Lorraine, fm 19 Otsego S E to Hamilton av; 95 Hicks, 135 Henry,
 181 Clinton, 227 Court, 253 Smith, 269 Hamilton av. B 6.
 Loft av, fm city line, at Thatford av, E to New Lots rd. H 6, I 6.
 Lewis pl, fm 1090 Herkimer S W to Atlantic av; (1 block). H 5.
 Louisiana av, fm Williams av, nr New Lots rd, S to Jamaica Bay.
 H 7, I 7.
 Love la, fm 161 Henry W to Hicks (1 block). C 4.
 Laquer, fm 377 Columbia S E to Smith; 1 Columbia, 43 Hicks, 61
 Hamilton av, 73 Henry, 125 Clinton, 179 Court, 215 Smith. B 6,
 C 6.
 Lynch, fm 95 Wallabout N E to B'way; 2 Bedford av, 211 Harri-
 son av, 265 B'way. E 3, 2.
 Macon, fm Arlington pl, nr Fulton, E to Hopkinson av; 23 Nos-
 trad av, 191 Tompkins av, 265 Throop av, 491 Shuyresant av,
 537 Reid av, 709 Ralph av, 915 Hopkinson av. F 5, G 5, 4,
 H 4, I 4.
 Madison, fm 493 Classon av E to city line; 1 Classon av, 67 Franklin
 av, 125 Bedford av, 213 Nostrand av, 237 Marcy av, 349 Tomp-
- kins av, 411 Throop av, 613 Shuyresant av, 675 Reid av, 813
 Ralph av, 91 B'way, 1003 Bushwick av, 1143 Central av, 1289
 Knickerbocker av, 1367 Irving av, city line. F 4, G 4, H 4, 3.
 Magenta av (late Myrtle), fm Fountain av, bt Liberty av & Atlan-
 tic av, E to Enfield. K 5, L 5.
 Magnolia is now Gares av.
 Main, fm E R, at Catherine ferry, S to Fulton; 13 Plymouth, 107
 Prospect.
 Malbone, fm city line, nr Montgomery, S E to city line, nr Albany
 av; 31 New York av, 171 Kingston av, 269 city line. F 5, G 5.
 Malta (late Mississippi av), fm New Lots rd, bt Williams av &
 Alabama av, S to Jamaica Bay. H 7, I 7.
 Manhasset pl, fm Rapelye, bt Henry & Hicks, S E to Coles. (1
 block). B 5.
 Manhattan av, fm 29 Van Pelt av N to Newtown Creek; 1 Van Pelt
 av, 107 Bedford av, 235 Meserole av, 351 Greenpoint av, 469
 Greene, 541 Dupont, 655 Newtown Creek. F 2, I, E 1.
 Marcy av, fm 302 N 2d S & S E to Fulton; 55 Grand, 195 Division
 av, 233 Penn, 385 Middleton, 499 Ellery, 519 Park av, 517 Myr-
 tle av, 613 Willoughby av, 665 DeKalb av, 700 Lafayette av,
 735 Greene av, 755 Lexington av, 795 Gates av, 849 Putnam
 av, 889 Hancock, 907 Halsey, 957 Fulton. F 2, E 2, 3, F 3,
 4, 5.
 Margaretta is now Halsey.
 Marion, fm 1707 Fulton E to B'way; 1 Fulton, 61 Reid av, 191
 Ralph av, 305 Saratoga av, 501 B'way. (4 5, H 5, I 4.
 Market, fm Washington av E to East av (2 blocks). E 3.
 Market, fm Jamaica av, bt Chestnut & Crescent, S to Jamaica
 Bay; 1 Jamaica av, 149 Fulton av, Jamaica Bay. K 4, L 5,
 6.
 Marshall, fm E R, ft Adams, E to Little; 86 Bridge, 211 Little.
 C 3, D 3.
 Maspeh av, fm Humboldt, nr N 2d, N E to Newtown Creek; 1
 Humboldt, 125 Banzett, 245 Porter av, 305 Garden av,
 Newtown Creek. G 2, H 2.
 Maujer, fm 393 S 1st E to Newtown Creek; 11 Union av, 131 Ewen,
 165 Graham av, 241 Bushwick av, 381 Morgan av, 487 Varrok
 av, 591 Scott av, Newtown Creek. F 3, 2, G 2, H 2.
 McDonough, fm 947 Marcy av E to B'way, 73 Tompkins av, 135
 Throop av, 361 Shuyresant av, 425 Reid av, 579 Ralph av,
 719 Saratoga av, 813 B'way. F 5, G 5, H 5, 4.
 McDougall, fm 1875 Fulton E to B'way; 1 Fulton, 13 Ralph av,
 129 Saratoga av, 243 Rockaway av, 353 B'way. H 4, I 5.
 McKenny, fm 50 Doughty S W to Poplar; 1 Doughty, 21 Poplar.
 C 3.
 McKibbin, fm 557 B'way E to Bogart; 1 B'way, 19 Lorim-r, 87
 Ewen, 129 Graham av, 201 Bushwick av, 363 Bogart, F 3, G 3,
 Meadow, fm 86 Waterbury E to Newton Creek; 1 Waterbury, 139

Porter av, 259 Gardner av, 310 Seneca av, Newtown Creek. G 3, 2, H 2.
 Meeker av, fm 115 Richardson N E to Newtown Creek; 43 Graham av, 141 Monitor, 235 Appollo, 329 Bridgewater, 377 Newtown Creek. F 2, 1, G 1.
 Melrose, fm 927 B'way N E to Irving av; 1 B'way, 61 Bushwick av, 147 Evergreen av, 205 Hamburg, 430 Flushing av, 444 Irving av. G 3, H 3.
 Mercen, fm, Brooklyn Bridge E to Garrison (1 block). C 3.
 Meserole, fm 44 Union av E to city line; 1 Union av, 47 Lorimer, 115 Ewen, 149 Graham av, 215 Bushwick av, 369 Morgan av, 431 Porter av, 551 Gardner av, 658 city line. F 2, G 2.
 Meserole av, fm 12 Franklin E to Front; 1 Franklin, 93 Lorimer, 113 Manhattan av, 311 Jewel, 313 Kingsland av, 345 Front. E 1 F 1.
 Metropolitan av, fm 1 Bushwick av E to Newtown Creek; 1 Bushwick av, 147 Morgan av, 239 Varick av, 369 Newton Creek. G 2, H 2.
 Middagh, fm 61 Columbia hts E to Fulton; 1 Columbia hts, 39 Hicks, 81 Henry, 97 Fulton. C 3, D 3.
 Middleton, fm 121 Wallabout N E to Throop av; 49 Lee av, 173 Harrison av, 231 Throop av. E 3, F 3.
 Millford (late Morse av), fm Atlantic av, bt Montauk av & Logan, S to Fountain av. K 5, 6, 7.
 Mill, fm 457 Columbia E to Hamilton av; 1 Columbia, 41 Hicks, 83 Henry, 127 Clinton, 149 Hamilton av. B 6.
 Mill (E D), fm 191 Metropolitan av E to Newtown Creek; 1 Metropolitan av, 101 Scott av, Newtown Creek. G 2, H 2.
 Miller av, fm Highland Boulevard, bt Hendrix & Sunnyside av. S to Jamaica Bay; 1 Highland Boulevard, 141 Fulton. 203 Atlantic av, 341 Eastern Parkway, 437 Sutter av, 557 Dumont av, 677 Rivedale av, 773 Hegeman av, 905 Stanley av, 1031 Cozine av, 1151 Vandalia av, Jamaica Bay. J 5, 6, 7.
 Milton, fm E R, bt Noble & Greenpoint av, E to Manhattan av; 1 E R, 159 Manhattan av. E 1.
 Moffat, fm 2741 B'way N E to city line; 1 B'way, 53 Bushwick av, 231 Hamburg, 305 city line. I 4.
 Monitor, fm 225 Richardson N to Greenpoint av; 1 Richardson, 113 VanCott av, 293 Meserole av, 379 Greenpoint av. F 2, 1.
 Monmouth av, fm 728 Central av N to city line.
 Monroe, fm 471 Classon av E to B'way; 1 Classon av, 63 Franklin av, 113 Bedford av, 201 Nostrand av, 337 Tompkins av, 399 Throop av, 595 Stuyvesant av, 667 Reid av, 813 Ralph av, 877 B'way. F 4, 5, G 4, H 4.
 Monroe pl, fm 400 Clark S W to Pierrepont (1 block). C 4.
 Montague, fm E R, bt Pierrepont & Remsen E to Court; 29 Furman, 49 Pierrepont pl, 50 Montague ter, 87 Hicks, 127 Henry, 175 Clinton, 219 Court. B 4, C 4.

Montague ter, fm 50 Montague S to Remsen (1 block). B 1.
 Mon auk av, fm Atlantic av, bt Atkins av & Milford, S to Jamaica Bay. K 5, 6, 7.
 Montgomer, fm Washington av, at city line, S E to city line; 73 Washington av, 127 Franklin av, 191 Bedford av, 345 Nostrand av, 455 Brooklyn av, 633 Albany av, 703 Troy av, 735 city line. F 5, G 5.
 Montgomery pl, fm 97 8th av S E to 9th av.
 Monteth, fm 475 Bushwick av E to Evergreen av; 1 Bushwick av, 67 Evergreen av. G 3.
 Montrose av, fm 28 Union av E to city line; 1 Union av, 47 Lorimer, 115 Ewen, 151 Graham av, 227 Bushwick av, 351 Bogart, 453 Porter av, 573 Gardner av, 653 Seneca av, 685 city line. F 2, G 2.
 Moore, fm 613 B'way E to Bogart; 1 B'way, 45 Ewen, 79 Graham av, 161 Bushwick av, 277 Bogart. F 3, G 3.
 Morgan av, fm 1029 Flushing av N to Front, E D; 1 Flushing av, 111 Johnson av, 131 Montrose av, 2-9 Ten Eyck, 345 Orient av, 443 Bennett, 557 Meeker av, 743 Meserole av, 736 Front, E D, G 3, 2, 1.
 Morrell, fm 843 Flushing av N to Bushwick av; 1 Flushing av, 88 Bushwick av. G 3.
 Morse, fm 22 Bridgewater N E to Newtown Creek (1 block). G 1.
 Morton, fm 541 Kent av N E to Bedford av; 1 Kent av, 45 Wythe av, 39 Bedford av. E 3.
 Multrie, fm 635 Humboldt N to Greenpoint av; 61 Meserole av, 121 Greenpoint av. F 1.
 Mumby's al, fm 11 Nassau N to High (1 block). C 4.
 Myrtle is now Willoughby av.
 Myrtle av, fm 351 Fulton E to city line; 2 Fulton, 1 Washington, 15 Flood's, 27 Adams, 34 Union la, 49 Pearl, 69 Jay, 91 Lawrence, 115 Bridge, 137 Dufiled, 157 Gold, 173 Prince, 189 Fleet pl, 205 Hudson av, 227 Navy, 251 Raymond, 259 Division, 275 Canton, 349 N Elliott pl, 299 N Portland av, 309 N Oxford, 319 Cumberland, 320 Washington pk, 337 Carlton av, 355 Adelphi, 379 Clermont av, 401 Vanderbilt av, 421 Clinton av, 441 Waverly av, 463 Washington av, 481 Hall, 499 Ryerson, 517 Grand av, 533 Steuben, 549 Schenck, 577 Classon av, 597 Graham, 613 Kent av, 643 Franklin av, 663 Skillman, 679 Bedford av, 697 Spencer, 713 Walworth, 733 Sanford, 753 Nostrand av, 831 Marcy av, 905 Tompkins av, 975 Throop, 1037 Sumner av, 1099 Lewis av, 1147 B'way, 1149 Jefferson, 1171 Troutman, 1178 Ditmars, 1197 Bushwick av, 1215 Charles av, 1217 Myrtle, 1245 Suydam, 1294 Evergreen av, 1271 Elm, 1305 Cedar, 1309 Central av, 1311 De Kalb av, 1335 Stockholm, 1361 Stanhope, 1373 Hamburg, 1383 Himrod, 1403 Harmon, 1437 Greene av, 1439 Knickerbocker av, 1459 Bleecker, 1487 Ralph, 1515 Grove, 1517 Irving av, 1543 Linden, 1571 Gates

- av, 1562 Wyckoff av, 1589 Palmetto, 1593 city line. C 3, 4, D 4, E 4, F 4, G 3, H 3.
- Nassau, fm 187 Fulton E to Navy; 1 Fulton, 35 Washington, 169 Bridge, 273 Navy. C 4, D 4.
- Nassau av, fm 87 N 14th N E to Varick; 1 N 14th, 65 Lorimer, 88 Manhattan av, 165 Diamond, 285 Morgan av, 351 Varick. E 2, F 2, 1.
- Nassau pl, fm 252 Nassau S to Concord (1 block). D 3.
- Navy, fm 243 York S to DeKalb av; 1 York, 24 Sands, 33 High, 74 Park, 130 Johnson, 172 Myrtle av, 214 Willoughby, 234 Lafayette, 280 DeKalb av. D 3, 4.
- Nelson, fm 399 Columbia av S E to Smith; 1 Columbia, 45 Hicks, 85 Henry, 87 Hamilton av, 147 Clinton, 175 Court, 243 Smith. B 5, C 6.
- Nevins, fm 10 Flatbush av S W to Carroll; 1 Flatbush av, 23 Livingston, 43 Schermerhorn, 61 State, 81 Atlantic av, 99 Pacific, 143 Bergen, 243 Douglass, 341 Carroll. D 5, C 5.
- Newell, fm 57 Van Cott av N to Greenpoint av; 1 Van Cott av, 121 Norman av, 285 Greenpoint av. F 1.
- New Jersey av, fm city line, at Highland Boulevard, S to Jamaica Bay; 1 Highland Boulevard, 57 Jamaica av, 107 Fulton, 165 Atlantic av, 250 Glenmore av, 355 Belmont av, 463 Blake av, 585 Livonia av, 689 New Lots rd, 789 Vienna av, 981 Cozine av, 1049 Vandalla av, Jamaica Bay. J 5, 6, 7.
- New Lots rd, fm Thatford av, at city line, E to Duumont av. H 6, I 6, 1 6.
- Newport (lat- Vanderveer av), fm city line, at Thatford av, E to New Lots rd. H 6, I 6.
- Newton, fm 344 Union av N E to Van Pelt av; 1 Union av, 47 Lorimer, 137 Graham av. F 2.
- New York av, fm 1350 Fulton S to city line; 1 Fulton, 57 Atlantic av, 75 Pacific, 121 Bergen, 147 St Mark's av, 173 Prospect pl, 271 Degraw, 377 Crown, 448 city line. F 5, 6.
- Nicholas av, fm Jamaica av, bt Railroad av & Grant av, S to Atlantic av. L 4, 5.
- Noble, fm E R, bt Oak & Milton, E to Manhattan av; 1 E R, 83 Franklin, 150 Lorimer, 165 Manhattan av. E 1.
- Noll (late Prospect, E D), fm 525 Bushwick av E to Rock; 1 Bushwick av, 69 Evergreen av, 175 Flushing av, 177 Rock.
- Norman av, fm 47 N 15th N E to Bridgewater; 1 N 15th, 75 Lorimer, 89 Manhattan av, 185 Jewel, 285 Sutton, 331 Bridgewater, E 1, F 1.
- North, fm Washington av E to East av (2 blocks). E 3.
- North Elliott pl, fm 16 Flushing av S to Myrtle av; 1 Flushing av, 63 Park av, 155 Myrtle av. D 3, 4.
- North Henry, fm 209 Richardson N to Paidge av; 1 Richardson, 291 Meserole av, 369 Greenpoint av, 449 Paidge av. F 2, 1.
- North Oxford, fm 48 Flushing av S to Myrtle av; 1 Flushing av, 57 Park av, 161 Myrtle av. D 3, 4.
- North Portland av, fm 30 Flushing av S to Myrtle av; 1 Flushing av, 59 Park av, 157 Myrtle av. D 3, 4.
- North 1st, fm E R, bt Grand & N 2d, S E to Driggs; 37 Kent av, 75 Wythe av, 153 Bedford av, 191 Driggs. E 2.
- North 2d, fm E R, bt N 1st & N 2d, S E & E to Bushwick av; 1 E R, 37 Kent av, 79 Wythe av, 157 Bedford av, 189 Driggs, 259 N 5th, 369 Lorimer, 435 Ewen, 469 Graham av, 513 Bushwick av. E 2, F 2.
- North 3d, fm E R, bt N 2d & N 4th, S E to Driggs; 1 E R, 38 Kent av, 81 Wythe av, 157 Bedford av, 193 Driggs. E 2.
- North 4th, fm E R, bt N 3d & N 5th, S E to N 2d; 25 Kent av, 265 Wythe av, 139 Bedford av, 175 Driggs av, 231 N 2d. E 2.
- North 5th, fm E R, bt N 4th & N 6th, S E to N 2d; 1 E R, 29 Kent av, 65 Wythe av, 143 Bedford av, 221 Roebling, 269 N 2d. E 2.
- North 6th, fm E R, bt N 5th & N 7th, S E to N 2d; 1 E R, 39 Kent av, 73 Wythe av, 151 Bedford av, 183 Driggs, 207 N 2d. E 2.
- North 7th, fm E R, bt N 6th & N 8th, S E to Union av; 1 E R, 49 Kent av, 83 Wythe av, 157 Bedford av, 193 Driggs, 229 Union av. E 2, F 2.
- North 8th, fm E R, bt N 7th & N 9th, S E to Union av; 1 E R, 45 Kent av, 83 Wythe av, 133 Berry, 159 Bedford av, 195 Driggs, 205 Union av. E 2, F 2.
- North 9th, fm E R, bt N 8th & N 10th, S E to Hawemeyer, at Withers; 1 E R, 43 Kent av, 81 Wythe av, 121 Berry, 157 Bedford av, 197 Driggs, 269 Withers. E 2, F 2.
- North 10th, fm E R, bt N 9th & N 11th, S E to Union av; 41 Kent av, 77 Wythe av, 153 Bedford av, 189 Driggs, 249 Union av. E 2, F 2.
- North 11th, fm E R, bt N 10th & N 12th, S E to Union av; 41 Kent av, 77 Wythe av, 153 Bedford av, 189 Driggs, 231 Union av. E 2, F 2.
- North 12th, fm E R, bt N 11th & N 13th, S E to Union av; 65 Kent av, 101 Wythe av, 177 Bedford av, 233 Union av. E 2, F 2.
- North 13th, fm E R, bt N 12th & N 14th, S E to Union av; 55 Kent av, 91 Wythe av, 167 Bedford av, 204 Driggs, 208 Union av. E 2, F 2.
- North 14th, fm E R, bt N 13th & N 15th, S E to Van Cott av; 1 Franklin, 45 Wythe av, 119 Bedford av, 159 Van Cott av. E 2.
- North 15th, fm 2 Franklin av S E to Van Cott av; 1 Franklin, 58 Wythe av, 111 Dobbin, 132 Bedford av, 151 Van Cott av. E 2.
- Norwood av (late Nassau), fm Sunnyside av, bt Laurel & Jamaica av, S to Atlantic av; 1 Sunnyside av, 115 Fulton, 161 Atlantic av. K 4, 5.
- Nostrand av, fm 238 Wallabout S to city line; 19 Flushing av, 77 Park av, 135 Myrtle av, 169 Willoughby av, 233 DeKalb av,

263 Lafayette av, 295 Greene av, 311 Lexington av, 349 Gates av, 397 Putnam av, 437 Hancock, 457 Halsey, 495 Fulton, 563 Atlantic av, 573 Pacific, 613 Bergen, 641 St Mark's av, 663 Prospect pl, 775 Degraw, 807 Union, 915 Montgomery, city line. F 3, 4, 5, 6.
 Nutria al, fm 207 Adams E to Jay (2 blocks). C 4.
 Oak, fm E R, bt Noble & Calver, E to Guernsey: 1 E R, 89 Franklin, 135 Guernsey. E 1.
 Oakland, fm 37 Van Cott av N to Newtown Creek; 1 Van Cott av, 103 Meserole av, 243 Greenpoint av, 263 Kent, 371 Eagle, 455 Newtown Creek. F 2, 1, E 1.
 Ocean pl, fm 1238 Herkimer S W to Atlantic av (1 block). H 5.
 Old Wood Pt rd, fm Maspeth av, opp Bushwick av, N to Jackson (2 blocks). G 2.
 Olive, fm 653 Grand N to Sharon; 1 Grand, 59 Metropolitan av, 80 Sharon G 2.
 Olive pl, fm 1342 Herkimer S W to Atlantic av (1 block). I 5.
 Orange, fm 101 Columbia hqts E to Fulton; 1 Columbia hqts, 41 Hicks, 83 Henry, 103 Fulton. E 3, C 4
 Orchard is now Manhattan av.
 Oregon is closed.
 Orient av, fm 17 Metropolitan av E to Newtown Creek; 1 Metropolitan av, 151 Morgan av, 271 Varick av, 431 Seneca av, Newtown Creek. G 2.
 Ormond pl, fm 92 Putnam av S to Fulton; 1 Putnam av, 19 Jefferson av, 47 Fulton. F 5
 Osborn (late Ocean av), fm E New York av, bt Liberty av & Watkins, S to city line. I 4, 5, 6, 7.
 Otsego, fm 107 Dwight S W to Elizabeth; 1 Bush, 102 Elizabeth. B 6.
 Oxford, see N Oxford & S Oxford.
 Pacific, fm E R, bt Atlantic av & Amity, E to E New York av, 25 Columbia, 67 Hicks, 103 Henry, 151 Clinton, 197 Court, 237 Boerum pl, 273 Smith, 389 Bond, 503 3d av, 571 4th av, 619 Flatbush av, 617 Sixth av, 843 Vanderbilt av, 917 Washington av, 975 Grand av, 1053 Classon av, 1145 Franklin av, 1415 Bedford av, 1287 Nostrand av, 1431 Brooklyn av, 1575 Albany av, 1619 Troy av, 1797 Utica av, 1929 Buffalo av, 2003 Ralph av, 2121 Saratoga av, 2359 Rockaway av, 2385 Sackman, 2449 E New York av. B 4, C 4, 5, D 5, E 5, F 5, G 5, H 5.
 Paidge av, fm 418 Oakland S E to Emery; 1 Oakland, 109 Duck, 243 Emery. E 1, F 1, G 1.
 Palmetto, fm 1389 B way N E to city line; 1 B way, 47 Bushwick av, 89 Evergreen av, 157 Central av, 279 Knickerbocker av, 405 Myrtle, 417 city line. H 4, 3, I 3.
 Park, fm 835 B way N E to Beaver (1 block). G 3.
 Park al, fm Prince, bt Concord & Tillary, E (1/2 block). C 3.
 Park av, fm 261 Hudson av E to B way; 1 Hudson av, 107 N Ox-

ford, 131 Cumberland, 213 Vanderbilt av, 233 Clinton av, 277 Washington av, 323 Grand av, 379 Classon av, 431 Kent av, 463 Franklin av, 503 Bedford av, 569 Nostrand av, 723 Tompkins av, 783 Throop av, 859 B way. D 3, E 3, F 3, G 3.
 Park pl, fm 97 Fifth av E to E New York av; 1 5th av, 159 7th av, 166 Flatbush av, 205 Vanderbilt av, 245 Grant av, 257 Classon av, 373 Franklin av, 443 Bedford av, 457 Rogers av, 639 Nostrand av, 607 New York av, 817 Albany av, 893 Troy av, 965 Schenectady av, 1095 Rochester av, 1241 Ralph av, 1377 Saratoga av, 1499 E New York av. D 5, E 5, F 6, G 6, H 6.
 Parkway, fm Prospect pk, at Flatbush av, E to City line; 929 Washington av, 957 Classon av, 1048 Franklin av, 1115 Bedford av, 1169 Rogers av, 1241 Nostrand av, 1383 Brooklyn av, 1531 Albany av, 1669 Schenectady av, 1737 Utica av, 1875 Buffalo av, 1949 Ralph av, city line. E 6, F 6, G 6, H 6.
 Parker, fm 60 Kingsland av E to Newtown Creek; 1 Kingsland av, 115 Vandervoort av, 237 Stewart av, 329 Newtown Creek. G 6.
 Partition, fm 60 Otsego N W to New York Bay; 1 Otsego, 111 Van Brunt, 241 New York Bay. B 6, A 6.
 Patchen av, fm 1106 B way S to Fulton; 2 B way, 1 Lafayette av, 37 Greene av, 57 Lexington av, 89 Gates av, 139 Putnam av, 179 Hancock, 199 Halsey, 301 Chauncey, 321 Marion, 345 Fulton. G 4, H 4, 5.
 Pearl, fm E R, bt Adams & Jay, S to Fulton; 1 Marshall, 119 Franklin pl, 155 Sands, 179 High, 311 Johnson, 347 Myrtle av, 393 Willoughby, 403 Fulton. C 3, 4.
 Pellington pl, fm Bushwick av, at Jamaica av, N to Sunnyside av. K 4.
 Penn, fm 709 Kent av N E to B way; 1 Kent av, 49 Wythe av, 99 Bedford av, 151 Le av, 271 Harrison av, 305 B way. E 3, F 3.
 Pennsylvania av, fm Jamaica av, bt Sheffield av & New Jersey av, S to Jamaica Bay; 1 Jamaica av, 37 Fulton, 91 Atlantic av, 285 Belmont av, 391 Blake av, 451 Dumont av, Jamaica Bay. I 5, 6, 7.
 Pequot, fm 29 Paidge av N E to Newtown Creek (1 block). E 1.
 Percival, fm Clinton, bt Hallack & Bryant, S E to Gowanus Bay. B 6.
 Perry pl, fm 1171 Atlantic av N to Herkimer pl (1 block). F 5.
 Phillips al, fm Plymouth, bt Jay & Bridge, S to Water (1 block). C 3.
 Pierrepont, fm 203 Columbia hqts E to Fulton; 1 Columbia hqts, 47 Hicks, 63 Henry, 135 Clinton, 169 Fulton. B 4, C 4.
 Pierrepont pl, fm 2 Pierrepont S to Montague (1 block). B 4.
 Pilling, fm 17-69 B way N E to city line; 1 B way, 53 Bushwick av, 111 Evergreen av, 171 Central av, 289 city line. I 4.
 Pine, fm Etha, bt Market & Crescent, S to Atlantic av & fm Conduit av S to Jamaica Bay. L 4, 5.
 Pineapple, fm 117 Columbia hqts E to Fulton; 1 Columbia hqts, 43 Hicks, 79 Henry, 105 Fulton. B 4, C 4.

- Pink, fm Commercial, bt Blue & Bell, N W to Newtown Creek (1 block). E 1.
- Piazza, boundary of the entrance of Prospect Park, at Flatbush av & Vanderbilt av. F 5, 6.
- Pleasant pl, fm 1312 Herkimer S W to Atlantic av (1 block). I 5.
- Plymouth, fm E R, nr Water, E to Little; I E R, 97 Washington, 215 Bridge, 327 Little. C 3, D 3.
- Polhemus pl, fm 784 Carroll S W to Garfield pl (1 block). E 6.
- Pollock, fm 10 Front N E to Newtown Creek (1 block). F 1.
- Poplar, f n 39 Columbia Hgts S E to Henry; I Columbia Hgts, 47 Hicks, 87 Henry. B 3, C 3.
- Poplar pl, fm 84 Fulton S to Poplar (1 block). C 3.
- Porter av, fm Flushing av, bt Vandervoort av & Varick av, N to Mesker av; I Flushing av, 79 Johnson av, 111 Montrose av, 211 Ten Eyck, 321 Maspeth av, 421 Amos, 523 Cherry. H 3, 2, G 2.
- Portland av, see N Portland av & S Portland av.
- Powell (date Orient av), fm E New York av, bt Sackman & Junius, S to av D. I 5, 6, 7.
- Powers, fm 148 Union av E to Catherine; I Union av, 55 Lorimer, 163 Graham av, 225 Bushwick av, 213 Catharine. F 2, G 2.
- Prescott pl, fm 980 Herkimer S W to Atlantic av (1 block). H 5.
- President, fm 31 Hamilton av S E to city line; I Hamilton av, 131 Hicks, 173 Henry, 221 Clinton, 269 Court, 295 Smith, 345 Hoyt, 463 Nevins, 519 3d av, 639 5th av, 883 7th av, 969 9th av, 991 Franklin av, 1055 Bedford av, 1189 Nostrand av, 1333 Brooklyn av, 1481 Albany av, 1551 Troy av, 1687 Utica av, 1827 city line. B 5, C 5, D 5, E 6, F 6, G 6.
- Prince, fm 220 Concord, bt Gold & Hudson av, S to Fleet; I Concord, 125 Myrtle av, 173 Willoughby, 215 Fleet. D 4.
- Private way, fm Pearl, bt York & Prospect, E to Jay (1 block). C 3.
- Prospect, fm 107 Main E to Navy; 27 Washington, 139 Bridge, 233 Navy. C 3, D 3.
- Prospect, E D, is now Noll.
- Prospect av, fm Gowanus Bay, bt Hamilton av & 17th, S E to city line; I Gowanus Bay, 87 Hamilton av, 241 5th av, 365 7th av, 489 9th av, 647 city line. C 6, 7, D 7, E 7.
- Prospect pk, bounded by Flatbush av, 9th av & 15th.
- Prospect pl, fm 77 5th av E to E New York av; I 5th av, 109 Flatbush av, 327 Vanderbilt av, 389 Washington av, 403 Grand av, 501 Classon av, 609 Franklin av, 693 Bedford av, 797 Nostrand av, 961 Brooklyn av, 1211 Troy av, 1379 Utica av, 1545 Buffalo av, 1637 Ralph av, 1797 Saratoga av, 1879 Hopkinson av, 1969 E New York av. D 5, E 5, F 6, G 5, H 6.
- Prosper ter, fm Prospect, bt Jay & Bridge, S C 2 block). C 3.
- Provost, fm 257 Greenpoint av N E to Paudge av; I Greenpoint av, 163 Freeman, 143 Paudge av. F 1.
- Puaski, fm 203 Nostrand av E to B way; I Nostrand av, 153 Tompkins av, 205 Throop av, 407 Stuyvesant av, 475 B way. F 4, G 4.
- Putnam av, fm 1005 Fulton E to city line; I Cambridge pl, 77 Classon av, 147 Franklin av, 201 Bedford av, 287 Nostrand av, 421 Tompkins av, 495 Throop av, 615 Lewis av, 721 Stuyvesant av, 789 Reid av, 859 Patchen av, 941 Ralph av, 1083 B way, 1139 Bushwick av, 1139 Evergreen av, 1327 Hamburg, 1475 Irving av, 1535 city line. E 5, F 4, G 4, H 4, 3.
- Quay, fm E R, S of Calyer, E to Franklin; I E R, 95 Franklin E 1.
- Quincey, fm 2 Downing E to B way; 45 Classon av, 111 Franklin av, 163 Bedford av, 249 Nostrand av, 389 Tompkins av, 449 Throop av, 575 Lewis av, 643 Stuyvesant av, 707 Reid av, 845 Ralph av, 861 B way. E 4, F 5, F 4, G 4, H 4.
- Radde pl, fm 1147 Herkimer S W to Atlantic av (1 block). H 5.
- Railroad av, fm Jamaica av, bt Hemlock & Nichols av, S to Jamaica Bay. L 4, 5, 6, 7.
- Ralph, fm 969 Bushwick av N E to city line; I Bushwick av, 26 Evergreen av, 205 Myrtle av, 403 city line. H 3, 4.
- Ralph av, fm 1304 B way S to city line; I B way, 2 Lexington av, 35 Gates av, 87 Putnam av, 127 Hancock, 233 Lumbard, 303 Fulton, 321 Herkimer, 355 Atlantic av, 373 Pacific, 427 Bergen, 455 St Mark's av, 481 Prospect pl, 581 Degraw, city line. H 4, 5, 6.
- Randolph, fm 114 Bogart E to Covert av; I Bogart, 133 Varick av, 201 Gardner av, 301 Covert av. G 3, H 3, H 2.
- Rantcu, fm 49 Paudge av N E to Newtown Creek (1 block). E 1.
- Rapelye, fm 169 Van Brunt S E to Henry; I Van Brunt, 91 Hicks, 131 Henry. B 5.
- Raymond, fm 32 Park av S to DeKalb av; I Park av, 91 Myrtle av, 135 Willoughby, 144 Lafayette, 169 DeKalb av. D 4.
- Record pl, fm Chestnut, bt Atlantic av & Fulton av, E (1 block). K 5.
- Red Hook la, fm 254 Fulton S W to Livingston (1 block). C 4.
- Reid, fm 458 Van Brunt N W to New York Bay; I Van Brunt, 59 New York Bay. A 6.
- Reid av, fm 1074 B way S to Fulton; I B way, 21 DeKalb av, 55 Lafayette av, 87 Greene av, 103 Lexington av, 139 Gates av, 195 Putnam av, 231 Hancock, 247 Hansey, 347 Marion, 359 Fulton. G 4, 5.
- Remsen, fm Fulton, bt Montague & Joralemon S E to Court; I Furman, 59 Hicks, 95 Henry, 143 Clinton, 189 Court. B 4, C 4.
- Repose pl, fm Schenck av, bt New Lots rd & Hegehan av, E to Jerome (2 blocks). J 6.
- Richards, fm 22 Rapelye S W to Erie Basin; I Rapelye, 111 Williams, 230 Elizabeth, Erie Basin. B 5, 6.
- Richardson, fm 300 Union av E to Kingsland av; I Union av, 51 Lorimer, 124 Ewen, 153 Graham av, 243 Kingsland. F 2.

Sands, fm 135 Fulton, E to Navy; Bridge, 2 Fulton, 25 Washington, 147 Bridge, 241 Navy. C 3, D 3.
 Sapphire, fm Dumont av, at city line. S to city line. L 6.
 Saratoga av, fm 1486 B'way S to city line; 2 B'way, 41 Halsey, 141 Chauncey, 273 Atlantic av, 287 Pacific, 355 Bergen, 441 Butler, city line. H 4, 5, 6.
 Schaeffer, fm 1671 B'way N E to city line; 1 B'way, 47 Bushwick av, 97 Evergreen av, 299 city line. H 4, 14.
 Schenck, fm 308 Flushing av S to Lafayette av; 1 Flushing av, 119 Myrtle av, 225 DeKalb av, 267 Lafayette av. E 3, 4.
 Schenck av, fm Jamaica av, bt Hendrix & Barbey, S to Jamaica Bay; 1 Jamaica av, 125 Fulton, 181 Atlantic av, 275 Glenmore av, 371 Belmont av, 479 Blake av, 637 New Lots rd. J 5, 6.
 Schenectady av, fm 1632 Fulton S to city line; 1 Fulton, 55 Atlantic av, 73 Pacific, 115 Bergen, 253 Degraw, 367 city line. G 5, 6.
 Schermerhorn, fm 151 Clinton, S E to Flatbush av, 1 Clinton, 49 Court, 135 Smith, 365 3d av, 373 Flatbush av. C 4, D 4.
 Scholes, fm 63 Union av E to Newtown Creek; 1 Union av, 45 Louwer, 119 Ewen, 221 Bushwick av, 329 Bogart, 433 Porter av, 553 Gardner av, Newtown Creek. F 2, G 2.
 Scott av, fm 515 Johnston av N to Newtown Creek; 1 Johnson av, 51 Montrose av, 135 Metropolitan av, 255 Orient av, 365 Amos, 463 Cherry, 517 Newtown Creek. H 2.
 Seabring, fm 356 Columbia N W to Van Brunt; 1 Columbia, 97 Van Brunt. B 5.
 Sedgwick, fm E R, bt Irving & Degraw, S E to Columbia; 1 E R, 97 Columbia. B 5.
 Seigel, fm 581 B'way E to Bogart; 1 B'way, 71 Ewen, 103 Graham av, 177 Bushwick av. F 3, G 3.
 Seneca av, fm 281 Randolph N to Newtown Creek; 1 Randolph, 19 Montrose av, 161 Grand, 271 Bullton, Newtown Creek. G 2, H 2.
 Sentinel pl, fm Market, bt Atlantic av & Fulton, E 1 block. K 5.
 Setauket, fm 69 Paidge av N E to Newtown Creek (1 block). F 1.
 Sharon, fm 40 Orient av E to Morgan av (1 block). G 2.
 Shawsnet, fm 9 Paidge av N E to Newtown Creek (1 block). E 1.
 Sheffield av, fm Jamaica, bet Georgia av & Penn av, S to Jamaica Bay; 1 Jamaica av, 25 Fulton, 75 Atlantic av, 273 Belmont av, 381 Blake av, 501 Livonia av, 631 New Lots rd, 533 Stanley av, 979 Cozine av, 1097 Vandahia, Jamaica Bay. I 6, 6, 7.
 Shepard av, fm Jamaica Bay, bt Essex & Breslau, S to Jamaica Bay; 1 Jamaica av, 239 Atlantic av, 375 Glenmore av, 473 Belmont av, 581 Blake av, 663 New Lots rd, Jamaica Bay. K 4, 5, 6.
 Sheridan av, fm Atlantic av, bt Lincoln av & Grant av, S to Jamaica Bay. L 5, 6.
 Sherlock pl (late Lafayette pl), fm Herkimer, bt Stone av & Sackman, S to Atlantic av (1 block) I 5.

Richmond (late Rapelle), fm Jamaica av, bt Logan & Chestnut, S to Force Tube av; 1 Jamaica av, 187 Fulton. K 4, 5.
 Ridgewood av, fm Palmetto, nr Irving av, E to Jacob (3 blocks).
 Ridgewood av, fm Jamaica av, junc Jerome, E to city line; 2 Jamaica av, 121 Linwood, 243 Norwood av, 351 Chestnut, 467 Hemlock, 509 Enfield, city line. K 4, L 4.
 River, fm 380 Kent av N to N 3d; 1 Kent av, 57 Grand. E 2.
 Riverdale av (late Rapelle av), fm city line, at Thatford av, E to New Lots rd. H 6, I 6, J 6.
 Rochester av, fm 1814 Fulton S to city line; 1 Fulton, 55 Atlantic av, 273 Pacific, 117 Bergen, 145 St Mark's av, 167 Prospect pl, 261 Degraw, city line. H 5, G 5, G 6.
 Rock, fm 24 Bogart E to Flushing av; 1 Bogart, 89 Flushing av. G 3.
 Rockaway av, fm 1720 B'way N W to city line; 1 B'way, 131 Fulton, 185 Atlantic av, 203 Pacific, 249 Bergen, 325 Prospect pl, 423 Eastern Parkway, 527 Sutter av, 677 city line. H 4, 5, 15, 6, 7.
 Rockwell pl, fm DeKalb av, opp Navy, S to Flatbush av. D 4.
 Rodney, fm Wallabout Canal, bt Ross & Keap, N E to N 24; 1 Wallabout Canal, 10 Kent av, 65 Wythe av, 125 Bedford av, 179 Lee av, 275 B'way, 388 S 1st, 467 N 2d. E 2, F 3, 2.
 Roebbling (late 6th, E D), fm 308 Union av S to Division av; 1 Union av, 105 N 6th, 211 S 2d, 323 S 9th. E 2, F 2.
 Rogers av, fm Dean, at Bedford av, S to city line; 1 Bedford av, 39 Bergen, 67 St Mark's av, 93 Prospect pl, 199 Parkway, city line. F 5, 6.
 Rose pl, fm 1995 B'way N E to Bushwick av (1 block). I 5.
 Ross, fm Wallabout Canal, bt Wilson & Rodney, N E to Division av; 19 Kent av, 67 Wythe av, 125 Bedford av, 177 Lee av, 235 Division av. E 3, F 3, 2.
 Ruby, fm Eastern Parkway, at city line, S to city line. L 6.
 Rusli, fm 524 Kent av E to Division av; 1 Kent av, 35 Wythe av, 65 Division av. E 3.
 Russell, fm 99 Meeker av N to Greenpoint av; 1 Meeker av, 253 Meserole av, 321 Greenpoint av. F 2, I.
 Russell pl, fm 1144 Herkimer S W to Atlantic av (1 block). H 5.
 Rutledge, fm 27 Wallabout N E to B'way; 31 Kent av, 65 Wythe av, 119 Bedford av, 173 Lee av, 297 Harrison av, 339 B'way. E 3, F 3.
 Ryerson, fm 254 Flushing av S to Lafayette av; 1 Flushing av, 139 Myrtle av, 187 Willoughby av, 257 DeKalb av, 303 Lafayette av. E 4.
 Sackett, fm E R, bt Degraw & Union, S E to 5th av; 1 E R, 167 Hicks, 203 Henry, 247 Clinton, 297 Court, 355 Smith, 417 Hoyt, 585 3d av, 723 5th av. B 5, C 5, D 5.
 Sackman, fm McDougal, at B'way, S to A D. I 4, 5, 6, 7.
 Sanford, fm 510 Flushing av S to DeKalb av; 1 Flushing av, 67 Park av, 131 Myrtle av, 179 Willoughby av, 241 De Kalb av. F 3, 4.

- Sherman, fm 53 Tenth av S E to city line; 1 10th av, 133 city line. D 4, E 7.
- Sidney pl, fm 120 Joralemon S to State; 1 Joralemon, 19 Livingston, 61 State. C 4.
- Sigourney, fm 790tesgo SE to Gowanus Bay; 49 Columbia, 93 Hicks, 113 Clinton, 165 Court, 191 Smith, 209 Gowanus Bay. B 6, C 6.
- Skullman, fm 414 Flushing av S to Lafayette av; 1 Flushing av, 59 Park av, 127 Myrtle av, 175 Willoughby av, 245 De Kalb av, 291 Lafayette av. E 3, F 3, 4.
- Skullman av, fm 236 Union av E to Kingsland av; 1 Union av, 51 Lorimet, 123 Ewen, 159 Graham av, 255 Kingsland av. F 2.
- Smith, fm 382 Fulton S W to Gowanus Bay; 1 Fulton, 33 Livingston, 53 Schermerhorn, 73 State, 91 Atlantic av, 111 Pacific, 147 Bergen, 241 Douglass, 343 Carroll, 443 Sixth, 501 Ninth, 537 Centre, 641 Halleck, Gowanus Bay. C 4, 5, 6.
- Smith's al, fm 240 High S to Nassau (1 block). D 3.
- Suediker av, fm Atlantic av, opp Williams pl, S to Fresh Creek; 1 Atlantic av, 81 Liberty av, 177 Eastern Parkway, 271 Sutter av, 391 Dumont av, 539 Riverdale av, 539 Newport, 655 New Lots rd. I 5, 6, 7.
- Snell's al, fm 25 Nassau N to High (1 block).
- Somers, fm 2021 Fulton E to B'way; 1 Fulton, 109 Stone av, 201 B'way. H 4, I 4.
- South, fm Washington av E to East av (2 blocks). E 3.
- South Elliott pl, fm 135 De Kalb av S to Atlantic av; 1 De Kalb av, 83 Lafayette av, 91 Fulton, 127 Hanson pl, 197 Atlantic av. D 4, 5.
- South Oxford, from 136 De Kalb av S to Atlantic av; 1 De Kalb av, 75 Lafayette av, 123 Greene av, 125 Hanson pl, 213 Atlantic av. D 4, 5.
- South Portland av, fm 144 De Kalb av S to Atlantic av; 1 De Kalb av, 75 Lafayette av, 107 Fulton, 125 Hanson pl; 209 Atlantic av. D 4, 5.
- South 1st, fm E R, bt Grand & S 2d, S E to Union av; 21 Kent av, 61 Wythe av, 147 Bedford av, 263 Havemeyer, 351 Keap, 402 Union av. E 2, F 2.
- South 2d, fm E R, bt S 1st & S 3d, S E to Union av; 29 Kent av, 67 Wythe av, 139 Bedford av, 255 Havemeyer, 339 Keap, 415 Union av. E 2, F 2.
- South 3d, fm E R, bt S 2d & S 4th, S E to Union av; 15 Kent av, 53 Wythe av, 127 Bedford av, 235 Havemeyer, 331 Keap, 415 Union av. E 2, F 2.
- South 4th, fm E R, bt S 3d & S 5th, S E to Union av; 17 Kent av, 59 Wythe av, 129 Bedford av, 241 Havemeyer, 365 Hooper, 473 Union av. E 2, F 2.
- South 5th, fm E R, bt S 4th & S 6th, S E to Union av; 17 Kent av, 57 Wythe, 127 Bedford av, 249 Havemeyer, 341 Keap, 445 Union av. E 2, F 2.
- South 6th, fm E R, bt S 5th & B'way, S E to B'way; 15 Kent av, 55 Wythe av, 119 Bedford av, 120 B'way. E 2.
- South 8th, fm E R, bt B'way & S 9th, S E to B'way; 25 Kent av, 61 Wythe av, 121 Bedford av, 157 Driggs and 236 B'way. E 2.
- South 9th, fm E R, bt S 8th & S 10th, E to B'way; 21 Kent av, 57 Wythe av, 125 Bedford av, 165 Driggs, 367 Marcy av, 299 B'way. E 2.
- South 10th, fm E R, bt S 9th & S 11th, E to Bedford av; 17 Kent av, 43 Wythe av, 107 Bedford av. E 2.
- South 11th, fm E R, bt S 10th & Division av, E to Berry; 13 Kent av, 37 Wythe av. E 2.
- Spencer, fm 464 Flushing av S to De Kalb av; 1 Flushing av, 63 Park av, 127 Myrtle av, 173 Willoughby av, 235 De Kalb av. F 3, 4.
- Spencer pl, fm 1181 Fulton N to Hancock (1 block). F 4.
- Spragne's al, fm 225 Fulton E to Liberty (1 block). C 4.
- Stagg, fm 80 Union av E to Newtown Creek; 1 Union av, 47 Lorimer, 129 Ewen, 167 Graham av, 239 Bushwick av, 341 Bogart, 442 Porter av, 563 Garduer av, Newtown Creek. F 2, 3, G 2, H 2.
- Stanhope, fm 843 Bushwick av N E to Cypress av; 1 Bushwick av, 31 Evergreen av, 137 Myrtle av, 279 Irving av, 383 St Nicholas av, 413 Cypress av. H 4, 3.
- Stanley av (late Stoothoff av), fm Louisiana av, bt Wortman av & Vienna av, E to city line. I 7, 6, J 6, K 6.
- Starr, fm 125 Central av N E to city line; 1 Central av, 121 Knickerbocker av, 257 Wyckoff av, 387 Covert av, 395 city line, H 3.
- State, fm 363 Furman S E to Flatbush av; 1 Furman, 59 Hicks, 91 Henry, 131 Clinton, 183 Court, 225 Boerum pl, 259 Smith, 363 Bond, 471 3d av, 513 Flatbush av. B 4, C 4, D 4, 5.
- Sterling pl, fm 117 5th av E to Vanderbilt av; 1 5th av, 139 7th av, 177 Flatbush av, 249 Vanderbilt av. D 5, E 5.
- Steuben, fm 292 Flushing av S to Lafayette av; 1 Flushing av, 53 Park av, 117 Myrtle av, 163 Willoughby av, 225 De Kalb av, 267 Lafayette av. E 3, E 4.
- Stewart, fm 1943 B'way N E to Evergreen cem; 1 B'way, 53 Bushwick av, 93 Evergreen cem.
- Stewart av, fm Flushing av, bt Irving av & Thames, N to Meeker av; 1 Flushing av, 45 Harrison pl, 85 Johnson av, 127 Montrose av, 227 Ten Eyck, 327 Orient av, 425 Bennett, 533 Cherry, 585 Meeker av. H 3, 2, C 2, 1.
- Stewart's al now Flint.
- St Andrew's pl, fm 1403 Atlantic av N to Herkimer (1 block). G 3.
- St Felix, fm 117 De Kalb av S to Hanson pl; 1 De Kalb av, 71 Fulton, 87 Lafayette av, 147 Hanson pl. D 4, 5.
- St James pl, from 330 De Kalb av S to Atlantic av; 1 De Kalb av, 45 Lafayette av, 85 Greene av, 161 Gates av, 225 Fulton, 231 Atlantic av. E 4, 5.

St John's pl, fm 137 5th av E to Flatbush av; 1 5th av, 165 7th av, 253 8th av. D 3, E 5.
 St Mark's av, fm 61 5th av E to E New York av; 1 5th av, 71 Flatbush av, 219 Vanderbilt av, 343 Washington av, 369 Grand av, 451 Classon av, 541 Franklin av, 611 Bedford av, 689 Nostrand av, 835 Brooklyn av, 975 Albany av, 1037 Troy av, 1177 Utica av, 1247 Rochester av, 1391 Ralph av, 1533 Saratoga, 1677 Rockaway av, 1739 E New York av. D 5, E 5, F 5, G 5, H 5.
 St Mark's pl (late Wyckoff), fm Third av, opp Wyckoff, E to 5th av (2 blocks). D 5.
 St Nicholas av, fm Flushing av, bt Wyckoff av & Cypress av, S E to city line; 1 Jefferson, 119 De Kalb av, 221 Greene av, 261 Ralph, 276 city line. H 3, I 3.
 Stockholm, fm 819 Bushwick av N E to city line; 1 Bushwick av, 117 Myrtle av, 215 Knickerbocker av, 385 St Nicholas av, 437 city line. H 4, 3.
 Stockton, fm 115 Nostrand av E to B'way; 1 Nostrand av, 219 Throop av, 281 Sumner av, 373 B'way. F 4, 3, G 3.
 Stone av, fm 1806 B'way S to city line; 1 B'way, 149 Atlantic av, city line. H 4, 5, I 5, 6, 7.
 Strong pl, fm 174 Harrison S to Degraw (1 block); G 5.
 Stryker ct, fm Jay, bt Chapel & Harper ct, E (½ block). D 4.
 Stuyvesant av, fm 958 B'way S to Fulton; 1 B'way, 19 Willoughby av, 67 De Kalb av, 103 Lafayette av, 137 Greene av, 157 Lexington av, 191 Gates av, 251 Putnam av, 287 Hancock, 307 Halsey, 429 Fulton. G 3, 4, 5.
 Sullivan, fm 90 Dwight N W to New York Bay; 1 Dwight, 131 Conover, 255 New York Bay. B 6, A 6, 5.
 Summit, fm 15 Conover S E to Henry; 1 Conover, 35 Hamilton av, 73 Columbia, 115 Hicks, 155 Henry. B 5.
 Summer av (formerly Yates), fm 270 Hopkins S to Fulton; 1 Hopkins; 31 Park av, 79 Myrtle av, 113 Willoughby av, 167 DeKalb av, 203 Lafayette av, 235 Greene av, 256 Lexington av, 289 Gates av, 317 Putnam av, 387 Hancock, 407 Halsey, 505 Fulton. G 3, 4, 5, 6.
 Sumpter, fm 1803 Fulton E to B'way; 1 Fulton, 103 Ralph av, 159 Howard av, 275 Hopkins av, 403 Stone av, 415 B'way. H 5, I 5.
 Sunnyside av, fm Bushwick av, at Cactus pl, E to Jewish cem. I 5, J 5, 4, K 4.
 Sutter av (late Union av), fm city line, nr Howard av, E to city line. H 6, I 6, J 6, K 6, L 6.
 Sutton, fm 171 Meeker av N E to Paidge av; 1 Meeker av, 145 Norman av, 197 Meserole av, 303 Greenpoint av, 337 Paidge av. F 1.
 Suydam, fm 1037 B'way N E to city line; 1 B'way, 49 Bushwick av, 83 Myrtle av, 85 Evergreen av, 149 Central av, 333 Irving av, 431 St Nicholas av, 515 city line. G 4, 3, H 3.

Suydam pl, fm 808 Herkimer S W to Atlantic av (1 block). H 5.
 Sycamore, fm 39 Raymond E to Canton (1 block). D 4.
 Talman, fm 115 Jay E to Charles; 1 Jay, 51 Bridge, 71 Charles. C 3.
 Taylor, fm 29 Washington av N E to Lee av; 1 Washington av, 19 Kent av, 71 Wythe av, 131 Bedford av, 183 Lee av. E 3, 2.
 Ten Eyck, fm 98 Union av E to Newtown Creek; 1 Union av, 47 Lorimer, 117 Ewen, 155 Graham av, 227 Bushwick av, 379 Morgan av, 495 Stewart av, 599 Seneca av. F 3, 2, G 2, H 2.
 Thames, fm 38 Bogart E to Flushing av; 1 Bogart, 109 Porter av, 189 Flushing av. G 3.
 Thatford av, fm E New York av, at Liberty av, S to city line. I 5, 6, 7.
 Thomas, fm 554 Varick av N E to Newtown Creek; 1 Varick av, 37 Stewart av, 107 Scott av, 131 Newtown Creek. G 1.
 Thornton, fm 125 Throop av N E to B'way (1 block). F 3.
 Throop av, fm 560 B'way S to Fulton; 1 B'way, 105 Whipple, 129 Flushing av, 183 Park av, 233 Myrtle av, 267 Willoughby av, 323 DeKalb av, 351 Lafayette av, 397 Greene av, 413 Lexington av, 459 Gates av, 503 Putnam av, 543 Hancock, 559 Halsey, 639 Fulton. F 3, G 4, 5.
 Tiffany pl, fm 100 Harrison S to Degraw (1 block). B 4.
 Tillary, fm 279 Fulton to 35 E of Canton; 1 Fulton, 25 Washington, 133 Bridge, 245 Navy, 291 Canton. C 4, D 4.
 Tompkins av, fm 650 Flushing av S to Fulton; 1 Flushing av, 51 Park av, 111 Myrtle av, 149 Willoughby av, 207 DeKalb av, 245 Lafayette av, 205 Greene av, 279 Lexington av, 321 Gates av, 375 Putnam av, 415 Hancock, 435 Halsey, 497 Fulton. F 3, 4, G 5.
 Tompkins pl, fm 234 Harrison S to Degraw (1 block). C 5.
 Tompkins sq, bounded by Marcy av, Green av, Tompkins av, & Lafayette av.
 Townsend, fm 558 Stewart av N E to Newtown Creek; 1 Stewart av, 99 Newtown Creek. G 1.
 Tremont, fm 426 Columbia N W to Van Brunt; 1 Columbia, 109 Van Brunt. B 6, 5, 4.
 Troutman, fm 1171 Myrtle av N E to city line; 1 Myrtle av, 23 Bushwick av, 83 Evergreen av, 205 Hanburg, 331 Irving av, 497 St Nicholas av, 541 city line. G 3, H 3.
 Troy av, fm 1628 Fulton S to city line; 1 Fulton, 51 Atlantic av, 73 Pacific, 117 Bergen, 145 St Mark's av, 169 Prospect pl, 265 Degraw, 375 Crown, 409 city line. G 5, 6.
 Truxton, fm 2091 Fulton E to B'way; 1 Fulton, 25 Stone av, 135 B'way. I 5.
 Underhill av, fm 592 Washington av S to Parkway; 1 Washington av, 17 Pacific, 65 Bergen, 91 St Mark's av, 119 Prospect pl. E 5, 6.
 Union (36th ward), fm RR av, bt Etna & Ridgewood av, S & E to Enfield. L 4.

- Union, fm 7 Hamilton av S E to city line; 2 Hamilton av, 121 Columbia, 165 Hicks, 205 Henry, 351 Clinton, 299 Court, 353 Smith, 599 3d av, 733 5th av, 855 7th av, 973 Classon av, 1057 Franklin av, 1129 Bedford av, 1261 Nostrand av, 1405 Brooklyn av, 1553 Albany av, 1621 Troy av, 1693 Schenectady av, 1757 Utica av, 1829 Rochester av, 1901 Buffalo av, 1947 city line. B 5, C 5, D 5, E 6, F 6, G 6.
- Union av, fm 511 B'way N to Van Cott av; 1 B'way, 7 Johnson av, 101 S 1st, 219 N 8th, 303 Rosbling, 356 Van Cott av. F 3, 2.
- Union ct, fm Union, bt Van Brunt & Hamilton av, SW (½ block). B 5.
- Union la, fm 34 Myrtle av, S (½ block). C 4.
- Union pl, fm Classon av, bt Willoughby av & De Kalb av, W (½ block).
- United States, fm 17 Little S E to Navy (½ block). D 3.
- Utica av, fm 1752 Fulton S to city line; 1 Fulton, 55 Atlantic av, 69 Pacific, 109 Bergen, 137 St. Mark's av, 165 Prospect pl, 277 Parkway, 353 city line. G 5, 6.
- Vail, fm 232 Sutton N E to Newtown Creek (1 block). G 1.
- Van Brunt, fm 22 Harrison S W to New York Bay; 1 Harrison, 105 Union, 201 Scarping, 311 King, 419 Elizabeth, 585 New York Bay. A 6, B 6, 5.
- Van Buren, fm 254 Tompkins av E & N E to Bushwick av; 1 Tompkins av, 81 Throop av, 339 Stuyvesant av, 439 Reid av, 571 B'way, 633 Bushwick av. F 4, G 4, H 4.
- Van Cott av now Driggs av.
- Vandalia av (late Van Wicklen av), fm Louisiana av, bt Fairfield av & Jamaica Bay, E to city line. I 7, J 7, K 7.
- Vandam, fm 257 Meeker av N E to Newtown Creek; 1 Meeker av, 115 Newtown Creek. F 1.
- Vanderbilt av, fm 146 Flushing av S to Flatbush av; 1 Flushing av, 59 Park av, 161 Myrtle av, 215 Willoughby av, 289 De Kalb av, 341 Lafayette av, 393 Greene av, 471 Gates av, 485 Fulton, 547 Atlantic av, 563 Pacific, 601 Bergen, 633 St Mark's av, 632 Prospect pl. D 4, 5.
- Vanderveer, fm 1919 B'way N E to Evergreen cem; 1 B'way, 69 Bushwick av, 115 Evergreen cem. I 4.
- Vandervoort av, fm Flushing av, at Knickerbocker av, N to Meeker av; 1 Thames, 77 Johnson av, 103 Montrose av, 203 Ten Eyck, 305 Calhoun, 407 Parker, 507 Lombardy, 547 Meeker av. G 3, 2, 1.
- Vandyke, fm 80 Otsego N W to N Y bay; 1 Otsego, 133 Van Brunt, 217 Ferris. B 6, A 6.
- Van Peit av, fm Van Cott, bt N 14th & N 15th, E to Meeker av; 1 Van Cott av, 143 Humboldt 205 Meeker av. F 2.
- Van Sieklen av, fm Jamaica av, bt Miller av & Hendrix, S to Jamaica Bay; 1 Jamaica av, 97 Fulton, 157 Atlantic av, 247 Glenmore av, 343 Belmont av, 451 Blake av, 571 Livonia av, Jamaica Bay. J 5, 6, 7.
- Van Voorhis, fm 1693 B'way N E to city line; 1 B'way, 47 Bushwick av, 97 Evergreen av, 281 city line. I 4.
- Varef, fm 643 B'way E to Bogart; 1 B'way, 25 Ewen, 73 Graham av, 171 Bushwick av, 275 Bogart. F 3, G 3.
- Varick, fm 245 Meeker av, N to Newtown Creek; 1 Meeker av, 63 Newtown Creek.
- Varick av, fm Flushing av, bt Porter av & Stewart av, N to Meeker av; 79 Johnson av, 115 Montrose av, 215 Ten Eyck, 323 Orient, av, 421 Bennett, 541 Cherry, 572 Meeker av. G 1.
- Verandah pl, fm 375 Henry E to Clinton (1 block). C 5, B 5.
- Vermont, fm city line at Highland Boulevard S to Jamaica bay; 49 Jamaica av, 107 Fulton, 167 Atlantic av, 259 Glenmore av, 355 Belmont av, 433 Blake av, 583 Livonia av, 679 New Lots rd, Jamaica bay. J 5, 6, 7.
- Vernon av, fm 153 Nostrand av E to B'way; 1 Nostrand av, 200 Throop av, 369 Stuyvesant av, 493 B'way. F 4, G 4, 3.
- Verona, fm 404 Columbia N W to Conover; 1 Columbia, 141 Conover. B 6, 5, A 5.
- Verona pl, fm 86 Macon S to Fulton (1 block). F 4.
- Vesta av (late Van Sinderu av), fm Fulton bet Sackman & Williams pl, S to Fresh Creek. I 5, 6, 7.
- Vienna av (late Van Brunt av), fm city line at Osborne, E to city line. K 6, L 6.
- Vigilius now Jefferson av.
- Vine, fm 12 McKenney N W to Columbia hqts (1 block). C 3.
- Waalbocht pl, fm Washington av, nr Taylor, S E to Williamsburgh rd, (side of the Wallabout Canal). E 3.
- Waldron pl, fm York, bt Jay & Bridge, N (½ block). C 3.
- Wall, fm 905 B'way N E to Buswick av (1 block). G 3.
- Wallabout, fm Williamsburgh rd, bt Flushing av & Wallabout Canal E to B'way; 25 Classon av, 45 Kent av, 65 Wythe av, 106 Franklin av, 97 Bedford av, 271 Harrison av, 323 Throop, 341 B'way. E 3, F 3.
- Wallock, fm 211 Paige av N E to Newtown Creek (1 block). F 1.
- Walton, fm 193 Wallabout N E to B'way; 1 Wallabout, 89 Harrison av, 145 Throop av, 155 B'way. E 3, F 3.
- Walworth, fm 484 Flushing av S to De Kalb av; 1 Flushing av, 65 Park av, 131 Myrtle av, 177 Willoughby av, 243 De Kalb av. F 3, 4.
- Warren, fm E R, bt Congress & Baltic, S E to 5th av; 59 Columbia, 99 Hicks, 141 Henry, 187 Clinton, 239 Court, 315 Smith, 371 Hoyt, 539 Third av, 667 4th av. B 4, 5, C 5, D 5.
- Warren pl, fm Warren, bt Hicks & Henry, S to Baltic (1 block). B 4.
- Warwick, fm Highland Boulevard, bt Cleveland & Barbey, S to Jamaica Bay; 70 Jamaica av, 203 Fulton, 269 Atlantic av, 371 Glenmore av, 467 Belmont av, 575 Blake av, 683 New Lots rd, Jamaica Bay. K 4, 5, 6, 7.

Washington, fm E R, bt Main and Adams, S to Fulton; 1 John, 115 Prospect, 135 Sands, 157 High, 303 Johnson, 333 Myrtle av, 322 Fulton. C 3, 4.

Washington av, fm 558 Kent av S to city line; 1 Kent av, 33 Flushing av, 39 Park av, 179 Myrtle av, 233 Willoughby av, 307 De Kalb av, 347 Lafayette av, 393 Greene av, 461 Gates av, 507 Fulton, 561 Atlantic av, 592 Underhill av, 585 Pacific, 633 Bergen, 659 St Mark's av, 689 Prospect pl, 715 Grand av, 813 Parkway, 859 Classon av, 941 city line. E 3, 4, 5.

Washington pk, Cumberland st, fm 330 Myrtle av, to De Kalb av. (2 blocks). D 4.

Water, fm 1 Fulton E to Hudson av; 1 Fulton, 119 Washington, 235 Bridge, 319 Hudson av. G 3, D 3.

Waterbury av, 303 Johnson av N to Grand; 1 Johnson av, 19 Montrose av, 113 Ten Eyck, 153 Grand. G 3, 2.

Watkins (late Williamson av), fm E New York av, bt Osborn & Stone av, S to city line. I 4, 5, 6, 7.

Waverly av, fm 188 Flushing av S to Atlantic av; 1 Flushing av, 55 Park av, 157 Myrtle av, 209 Willoughby av, 285 De Kalb av, 323 Lafayette av, 379 Greene av, 457 Gates av, 495 Fulton, 559 Atlantic av. E 3, 4, 5.

Way-home, fm Gold, bt Nassau & Concord, runs E (½ block). D 4.

Webster, fm 36 Front N E to Newtown Creek (1 block). G 1.

Webster pl, fm 264 10th S to Prospect av. D 7.

Wierfield, fm 1559 B'way N E to city; 1 B'way, 55 Bushwick av, 113 Evergreen av, 295 Knickerbocker av, 357 Irving av, 371 city line. H 4, I 4, 3.

Weldon, fm Conduit av, bt Glen & Magenta, E to RR av. K 5, L 5.

Weldon pl, fm Jamaica av, opp Nichols av, N to city line. L 4.

West, fm Bushwick Creek, bt Franklin & E R, N to Dupont; 1 Bushwick Creek, 91 Greenpoint av, 177 Greene, 237 Dupont. E 1.

West av, fm Flushing av N to Market. E 3.

West 9th, fm 489 Columbia S E to Smith; 27 Hicks, 35 Henry, 128 Clinton, 133 Hamilton av, 175 Court, 213 Smith. B 6, C 6.

Whipple, fm Flushing av, nr Harrison av, N E to B'way; 1 Flushing av, 39 Throop av, 77 B'way. F 3.

White, fm 209 Cook N to Johnson av; 1 Cook, 85 Boerum, 105 Johnson av. F 2.

Whiteford pl, fm 500 Carroll S W to First st (1 block). D 5.

William, fm 450 Columbia N W to Atlantic dock; 1 Columbia, 139 Van Brunt, 256 Atlantic dock. B 6, A 5.

Williams av, fm E New York av, bt Hinsdale & Alabama av, S to Fresh Creek; 37 Atlantic av, 103 Liberty av, 249 Belmont av, 355 Blake av, 535 Riverdale av, Fresh Creek. I 5, 6, 7.

Williams pl, fm Fulton, bt Vesta av & E New York av, S W to E New York av (1 block). I 5.

Williamsburgh rd, fm 309 Flushing av N to Hughes (3 blocks). E 3.

Willoughby, fm 405 Fulton E to Canton; 1 Adams, 95 Bridge, 187 Hudson av, 261 Canton. C 5, D 5.

Willoughby av, fm Washington pk, 81 Vanderbilt av, 101 Clinton to city line; 1 Washington pk, 203 Grand av, 263 Classon av, 283 av, 145 Washington av, 203 Grand av, 371 Bedford av, 441 Graham, 239 Kent av, 331 Frankin av, 371 Bedford av, 441 Nostrand av, 581 Tompkins av, 651 Throop av, 839 Stuyvesant av, 879 B'way, 933 Bushwick av, 946 Myrtle av, 975 Evergreen av, 1099 Hamburg, city line. D 4, E 4, F 4, G 4, 3, H 3, 2.

Willow, fm 22 Poplar S W to Pierrepont; 1 Poplar, 61 Orange, 169 Pierrepont. C 3, 4.

Willow pl, fm 54 Jorammon S W to State (1 block). B 4.

Wilson, fm Wallabout Canal, bt Taylor & Ross, N E to Division av; 1 Wallabout Canal, 21 Kent av, 65 Wythe av, 123 Bedford av, 175 Lee av, 211 Division av. E 3, 4.

Windsor pl (late Braxton), fm 477th av S E to city line; 17th av, 129 Ninth av, 309 city line. D 7, E 7.

Withers, fm 269 N 9th E to Kingsland av; 1 N 9th, 15 Union av, 63 Lorimer, 135 Ewen, 171 Graham av, 275 Kingsland av. F 2, G 2.

Wolcott, fm 110 Dwight N W to New York bay; 1 Dwight, 179 Ferris, 255 New York bay. A 5, B 6.

Wood pl, fm Railroad av, bt Condit & Etna, E to Nichols av (1 block). L 4.

Woodbine, fm, 1415 B'way N E to city line; 1 B'way, 47 Bushwick av, 95 Evergreen av, 281 Irving av, 347 city line. H 4, 3, I 3.

Woodhull, fm 111 Hamilton av S E to Henry; 1 Hamilton av, 19 Columbia, 63 Hicks, 101 Henry. B 5.

Wortman av (late Worman av), fm Louisiana av, bt Stanley & Cozine av, E to city line. I 7, J 7, 6, K 6.

Wright, fm 72 Front E, N E to Newtown (1 block). F 1.

Wyckoff, fm 203 Court, E to 3rd av; 1 Court, 129 Hoyt, 247 Nevins, 297 Third av. C 5, D 5.

Wyckoff av, fm Flushing av, opp Garden av, S E to city line; 61 Willoughby av, 119 De Kalb av, 221 Greene av, 261 Ralph, 319 Gates av, 332 Madison, 359 city line. H 3, I 3.

Wyona (late Wyckoff av), fm Jamaica av, at Arlington av, S to Jamaica bay; 71 Fulton, 131 Atlantic av, 221 Glenmore av, 317 Belmont av, 425 Blake av, 545 Livonia av, Jamaica Bay. J 5, 6, 7.

Wythe av, fm Banker, opp Norman av, S & S E to Wallabout; 1 Banker, 111 N 9th, 221 N 3d, 335 S 3d, 409 B'way, 523 Rush, 623 Ross, 727 Penn, 773 Wallabout. E 1, 2, 3.

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 Second av, fm Gowanus Canal, bt Bond & 3d av, S W to city line;
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 Third av, fm 70 Flatbush av S W to city line; 1 Flatbush av, 23
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Exclusive Feature?

*MOST ENTERPRISING,
CONSEQUENTLY*

Most Successful Paper
IN BROOKLYN.

**BRIGHT,
NEWSY and
PRACTICAL**

We are Appreciated

THE CITIZEN,
397 to 403 FULTON STREET,
OPPOSITE CITY HALL, Brooklyn, N. Y.

A display advertisement is like the heading of an article.

A reading notice is the article itself.

One may attract attention, the other holds it.

A display advertisement says, "Come in and buy."

A reading notice tells why a purchase should be made.

The difference between the two forms of advertising is like that between a letter recommending goods and a traveller's interview with a customer. With a reading notice, the seller buttonholes the buyer.

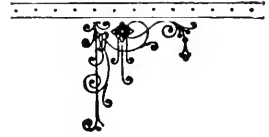
Always Provided

The Reading Notice

Is Properly Written.

The R. Wayne Wilson Company, 23 Park Row, New York City, know how to write reading notices properly.

Are you aware of the fact
that it is to your interest
to advertise in Brooklyn?



There are a million people
here, and you can send a
salesman into nearly every
home by an announcement
in —————>

THE —————>
BROOKLYN
—————> **CITIZEN**

Having more special and original home features than any Brooklyn paper, it is carried directly to the fireside of the readers.

The
Best
Home
Paper.

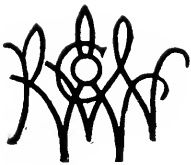
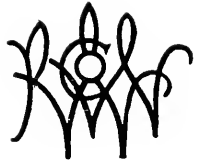
MILLIONS

ARE THROWN AWAY

IN

FOOLISH

ADVERTISING



TO MAKE EVERY DOLLAR TELL,
Advertisements
SHOULD BE PREPARED AND
PLACED BY

THE R. WAYNE WILSON COMPANY,
No. 23 Park Row,
NEW YORK CITY.

IT Pays Advertisers
To Patronize
Select Mediums.



Most Valuable

Because

Taken in more Homes than
any Paper in Brooklyn it has become
a part of

THE HOME CIRCLE.

FIRST IN NEWS.
IN ENTERPRISE.
IN POPULARITY.

READ BY ALL

And pronounced

THE MOST ATTRACTIVE.

The Brooklyn Citizen



THE
Brooklyn Citizen.



We do not Claim
to be
"The only Paper in Brooklyn"
But we Guarantee
◦ Satisfactory ◦ Returns ◦
For an Investment in our
Advertising Columns.



"ALL WANTS SUPPLIED."
Say Those Who've Tried.



CIGARETTES—GROCER.

B. Donop's Son,

Manufacturer of

LONE



STAR

5c.

5c.

**All Tobacco ∴ ∴
∴ ∴ Cigarettes.**

EACH BOX CONTAINS A TICKET.

For 50 Tickets a Pocket Knife or Pocketbook.

For 250 Tickets an Umbrella.

For 500 Tickets a Clock.

11 Montrose Ave.,

Near Union Avenue,

BROOKLYN.

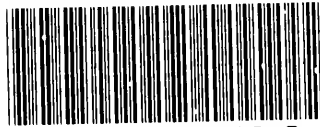
JAMES THOMPSON,

—GROCER—

121 ATLANTIC AVENUE,

Corner Henry,

BROOKLYN.



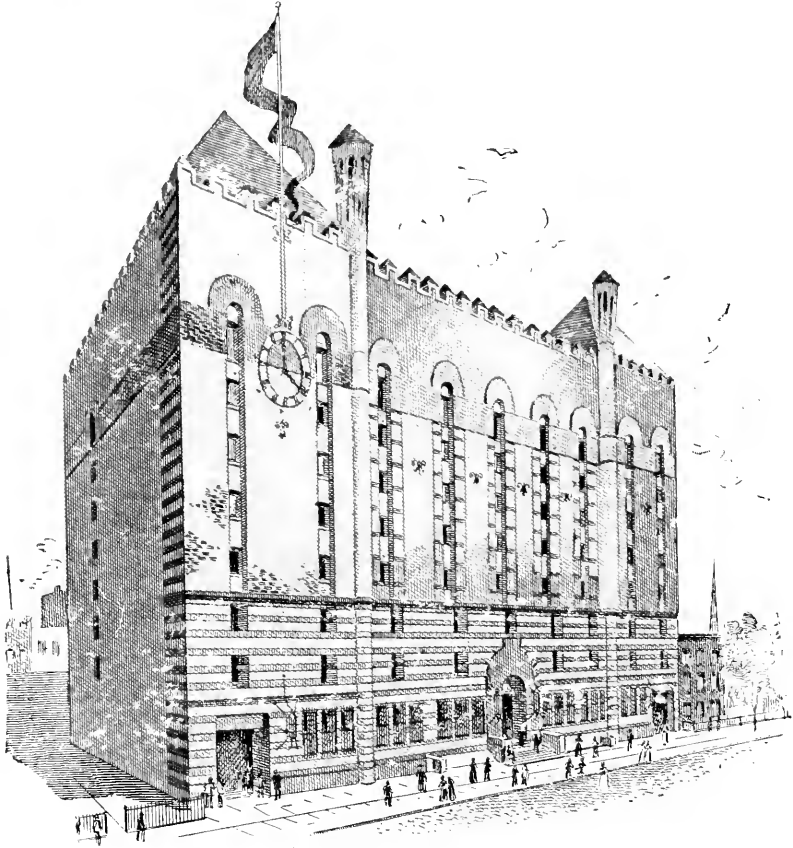
0 014 223 624 2

THE BROOKLYN Warehouse and Storage Company

SCHERMERHORN STREET, COR. THIRD AVE.

President, W. B. BARTLETT.
Treasurer, CHRISTIAN T. CHRISTENSEN.

Vice-President, JOHN R. VAN WORMER.
Secretary, GUY DU VAL.



THE massive and absolutely fire-proof structure erected by the Brooklyn Warehouse and Storage Company is 225x100 feet and ten stories high. No wood whatever was used in its construction. The Company will store household effects of every name and nature, works of art and silver plate, in trunks or packages of any description, giving therefor a guarantee receipt. One of the strongest and most invulnerable Safe Deposit Vaults that human ingenuity has devised is being built by the Cornells.

The finest modern vans, trucks and special wagons for the cartage of valuables are provided.

The most competent and experienced packers and porters only are employed. The building will be thrown open for business in July, 1893.

Brooklyn now has the finest, most perfectly equipped fire-proof warehouses in the world.