

IT HELPS THE POLICE.

The Signal System and Patrol Wagon Service in Use in Brooklyn.

ITS WORKINGS AND THE COST.

Supt. Campbell Would Not Now Know How to Get Along Without It.

AN EXAMPLE FOR NEW YORK.

Officers Are Never Compelled to Leave Their Posts Unguarded as Here.

Although Brooklyn has been in the hands of a political ring for years, and its public affairs have been outrageously mismanaged, yet it possesses one of the most efficient police signal systems in this country.



ONE OF BROOKLYN'S PATROL WAGONS.

Sixteen out of the twenty-two precincts enjoy the workings of the system, no precincts—the Ninth and Twenty-second—are now being fitted out with the signal system.

The system, in brief, is as follows: Each precinct station-house is a central office for the precinct. There are about twenty signal boxes in each precinct. These boxes, except in the First precinct, are attached to walls of buildings, or telephone poles.

The boxes are located at either end of a patrolman's post. Each patrolman's duty is supposed to call his station-house every half hour. The operator at the station-house notes the call on his schedule.

The introduction of the signal system and its present efficiency are largely due to Supt. Mason.

teenth Precincts the big two-horse wagons are used. The other precincts are supplied with one-horse wagons.

"By this system Headquarters is in entire communication with the entire force of the patrolmen. It is a police department well equipped if it does not possess the patrol signal system."

Supt. Patrick Campbell, when asked how he liked the system, smiled as if in contemplation of the fact that he had not the keepest pleasure.

"I have been connected with the Police Department for years. I was in it before we tried the new system, and have been here ever since. Its uses are so many and so valuable that it is hard to calculate just how much good it does."

"The men on post can be apprised of any order from Headquarters at once. There is no waiting for the men to come back to the house. If a man has any trouble on his post, all he need do is run to the station box—and it is not far away—and communicate the fact."

"If an accident occurs a riot breaks out, a big fire is discovered, a building is burning, a man is being held for ransom, a man on post goes to the house, tells the details, and in a few minutes a wagon of two or three horses, with policemen dash up. The men are not fired out with running, but step out of the wagon as fresh as if they had just worked, and are able to cope with the work."

"I cannot give you the exact figures, but the cost of the system is about \$100,000 for the telephones in use in the city. All the employees are men de-

POINTERS IN THE RACES.

Large Fields to Face the Starter at Bennings Track To-Day.

The Card's Feature a Six Furlong Handicap.

Large fields make up the card at Bennings to-day. The class is good in each event, however, and some excellent sport should be witnessed. The track should be dry and fast.

The handicap ought to furnish the best race of the day. Shelly Tuttle and Tartarian are entered, and the race should be between the pair. Capt. Brown, Mask, Can't Tell, Florence and Factotum are also named as starters.

The two-year-olds in the third event are a fair lot, and will run a good race. Gray Eagle, Benjamin, Confederate, Syracuse and Woodham should finish close together in the fifth race. The other events may furnish close contests.

The entries and selections are as follows: First Race—Purse \$200, for maiden two-year-olds; five and a half furlongs. W. C. Daly's Hartford, 111; C. Beck's Tiger, 112; A. C. McCarty's King Rock, 113; W. M. Barrick's Blue Mass, 114; W. M. Barrick's Blue Mass, 115; W. M. Barrick's Blue Mass, 116; W. M. Barrick's Blue Mass, 117; W. M. Barrick's Blue Mass, 118; W. M. Barrick's Blue Mass, 119; W. M. Barrick's Blue Mass, 120.

Second Race—Purse \$400, for all ages; six furlongs. M. T. Donovan's Tartarian, 114; C. Beck's Tiger, 115; W. M. Barrick's Blue Mass, 116; W. M. Barrick's Blue Mass, 117; W. M. Barrick's Blue Mass, 118; W. M. Barrick's Blue Mass, 119; W. M. Barrick's Blue Mass, 120.

Third Race—Purse \$200, for two-year-olds; six furlongs. M. T. Donovan's Tartarian, 114; C. Beck's Tiger, 115; W. M. Barrick's Blue Mass, 116; W. M. Barrick's Blue Mass, 117; W. M. Barrick's Blue Mass, 118; W. M. Barrick's Blue Mass, 119; W. M. Barrick's Blue Mass, 120.

IN THE WORLD OF LABOR.

Tramps, Thieves, Thugs and Highwaymen Importune Citizens.

Alms-giving is Compelled Even by Threats and Violence.

Emboldened by a wonderful measure of success, and with little or no opposition offered them, beggars and tramps have within the past few months begun to regard New York their Mecca, and have flocked hither to ply their vocation upon the citizens in surprising large numbers.

So daring have they become that in some portions of the city a citizen rarely invites an attack from members of the "Wandering Willies" if he remains upon the streets at night. Numerous complaints have been lodged with the police, but little or nothing has been done to rid the metropolis of these human leeches.

People have been subjected to highway robbery, assaulted, and in some instances attempts at murder have been the result, did they refuse to give alms to these beggars. Houses are daily besieged by scores of men who are too lazy to earn their daily bread, and servants, if they are not paid, are treated as if they were the property of the owner.

Only a few days ago a young lady of the name of Mary E. Keston, who was set upon by tramps on Nineteenth street and her pocket-book taken from her, and a number of other incidents have occurred in the city.

Especially throughout the uptown district have these outrages become very serious. Perhaps the most noteworthy occurred on Thursday night, when a beggar was stabbed in the face by a young man who refused to give him alms.

A few weeks ago two men were arrested in One Hundred and Sixteenth street for assaulting a citizen. They were discharged in court next day because nobody appeared to prosecute them.

BEGGAR-RIDDEN CITY, THIS.

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THE INTERESTING CHAT.

Will Glide Over Glittering Ice in a Private Rink.

Brooklyn Tennis Grounds to Be Flooded for the Purpose.

Brooklyn has numbers of young people who are fond of athletic amusements. In the Summer they play tennis and kindred out-door games. In the Winter they delight in skating on the ice. In past seasons they have been obliged to journey away over to Prospect Central Parks or to some more distant place.

Many of their pilgrimages either to skate or play tennis have been fraught with nothing but disappointment. A few seasons ago there was not a good tennis ground in the Bedford district. Some of the ambitious and fun-loving young men got together and formed the Kings County Tennis Club.

Their plot plenty of vim into the new enterprise. The result can be seen at any time by going to the corner of Dean street and Kingston avenue, where this Club has had built one of the finest tennis courts in the city.

These grounds will form the nucleus of the new skating movement. A number of the young men, headed by Mr. Plendrich, of Macon street, carefully considered the plan of converting the tennis grounds into a skating rink. The more they speculated on the matter, the more plausible the enterprise appeared.

The promoters of the skating club say they will have no trouble in filling the rink. The trouble will come from having too many applicants for membership. Only members and their personal friends will be admitted to the skating rink.

The grounds where the new rink will be located are naturally well adapted for such a purpose. They are ten feet below the level of the streets on each side, and are bounded on the other side by a wall of the new building. The surface of the skating rink will be one or half times as large as the drill floor of the Twenty-third Regiment Armory.

SKATERS ORGANIZE A CLUB.

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AMERICA'S GREATEST RAILROAD.

NEW YORK CENTRAL & HUDSON RIVER R. R.

From Grand Central Station, 42d St. N. Y. City.

6:30 A. M.—Except Sunday, Empire State Express, New York to Albany, 10:30 A. M. Daily Mail, New York to Albany, 10:30 A. M.—Except Sunday, Day Express, 1:00 P. M. Daily Mail, New York to Albany, 3:30 P. M.—Ex. Sunday, For Albany and Troy, 4:30 P. M.—Daily, New York and Chicago, 4:30 P. M.—Daily, New York and Chicago, 6:00 P. M.—Daily, New York and Chicago, 6:30 P. M.—Daily, New York and Chicago, 7:00 P. M.—Daily, New York and Chicago, 7:30 P. M.—Daily, New York and Chicago, 8:00 P. M.—Daily, New York and Chicago, 8:30 P. M.—Daily, New York and Chicago, 9:00 P. M.—Daily, New York and Chicago, 9:30 P. M.—Daily, New York and Chicago, 10:00 P. M.—Daily, New York and Chicago, 10:30 P. M.—Daily, New York and Chicago, 11:00 P. M.—Daily, New York and Chicago, 11:30 P. M.—Daily, New York and Chicago, 12:00 P. M.—Daily, New York and Chicago, 12:30 P. M.—Daily, New York and Chicago, 1:00 P. M.—Daily, New York and Chicago, 1:30 P. M.—Daily, New York and Chicago, 2:00 P. 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