WHAT BROOKLYN TALKS OF

GLANCES AT MEN AND AFFAIRS ON THE LONG ISLAND SIDE OF THE EAST RIVER.

The Hamilton Club's dinner to Mr. Low, or Dr. Low, or President Low—in the future he will probably be referred to very rarely as ex-Mayor Low—was a deserved tribute to one of Brooklyn's younger residents, who has brought honor upon the city, but whose association with it as a resident is on the point of being terminated. The speeches were worthy of the occasion. Two things in connection with them are deserving of special mention here. One was the reading by Professor Foster of a letter written to him by Professor D. H. Cochran, president of the Polytechnic Institute, which included a letter written by Professor Cochran in 1864, when the boy Seth Low was a student in the Polytechnic and wanted to go to West Point. Mr. Cochran undertook to secure for him an appointment-at-large, and wrote to Professor Charles Davies in his behalf, saying that whether young Low got the appointment or not, "still he will be heard from. I have seen too many boys to be mistaken in this. He is bound to make his mark." This shows that Professor Cochran is an excellent judge of human nature. While his ancient letter would have been equally interesting at any time since Mr. Low came to the front as Mayor eight years ago, there is a special fitness in bringing it out at this time, just as the ex-Mayor is about to enter on his career in a new field, in which he will probably spend the remainder of his active life.

The other matter was what Mr. Low himself had to say about the future of Brooklyn, especially his suggestions in relation to improving the approach to the Bridge. He alluded to his former advocacy of the plan of extending the Bridge railroad to the City Hall, making it a sort of trunk-line for the elevated roads in Brooklyn, only to say that he had abandoned it entirely, now that the elevated roads have been built in both Fulton and Adams sts. He said nothing, however, about his earlier scheme of extending Flatbush-ave. in a straight line to the Bridge entrance. That scheme had some attractive features, and would have been of permanent advantage to the city; but, as it would have made a new line of travel, to the manifest detriment of Fulton-st., there was never much popular enthusiasm over it, and it was long ago consigned to the limbo of things forgotten. Mr. Low's practical suggestion now is to remove the tracks of the Bridge railroad on the west side of Washington-st., to curve the railroad to the left instead of the right as it approaches the Brooklyn terminus, and thus bring the trains to the east side of Washington-st., parallel with Sands-st., where the storage tracks can be extended, if necessary, as far as the Navy Yard. This is, I believe, a wholly new scheme, and it deserves to be thoughtfully considered by those who are seeking to better the surroundings of the Bridge terminal. Getting rid of the railway tracks in front of the station and opening a plaza there would certainly be an improvement of the utmost value to Brooklyn.

Mayor Chapin seems to be having no end of trouble in making up his mind whether or not to reappoint Police Commissioner Bell. To all appearances that is giving him more trouble than all the rest of his appointments or reappointments. If he acted in accordance with his personal wishes, there is small doubt that Mr. Bell would be sure of two years more of official life. On the whole he has made an exceptionally good head of the Police Department. But he has not striven in season and out of season to please the politicians, and he has not always deemed it wise to give special heed to men with "pulls." In fact, so conscientious was Commissioner Bell in his practical relations with political affairs, that after accepting his appointment he resigned from the Nineteenth Ward Democratic Association, setting an example which some of his associates in Mayor Chapin's "cabinet" would have done well to follow. At all events, it is the politicians, not the community as a whole, that desire the removal of Mr. Bell. The seal of popular approval which has been set on his administration by the numerous delegations which have called on the Mayor and asked for his retention must be exceedingly gratifying to the Commissioner, and they ought to have no little influence with Mr. Chapin. As usual, he sits silent and makes no sign. But unquestionably he is keeping up a good deal of thinking. If his decision is based upon a desire to please the people in preference to the politicians, there is little question as to what it will be. Unfortunately Mr. Chapin cannot always be depended on to decide in that way. That political future of his is the thing that looms before him in large proportions, and all his acts are most thoughtfully considered with relation to that.

The Lighthouse Board is again making an attempt to obscure the brilliant electric lights of the Bridge. The ground taken by the Board is familiar to the public. It is alleged that the lights are so bright and glaring that they interfere with navigation. President Howell's letter to the Brooklyn members of Congress ought to be convincing to any one who will look at the matter calmly and without prejudice. He asserts that not a single accident has occurred on the East River from the blinding of navigators' eyes by the Bridge lamps during the seven years since they were put in operation. Furthermore, the ferryboat pilots, who naturally have the best opportunities for judging of the effect of the brilliant rows of lights over their heads, have no complaint to make. It would be a distinct aesthetic loss if these lamps were removed or shaded in such a way as to illuminate the Bridge alone. They are a unique feature in our evening landscape, and it is extremely satisfactory to have a virtual assurance that nothing will be done by Congress in the direction of giving the Lighthouse Board power to extinguish or obscure them.

Evidently projects for further increasing the facilities for reaching New-York from Brooklyn will hold a conspicuous place in the public mind for some time to come. Senator McCarren's bill for a bridge from Broadway to Grand-st., New-York, is already before the Legislature; there is talk of another bridge project; and a novel tunnel scheme is the latest development in the direction of practically annihilating the distance between the two cities. The accounts of the latter which have been printed make a good showing; but in such cases the public will be apt to insist that seeing is believing. Of course if the toboggan tunnel is constructed and works successfully, it will obviate the necessity of any bridge at that point—a good-sized "if," however. As for Mr. McCarren's scheme, its author hardly showed the best of judgment in provoking the antagonism of New-York by proposing that its cost, which is set down at $15,000,000, should be divided equally between the two cities. Brooklyn paid two-thirds of the cost of the New-York and Brooklyn Bridge and has got more than two-thirds of the benefit of it, and she certainly would be willing to do as much or more in case a second bridge is undertaken. That a bridge is needed from the Eastern District to Manhattan Island is obvious, and as the river is narrow there, the second bridge ought to cost a good deal less than the first one.

Mayor Chapin has taken it upon himself to declare in a published letter that the present method of electing Aldermen in Brooklyn is a "successful and valuable innovation." A considerable number of his fellow-citizens do not share that opinion with him. It will be remembered that an effort was made last winter to secure legislation providing for a return to the old system of elections by wards, but the Democracy was strong enough to defeat it, because of the advantages which they derived from the method devised by Mayor Low in the hope of securing a better class of citizens as members of the Common Council. That hope was sadly disappointed, although the men of high standing nominated by the Republicans last fall for Aldermen-at-Large gave promise of a change for the better. But not one of those men was elected, and to all appearances the Board will continue for an indefinite period to consist of fifteen Democrats and four Republicans. The talk of home rule with such a local legislature as Brooklyn has is supremely ridiculous. The insignificance of the Common Council is indicated by the total lack of interest in its proceedings except now and then, when it contrives to block some enterprise of public importance, like the extension of the waterworks, which its non-action postponed for four or five years. A visit to the Common Council chamber on any Monday afternoon will convince any sceptical citizen that the movement which has cut down the Aldermen's powers to the fraction that now remains to them has been a wise one.

Dr. Kretzschmar, the new Supervisor-at-Large, has won public approval by putting an early veto upon needless extravagance of the Board of Supervisors. Although the veto has been overridden, this was a good beginning, and shows that Dr. Kretzschmar intends to profit by the course of his predecessor, whose vetoes saved the taxpayers a good deal of money. He also seems to have given some intelligent attention to the question of annexing the four remaining towns of Kings County to Brooklyn, and thus getting rid of the dual system of government for the city and county, which is a source of needless expense. Probably he only voices the general sentiment of men who have devoted thought to this question when he says that nothing in the direction of annexation should be undertaken until the people of the towns have given their consent to be swallowed up in the city. That such consent will be forthcoming in no long time on the part of Flatbush and New-Utrecht is in every way probable, especially as a number of influential citizens of Flatbush have organized an association for the purpose of bringing about a union with Brooklyn.

Colonel John Y. Culyer, who feels a friendly interest in Flatbush, has been making what he calls a "peregrination" through the old town, and has been impressed with the fact that a good many of the trees there are sorely in need of intelligent attention. "I observed, with regret," he says, "the neglected condition of the trees in some of the streets. These were fine trees a few years ago, and some of them are so still; but they are overgrown, neglected, dead and dying, and demand immediate attention. Many of them should be removed in order to give the others a chance to grow and enjoy a profitable existence. As for these others, they need intelligent pruning, the suckers, etc., should be cut away, and care should be taken to provide opportunities for their future healthful growth and development. They are worth it as a town investment. Insects and diseases attack neglected trees sooner than others. These trees need special care, nutrition, air, light and moisture. If the people of Flatbush neglect these things, they will find out their mistake too late." The shady streets of this suburb are one of its principal attractions and the advice of such a competent judge as Colonel Culyer ought not to be overlooked.

Colonel Culyer is receiving warm praise from the press of Utica, where he is engaged in laying out the grounds of the Masonic Home, which are to be thrown open to the public virtually as a park. He is urging the people of that city to extend one of their streets with the purpose of making the park more accessible, and expresses much gratification at the business-like way in which the project is being taken in hand. Evidently the Colonel will soon have as many warm friends in Utica as he has in Brooklyn, that is, in proportion to the number of inhabitants.

Dr. Joseph H. Hunt's recent gift to the Froebel Academy is a valuable addition to the resources of that excellent institution. It consists of a collection of the minerals of Brooklyn to the number of a hundred or more. Brooklyn appears to be peculiarly rich mineralogically. Wherever there is an excavation and the boulders dug out are broken up for foundation walls, Dr. Hunt says, valuable specimens can be picked up. All one has to do is to keep his eyes open and he can make a good collection without going outside of the city limits. As Long Island is composed of what is known in geological language as drift, one can find on it all the varieties of minerals which abound to the north and northwest for two or three hundred miles. Dr. Hunt is an enthusiastic collector, and has the finest cabinet in Brooklyn. So lucky is he in his "finds," or so wide open does he keep his own eyes, that he has even picked up Indian arrow-heads in his garden on Bedford-ave.

A lecturer on "Recent Church Architecture at Home and Abroad" at the Brooklyn Institute the other evening declared that nine-tenths of our churches are "architectural monstrosities." He must have been studying some of the recent specimens that have been erected in Brooklyn. Splendid opportunities for architectural effect have been thrown away in the erection of several of the uptown churches, though this remark does not apply with sweeping force to the new churches in the vicinity of Prospect Park. To some of those referred to the lecturer's remarks are most apt: "They are mostly dreary, barren structures, many of them extremely ugly, and do not speak very well for our vaunted civilization in this century."

In building the new armories for the 13th and 22d Regiments it is to be hoped that architectural beauty as to their exteriors will be a point prominently kept in mind. This is especially desirable in the case of the 13th Regiment armory, which is to stand in a nice residential neighborhood and will have around it, close at hand, rows of fine brownstone houses. Park Commissioner Brower appears to have the correct idea in this matter. He says that in the case of this armory he is pledged to the people of the region in which it will stand to make it handsome and attractive on the outside, while as to the interior arrangements he is willing that the wishes of the officers and members of the regiment shall be consulted to the fullest extent possible. There is a general belief that the effect of the armory upon the property immediately surrounding it will tend to enhance its value. This will doubtless be the case if a design is chosen which has regard for external beauty, and while this cannot be expected to have a controlling influence upon the commission which will make the choice, it is plainly to the general interest of the city to make these new public buildings ornamental as well as useful.

A NEW WARD FOR THE CITY.

FLATBUSH DESIROUS OF ANNEXATION.

AN ASSOCIATION FORMED TO URGE THE MOVEMENT—A BILL TO BE SENT TO THE LEGISLATURE—VIEWS OF PROMINENT RESIDENTS.

The scheme of annexing the town of Flatbush to Brooklyn, and making it the Twenty-seventh ward, which has been more or less agitated for the last twenty years, is again revived, and steps are to be taken to bring the subject before the present Legislature to secure the passage of a law authorizing the wiping out of the distinction in boundary lines between the town and the city. When Prospect Park was laid out, taking a part of the town territory, the question of seeking incorporation with the city was much talked of and the sentiment of a majority of the suburban residents favored the step. But the large owners of property, like John Lefferts, Judge Lott, and Judge Vanderbilt, the Martenses, Bergens and others, opposed the measure strongly. Their broad acres were then taxed only as farm property, although surveyed for city lots, and they feared a great increase in taxation if the property came under city control. A bill was introduced in the Legislature, but chiefly by the work of Judge Lott it suffered defeat. The subject then remained in abeyance while the town slowly filled up with residents from the city who sought the retirement and pleasant surroundings of the quiet suburb.

Last winter steps were taken to secure the surveying of the town and the establishment of a town grade was necessary. A large amount of money is to be raised on bonds for the work, and a consequent large increase in taxation is anticipated. The taxes last year were a third higher than the year before and the prospect is that there will be a still greater increase this year, while in order to keep the tax rate from rising to too great a figure the city plan of increasing assessments will be followed. The people of the town are saying that if they have to pay city taxes they should have all city privileges instead of getting nothing but street lights at the expense of the town, while a horde of office-holders consume in salaries the greater part of the money raised for public purposes.

In view of these facts a number of the leading residents and property-owners met last week at the house of John Lefferts, who owns more land than any one else in the town, and after a full discussion of the subject formed what will be known as the Flatbush Improvement Association. Its purpose will be to secure the annexation of the town to the city and such other measures as may be decided upon for the public good. Dr. Homer L. Bartlett was made president, Edgar Bergen secretary, and Theodore Marquard treasurer. A committee of five was appointed to draw up a bill providing for the incorporation of Flatbush with Brooklyn, and to present it to the Legislature. The members of the committee are John Lefferts, William Brown, John Z. Lott, Gustave A. Jahn and Patrick McCanna.

Major Jahn, who owns a fine house in Ocean-ave., and is in business in Wall-st., New-York, said to the writer: "The only way we shall get proper government in Flatbush is by putting it under control of the city. When the matter was agitated before it was too soon to carry it to success. But it seems to me that the time is ripe now. It is the inevitable fate of the four remaining towns of the county to form a part of Brooklyn. The need of separate government no longer exists. Our interests are identical. If we are to have an increase in taxation we should have all city improvements therewith. The proper care of streets, a sufficient police force, the sewering of the town in accordance with the plans of the city sewers, and the free delivery of mail are needed and would thus be secured. The fifty or more officials of the town, who form the Police Commission, the Highway Commission, the Health Board, the sewer Commission, the Excise Commission, etc., and nearly all of whom draw pay for their services, would no longer be necessary if we were in the city. The administration of justice, so-called, by the country Justices of the Peace, who are bound to care for their constituents, would be a thing of the past. The owners of large estates in the town have come to the conclusion that the time has come for our absorption by the city and the matter will be pushed as vigorously as possible. Public sentiment is strongly in favor of it."

John Lefferts, who has opposed annexation in the past, said: "I believe the time has come for this step to be taken. It will be our only salvation from the evils which threaten the town. Flatbush is ready, in my opinion, to join the city, and Brooklyn is ready to receive her. The union should be consummated as speedily as possible."

Another resident of Flatbush said: "This fair town is cursed with ring rule and rum rule. There are not less than eighty saloons in the place, and many of them are kept by officials. What can you expect when the Supervisor and Commissioners of Excise and others in control are directly interested in the liquor traffic? Let the artificial line of division between the city and the suburb be wiped out and the city will gain a fair expanse of territory, and the new district will rapidly fill up with the most desirable class of homes. Let the Twenty-seventh Ward be formed, and neither city nor town will regret the step.

THE BRIDGE APPROACH.

DEMAND FOR RELIEF IN BROOKLYN.

WHAT PROMINENT CITIZENS SAY ABOUT THE SCHEME OF A BROAD AVENUE.

A strong interest has been taken during the last week in the scheme outlined in The Tribune on Sunday regarding a more adequate thoroughfare between the Bridge entrance in Sands-st. and the distributing point for a large part of the city's travel at Fulton, Washington, Court and Montague sts., and Myrtle-ave. On every hand the present difficulties, increasing from year to year, are recognized, and the need of an adequate remedy is conceded, but there is a difference of opinion in regard to the plan that should be adopted. The very boldness of the proposition advanced in The Tribune, of creating a great thoroughfare by wiping out the blocks of buildings between Fulton and Washington sts., to the City Hall, has had the effect of frightening cautious and conservative men, and they shrink from so drastic and costly a remedy for the congested traffic at both ends of the space. But let any one stand in Sands-st. and watch the hurrying thousands flocking to the Bridge in the early morning hours, and see the difficulties foot passengers encounter as they go to the railway and promenade, by reason of the street cars and trucks and other vehicles in Fulton, Washington and Sands sts., or in the evening, when the crowds are going the other way, and he will soon be convinced that more room must be had. Again, let such an observer stand at the junction of Fulton and Washington sts., at the noon hour, or at almost any other time in business hours, and he will see tides of people from all directions dodging across the street in front of cars and vehicles, and swollen streams of humanity blocked in some eddy until the obstruction is removed and they rush on helter-skelter in their various directions.

The new connections recently made by the elevated roads at the Bridge have relieved the pressure upon the street at that point somewhat, but the congestion of traffic is now almost as bad as it was before the relief was afforded. As to the remedies, the Bridge has already built its tracks alongside Washington-st. to Concord-st., three blocks, or more than one-third of the way to the City Hall. In order to secure sufficient room for the storage of cars, the space occupied is more than 100 feet wide, or nearly half the width of the block between Washington and Fulton sts. The time will soon come when, with the doubling of the number of trains on the Bridge, a large number of new cars will have to be purchased and the Bridge authorities will have to take more property, either alongside of what they now have, or farther toward the City Hall. To get the latter it will be necessary to remove the building of the Brooklyn Institute, but that flourishing institution hopes to be in a new home near Prospect Park within two years. One suggestion in regard to providing a new Bridge terminus is that the blocks between Tillary and Concord sts. from Washington-st. to Liberty-st. be taken for a new union station, leaving the fine buildings in the block between Tillary and Johnson sts. and the Fulton-st. front of the blocks below Johnson-st., back to Liberty-st., as they now are. Then, with the wiping out of the triangular block above Johnson-st., which every one concedes must go, the room necessary for many years would be secured. The present temporary and inadequate connections of the elevated roads with the Bridge at Sands-st. could be replaced with permanent structures extending alongside the new station. The Kings County trains in Fulton-st. could run on a side-track in Liberty-st., alongside the station, and continue on to the ferry after unloading their cars, and the Brooklyn Union trains could do the same on the Washington-st. side.

But the only real objection made to the idea put forward in The Tribune last Sunday for providing an adequate and ample approach to the Bridge for all time to come by throwing Fulton and Washington sts. into one from the Bridge to the City Hall, with tracks for bridge cars and elevated roads in the centre of the wide space, is the enormous cost.

"It's a magnificent idea," said Civil Service Commissioner Thomas J. Tilney to a Tribune reporter. "It would afford a splendid thoroughfare from the Bridge to the centre of the business portion of the town and would solve all the problems that are now presented by the meagre and inadequate Bridge entrance. It is a capital idea, and I would like to see it carried out, but I am afraid the cost would be enormous. Have you made any estimate of the assessed valuation of the property that would be required? You ought to get the figures. To be sure such an improvement would double the value of the property on the sides of Fulton and Washington sts. which would be left, but they could not be assessed for a proportionate share of the cost. The law requires the tax for any such improvement to be laid upon the entire city. But the whole city would reap a large advantage. Fulton-st. below the City Hall is ruined for business purposes at present. We have had to remove the business of the International Tile Company from Fulton and Pineapple sts. to the Arbuckle Building, opposite the City Hall. If some relief is not afforded lower Fulton-st. will be given over to petty trade."

Ex-City Works Commissioner Ripley Ropes, who has made a study of many municipal problems, is emphatic in declaring the need of some relief for the present state of things. Said he to a Tribune reporter: "The Bridge ought to have been extended in the first place to the City Hall. I thought so in the beginning, and I am more and more convinced of the fact. Here is the natural distributing point for the traffic of the city, and here is where the bridge and elevated roads ought to be connected. Then there ought to be a broad open space in front of the Bridge entrance commensurate with the importance and dignity of the structure. The two cities ought to be ashamed of themselves to hide away such a splendid structure in the way they have done. It ought to have a fine setting. I don't know about taking away all the property between Fulton and Washington sts., but some of it ought to go. The Sands-st. entrance is narrow and choked up, and there ought to be a broad space there. Then the triangular block between Fulton, Washington and Johnson sts. ought to go. It is almost as much as a man's life is worth to cross Fulton-st. at that point in business hours. I have occasion to go a dozen times a day from my office in the Brooklyn Trust Company to the Postoffice, and I never cross there without realizing the peril. People are brought together from the surface cars, also all the streets converging there, the Kings County Elevated unloads its passengers at that point, the Union Elevated passengers come up Myrtle-ave. and John-st., and the jam is sometimes terrible. Something should be done to relieve it. As to the cost, the question is not so much the amount of money spent as the getting of a dollar's worth of weight for every dollar spent. If we could be sure of that almost any amount that could be judiciously expended for the betterment of the city might be raised. I am sure that relief must come in some form in the near future for the travelling public, and that the Bridge cars must run to the City Hall."

"We must get people this side of Sandsst. in the Bridge cars," said Superintendent Martin to a Tribune reporter who found him in his room in the Bridge office, at Jackson and Washington sts. "We haven't room for them now in the station and when the traffic is increased they cannot be satisfied with present facilities. The plans now prepared for a new station provide for its location between Sands and High sts., with ample entrances and exits on all sides. But a special committee of the trustees are considering the whole question of the facilities for travel on the Bridge, and what they report I shall be ready to carry out. As an engineer it makes no difference to me whether the trains stop at Highland or run to the City Hall, or even to East New-York or Jamaica."

"Or Montauk Point?" ventured the reporter.

"Well, I think I would stop there," said Mr. Martin, "unless the trustees wanted to tunnel under the ocean, and then I would take charge of the work, but I wouldn't try to bridge the Atlantic. Seriously, there would be no difficulty in running our trains to the City Hall, but could the elevated roads make any better connections there than here, and what business would be established below the Bridge terminus? The centre of trade is now east of City Hall. It would have been a good idea to cut Flatbush-ave., though, before the Bridge was opened, but it is too late for that now."

President Howell, of the Bridge Trustees, has frequently expressed himself as strongly in favor of the City Hall extension of the Bridge railroad, and thinks the property can be secured for the purpose for $2,000,000. Property owners and business men above the City Hall, are in favor of some such scheme as that outlined in The Tribune, and their sentiments were voiced by Mr. Abraham, of the firm of Wechsler & Abraham. He said: "The present approaches to the Bridge are a disgrace to the city and should be improved. A fine union station for Bridge cars and elevated trains should be built. People have not yet grasped the fact that Brooklyn has left the village period far behind, and is now a metropolitan city. I favor the sweeping away of all the property bounded by Fulton, Sands and Washington sts., so that a splendid thoroughfare and open place would be afforded from the City Hall to the Bridge. The city would make no mistake in securing the property for this purpose."

EXAMINING PLANS FOR AN ARMORY.

A meeting of officers of the 13th Regiment was held yesterday afternoon, in the rooms of the Park Department, to examine the thirteen plans submitted for the new armory building. Among those present were Colonel D. E. Austen, Lieutenant F. R. Wiswell, A Company; Captain George Cochran, I Company; Captain W. L. Watson, G Company; Major R. P. Morle and Captain T. Atwood French, Inspector of Rifle Practice. The three plans which met most favor were those signed "Mars," "Veteran" and "Brooklyn," and of these the first seemed to be the favorite. This is for a plain, impregnable-looking structure of red sandstone or brick. The second plan, it is said, will cost more than the Government can afford. The conclusion of the officers will be reported to the Commission at a meeting to be held some day this week.

AMONG THE CLUB-HOUSES.

RAPID WORK OF THE UNION LEAGUE.

NEARING THE MEMBERSHIP LIMIT—THE MONTAUK'S OPERATIONS TO BE RESUMED.

The Union League Club still keeps on in its flourishing career. Despite the bitter weather that prevailed last Thursday evening, nearly a hundred members turned out to attend the regular bi-weekly meeting, which was held on that evening, though no business of special importance was to be transacted. Twenty-three new members were elected, and the following new names were proposed: Willard T. Sniffin, A. C. Hallam, D. B. Horton, Edmond A. Warren, and L. E. Brown. The club has now reached the point where it is not particularly anxious to do any more recruiting, and it is picking and choosing its members more carefully.

The club-house walls are up to the fourth story, the hip roof of deep red enamelled Spanish tiles is all complete, and the entire building is closed in. Work on the interior is going on at a lively rate under the supervision of the club's architect, Paul J. Lauritzen, who is ably seconded by the contractors, W. & E. Lamb, jr. The club flag-pole 55 feet in height, has been set in the pointed tower at the Dean-st. and Bedford-ave. corner of the building. The two terra-cotta bears, emblematic of the spirit of fun and frolic which is expected to prevail in the club, have been set in place at the top of the oriole window on the Bedford-ave. front. Take it altogether the club-house is making most satisfactory progress and many members are in the habit of going out to take a view of it on Sunday. Nothing more will probably be heard of from the building committee until the return about a month hence of its very efficient president, John W Hussey, who sailed for Europe some three weeks ago.

The Montauk held a meeting of its building committee a few days ago and determined to resume work on the club-house the latter part of February or the beginning of March. Francis H. Kimball, the architect of the club, says that the terra-cotta work, the only thing for which he is waiting, will probably all be baked and moulded by that time and that thenceforward work will go on rapidly. Practically no time will be lost in constructing the building. At the last directors' meeting the following were voted as members: William Cary Sanger, John Dunbar, C. Austin Dall, C. L. Duval, Henry H. Bowman and W. D. Sargent.

Notice was given by W. W. Rossiter that at the next monthly meeting he would move that the initiation fee be kept at $50 until May next, thereby extending the time six months from that originally intended. After May 1 the entrance fee will be $100. The entertainment given at the last "club night" under the auspices of Percy G. Williams was a gratifying success in every particular, but there is plenty of jollity prevailing in the club which does not depend upon any set programme. Whist-playing is popular. Mayor Chapin's "team" is well along toward the 1,000-point limit, and the Mayor's ride is ahead. Leonard Moody has organized a party to play 250 points. C. F. Lush is his partner, and their opponents are Frank E. Bassett and Robert H. Weems.

At the annual meeting of the Marine and Field Club the financial report was most encouraging. It showed a surplus in the treasury, notwithstanding the fact that a part of the debt had been paid off and the balance consolidated into a new mortgage for $60,000, of which the Franklin Trust Company is trustee. A special vote of thanks was tendered to the retiring treasurer, Charles J. Stebbins, who has held that office since the organization of the club. The club lost thirty-five members by death and resignation during the year, but they were replaced as fast as they went out, and there are many applicants on the waiting list. The old officers were re-elected with the exception of the treasurer, and the old Board of Directors was chosen with two exceptions.

The Riding and Driving Club has begun work on the site of its coming club-house at Vanderbilt-ave. and Butler-st. A frame structure 50 by 15 feet has been erected for the use of the superintendent of construction and the storage of utensils and materials. The treasurer of the club, John S. James, has informed the members that engraved certificates of membership can be had in exchange for their receipts for initiation fees at his office, No. 3 Broad-st., on and after February 15.

Last Thursday was "ladies' night" at the Royal Arcanum, and more than 200 of the members with their women friends crowded the club-house at No. 183 Livingston-st., and had a good time. William B. Vernam gave a number of recitations in an exceedingly effective manner, and the Misses Blanche and Marion Bender sang the vocal portion of the programme to the satisfaction of all. The entertainment was held in the parlors, which were handsomely decorated with flowers and potted plants. Afterward the rooms were cleared for the dancing that followed the supper. Every one present was so well pleased that it is almost certain that there will be more "ladies' nights" at the Royal Arcanum during the season. The members were loud in their praises of the House Committee, which consists of R. Tyson White, R. D. Vanderhoot, Jesse B. Van Brunt and J. A. Gruelicos.

Invitations are out for the first reception of the Midwood, on February 5. The guests will consist almost entirely of residents of Flatbush, and it is believed that not less than 600 persons will attend.

NEWS FROM THE ARMORIES.

INDOOR BASEBALL GAMES—TO CELEBRATE A TWENTY-FIFTH ANNIVERSARY.

The dinner of B Company, 23d Regiment, came off in due course last Friday evening, and like all of this company's reunions, was an exceedingly jolly affair. Captain Candee presided and had for his special guest Mr. Pelham, a member of the Savage Club of London. Mr. Pelham proved a most valuable acquisition to the company, entertaining them with a number of humorous recitals. Speeches were also made by Captain Candee, Colonel Partridge and others. Among those present were Lieutenant Colonel Smith, Captain Holmes, James C. Staples, Sergeant-Major Queveau, Mr. Newman, R. C. Fuller and Mr. Pelham, of the Savage Club, London England; W. E. Hustel, E. B. Wood, A. P. Christopher, A. J. Rozezelko, W. W. Nichols, Frederick M. Smith, Julius Freid, Frank P. Smith, Captain W. B. Candee, Lieutenants William P. Pickett and T. M. Close, Sergeant J. D. A. Onderdonk, Quartermaster-Sergeant J. Brewster, Sergeants John S. Barndoller, F. A. Wells, William C. Holmes, H. Groff, Corporals C. L. Coleman, E. M. Queveau, E. Stover, J. L. Brumley, Jr., A. R. Fosch, H. W. Burford, Peter F. Pope, C. R. Bostwick, Privates Garrett B. Adams, E. J. Brewster, F. Buechner, J. L. Carroll, William H. Fisher, S. Gomez, E. S. Gulick, J. T. Hardie, G. J. Hardie, E. G. Hart, A. E. Jewell, W. V. Kissam, R. G. Moran, W. Olmsted, T. F. Ogg, L. L. Queveau, J. W. Queveau, J. W. Richter, W. E. Renwick, F. S. Ropely, G. A. Simpson, F. M. Scott.

The 13th Regiment still keeps up its baseball games at its armory. Last Tuesday evening Companies H and K played a lively six-inning game and received much applause from the spectators in the galleries. The fifth inning proved the Waterloo of Company K's team, the score up to that time being 5 to 4 in their favor, when H Company's nine made 8 runs. They repeated this performance in the last inning. H Company won by a score of 16 to 9.

Professor Jones will exhibit his "Congress of Nations" in the 13th Regiment armory next Tuesday evening. A reception will follow the entertainment.

The review which is to be given by the regiment next Friday evening will no doubt be an extremely interesting occasion. It will be preceded by a guard mount.

Company C, of the gallant 14th, appears to be in a fairly prosperous condition. The report of the treasurer showed that the expenditures of the year amounted to $1,337 40, and the receipts to $1,444 46, leaving a balance of $107 03 on hand. The company has gained thirty-nine new members during the year.

The 3d Gatling Battery intends to celebrate the twenty-fifth anniversary of its muster into service by a dinner to be given on February 13 at the Clarendon Hotel.

The 32d Regiment last week held its company elections, which resulted as follows: Company B—For president, the captain, under the military code; secretary, A. A. Spegell; financial secretary, F. J. Spegell; treasurer, A. T. Stohr; sergeant-at-arms, Charles A. Buhofer; financial committee, Lieutenant James E. King, Sergeant Bauman, and Private Stiefel; recruiting committee, First Sergeant Schneider and Privates Bromdson and Simenski; armory committee, Lieutenant James E. King, Quartermaster-Sergeant Zeitner and Corporal Kamisli. Company C—President, Captain George D. Russell; secretary, Frederick Ramming; treasurer, Corporal Vandram; appointed supervisor of rifle practice, Sergeant J. Beckhaus. Company A—President, Captain Kreuger; vice-president, Lieutenant Conrad; secretary, Lieutenant Luthey; treasurer, Christian Keefer; finance committee, Lieutenants, Luthey and Conrad and Private Dobson.

FORMING A MUTUAL BENEFIT ASSOCIATION.

The attaches of Wechsler & Abraham formed a Mutual Benevolent Association at a meeting held on Friday night last. At the close of the meeting supper was provided at which appropriate remarks were made by P. O. Davidson, Desmond Dunne, Preston Taylor, Ferdinand Reiss, P. H. McNulty and Mr. Ball.

WECHSLER AND ABRAHAM.

THEY KEEP APPEARING HOURLY.

Chances in plenty for prudent shoppers all over the store this month—more than usual Monday.

You see we're casting up for the important yearly inventory, and every hour or so this broken line, or that slow moving line, of goods is run across, hauled out, prices roughly twisted downward and flung on counter or extra aisle table for all who happen by with a ready eye for good things.

Farewell prices have been placed on these underneath for Monday.

SALE OF LADIES' COSTUMES.

On Monday we will offer the entire balance of our imported and "own make" costumes, comprising those for street, dinner and evening wear, at about one-half cost.

An opportunity is here afforded to secure a choice model garment at an exceedingly low price—say actual cost of material and trimmings. There being but 46 costumes in the collection, ladies will see the wisdom of responding quickly.

A few prices:

$75 Costumes....$38
$100 Costumes....$48
$125 Costumes....$65
$175 Costumes....$85
$250 Costumes....$125
Fourth Floor—parlors.

LADIES' CLOAKS.

125 Ladies' Newmarkets, in plain color beaver cloths, in blue, black, green, $8.75, from....$14.50
A line of 150 Plush Jackets, lined throughout with best silk, $16.50, were....$22.50
A line of 50 Plush Wraps, fine quality, elegantly lined, $19.50, were....$35.00
Cloaks—second floor.

DRESS GOODS WORTH HURRYING FOR.

44-inch Scotch Cheviots in heather mixtures, plaids and checks, formerly $1.00; to go at....48c.
38-inch all wool Suitings for early spring wear, in stripes, plaids and mixed colors, made to sell at 59c.; to go at....39c.
38-inch Wool Suitings, in gray, brown and blue mixtures, formerly 50c.; to go at....25c.
54-inch English Cloakings, in the approved styles, for the present season $2.50 goods to close at $1.25
All Odds and Ends of Plain and Fancy Dress Goods to go at about half price. They're so marked.
Dress Goods—left, centre.

DRESS PLUSH—TWO LOTS.

60 pieces Silk Dress Plush, close pile, full 24 inches wide, a $1.25 quality, full assortment of street colors....98c
40 pieces Silk Dress Plush, extra quality, 24 inches wide, a $1.50 quality, good range of street shades....$1.19
Centre Tables—main aisle.

DRESS AND CLOAK TRIMMINGS.

In our Trimming Department we have some odd lengths of Black and Colored Silk and fine Beaded Gimps, Galloons, Ornamental Gimps, Fouragieres, Ornaments, Fringes, Persian Embroideries, and many other articles which must be sold before January 31. They will be placed on special tables Monday and marked so very low that we expect they'll disappear the first day. These goods we were selling from $1 to $8, but they will be repriced from 10c. to 75c.
Trimmings—left, front.

LACES AND EMBROIDERIES.

For the same reason assigned for the sacrifice of the Dress and Cloak Trimmings, we will place on special counters Monday the odds and ends (desirable lengths) of Lace Flouncings, Drapery Nets, Trimming Laces of all kinds and a large variety of Hamburg Embroideries at just one-half the prices they've borne up to this writing.
Laces—front, centre.

BLACKS. SPLENDID VALUES.

Imported Mohair Brilliantine, 38-inch wide, high lustre and full weight, the 75c. quality for....57c
Priestly's and other makes, Silk Warp Dress Fabrics, including Henriettas, Drap d'Almas, Ottoman Cords, Crape Cloths and Diagonals, 40-inch and 42-inch wide, worth from $1.00 to $1.40; your choice for....75c
All Wool French Henrietta Cloth, 48-inch wide, beautiful quality, the regular $1.25 grade for 98c
Black Dress Goods—left aisle, rear.

FURS, STILL A CHANCE.

The range of sizes and styles and lengths of fur garments is still complete—a chance still for prompt buyers. Every garment and article is guaranteed in every particular.

$100 Alaska Seal Wraps for....$68
$175 Alaska Seal Wraps for....$110
$115 Alaska Seal Jackets for....$89
$145 Alaska Seal Top Coats for....$109
Our entire stock of Capes and Muffs reduced 20 to 50 per cent.
For Sales Parlor—second floor.
For Workrooms—fifth floor.

POPULAR GRADES OF MUSLIN UNDERWEAR,

No reductions, but special values every one!

Besides, the material and shape and finish of each garment is of the upper character.

We'd about as soon show them as sell them, so confident are we where you'll buy later on.

Muslin Chemise, 48c., 59c., 75c., and....95c
Muslin Gowns, 35c., 75c., 85c. and....98c
Muslin Drawers, 39c., 48c., 58c. and....75c
Walking Skirts, 35c., 59c., 79c., 98c., $1 25, $1 35 and....$1 85
C. Covers, 10c., 39c., 48c., 52c., 69c., and....75c
Long Slips, 25c., 50c., 48c., 65c., 75c., 85c. and 98c
Short Slips and Dresses, 48c., 69c., and....75c
Underwear—second floor.

WECHSLER AND ABRAHAM.

3 entrances: Fulton-st., Gallatin pl. and Livingston-st.,

BROOKLYN, N. Y. BROOKLYN, N. Y.

DISEASED POULTRY IN A MARKET.

Dr. Lachlan McLean, of No. 14 Nevins-st., called the attention of the Board of Health to specimens of rabbit and poultry, which he obtained in a market in Fulton-st., which he finds diseased and affected with tuberculosis. It is believed that persons eating the flesh of animals affected in that way will be pretty likely to develop the disease. Deputy Health Commissioner Young says that these are the first specimens of the kind he has ever seen. Meat Inspector May says that the only food he ever saw affected with tuberculosis was a turkey, which he found in the hands of a pedler and destroyed.

Odd Solid Silver Spoons.

Having completed our inventory of Solid Silver, and finding a large number of broken dozens and odd Spoons and Forks, of such patterns as we shall replace by newer designs, we offer these at about the value of

The Precious Metal.

There are Coffee, Tea, Dessert and Table Spoons, commencing as low as 56 cents for a Coffee Spoon.

Ovington Brothers,

Fulton and Clark Sts., Brooklyn.

DENNIN'S CERTAIN CURE

For Rheumatism and Gout.

Certain, Safe and Speedy, whether Acute, Sub-Acute or Chronic.

The cure exhibits its most extraordinary powers in relieving in a few days the Rheumatic pains which have gnawed and agonized for years. Sold by druggists, or will be sent by express paid to any address, at $1 50 per b