BROOKLYN'S WATER SUPPLY.

PRESSING NEED OF EARLY ACTION IN THE DIRECTION OF ENLARGING IT.

WHAT CITY WORKS COMMISSIONER WHITE SAYS—CAN LONG ISLAND GIVE BROOKLYN ALL THE WATER IT WANTS?—THE NEW WARDS IN RELATION TO THE WATER SUPPLY.

The question of increasing the water supply of Brooklyn is one of pressing importance. There is reason to believe that at their meeting to-morrow afternoon the Board of Aldermen will act favorably upon the proposition of City Works Commissioner White to expend $750,000, or rather to authorize the issue of bonds to that amount, to provide for additional wells, conduits, etc. Both before and after the meeting of the Aldermen's Committee on Water and Drainage on Thursday evening, Commissioner White expressed the opinion that favorable action would be had both by the committee and by the Common Council. His views on the subject in general are well known. He believes that an increase in the water supply of the city is absolutely necessary, and he thinks that a rare opportunity is now presented, as a large increase is possible for a comparatively small expenditure.

"This is a matter," said Mr. White, "for which provision must be made in advance. There is nothing of more vital importance in connection with the city government. A short water supply for a single week would impress that matter on the minds of the people in such a way that the city authorities would be forced to act if they had not already done so. But I see no reason to believe that they will not act in the right way at this time. I think that it would be wise to authorize the expenditure of the whole two millions and a half called for by the recent estimates made by the engineer of this department, but it will be possible to meet the immediate demand by the expenditure proposed in the committee's report."

"What is the truth about the condition of the streams as to which complaint is made?" was asked.

"The Hempstead and Jamaica streams to which you refer are not as good as we should like to have them, nor are they so bad as they have been represented to be. The general quality of the supply is not to be judged by the character of some of the smaller sources from which it is drawn. It is to be judged by the quality of water as it flows from the taps. I can say, at all events, that I use it freely and consider it all right. We cannot make the streams complained of as good as they can be made so long as we are compelled to use them for the regular supply. When the extensions contemplated are provided it will be possible to put these streams in good shape. But they are not so bad as people imagine. I have no doubt that there are many worse things along some of the streams that supply the Croton water to New-York."

"Do you receive many compliments regarding the quality of the water?"

"No, we do not. There was some complaint concerning muddiness about the time of the Tabernacle fire, and lately there has been a somewhat rooty taste to the water. I would like to say, by-the-way, that the department is always glad to receive complaints, if there is anything to complain about. The people who make complaints are really acting as inspectors in behalf of the great public, and are thus doing an important public service. This is true in reference to all the branches of the city government. It would be impossible by any expenditure of money or by any force of inspectors, however large, to cover every point in the city and do the work that the citizens are able to do for themselves. Oftentimes the complaints that come in tell us of things that we know perfectly well; oftentimes they tell us of many things that might not have known for a month. People who don't find things all right should not fear that they will be set down as fault finders if they let the officials know that something is out of the way. Several complaints from one district, for instance, in regard to the quality of the water—saying that it is muddy, perhaps—will enable us to get on the track of the trouble with comparative ease. Sometimes the trouble may be confined to a single block; sometimes only to a single house."

"What is your opinion in reference to the probability of Long Island supplying enough water for Brooklyn in the future?"

"That is a question," answered Commissioner White, "regarding which we are trying to get definite information. I presume there is enough water on Long Island to meet the needs of a population of 2,000,000. Whether it will be well to obtain it is another matter. That question is affected by the opposition of the people of Long Island to the city's taking their water away from them, by the cost of getting the water in case it is available, by the possible action of the Legislature and by other considerations. The expenditure of $10,000 as already authorized by the Board of Aldermen, to ascertain the possibilities of the island in this direction and also to consider other sources of water supply, will make it possible to act intelligently on this subject. Regarding other possible sources of supply there is no trustworthy information available, so far as I have been able to ascertain. All that can be learned on the subject comes from interested persons. There is no lack of suggestions on the subject, however; I receive them from all sorts of people, and they run all the way from plans for refining and distilling the water of the ocean to schemes for drawing upon Lake Erie and Lake Ontario for our supply. The vote next fall on the question of consolidation will, I apprehend, have a bearing on the question of water supply for New-York and Brooklyn. Indeed, if the cities do not choose to unite, there is no reason why they should not co-operate in the matter of water supply in the future, when it becomes necessary for New-York to look beyond the Croton region and for Brooklyn to go outside of Long Island."

"What effect will the annexation of the county towns have upon the Brooklyn water supply?"

"There will be no immediate effect. Flatbush is supplied with good water by a private company, which the city will have the privilege of buying out, under certain restrictions, however, so that the conditions will not be the same as in the purchase of the Long Island Water Supply Company in the Twenty-sixth Ward. The Flatbush water is now of good quality, but in a few years doubtless the region from which it is drawn will be so built up that the water will most likely be not unlike the streams supplying Brooklyn which are complained about at present. In New-Utrecht there is no water supply; its water is furnished by the Kings County Company, a private concern in Gravesend. Then there are the waterworks which supply Coney Island, which were owned by the town of Gravesend, and have now become the property of the city. None of these sources of supply are important, and they are not likely to be of much help to the city. On the contrary, it is much more likely that we will be called upon to feed the new wards in the near future, but that is not a pressing question now."

PROPOSED REDUCTION OF BRIDGE FARES.

SHOULD MORE PEOPLE BE DRAWN TO THE ALREADY OVERCROWDED BRIDGE RAILROAD CARS?

The proposed reduction of fare on the Bridge cars to two cents is something of a surprise, coming so directly after the change by which two tickets are sold for five cents. It is expected that this change will cause a considerable falling off in the Bridge receipts—a reduction estimated by President Howell at $50,000 a year—as it is considered probable that the saving of one cent on a round trip will not increase the patronage of the railroad to any appreciable extent. The reduction of fare to two cents would, however, undoubtedly have an immediate effect in increasing Bridge travel, and it is a serious question in many minds whether anything should be done in that direction as long as the present crowds are so poorly handled. It is a notorious fact that the business of the Bridge railroad has already exceeded the facilities for carrying passengers, and it would seem to be unwise to multiply the number of people to be transported until the capacity of the Bridge is materially enlarged.

On general principles, of course, no one would object to a reduction of fare, even if it is only half a cent, and it is unquestionably true that the shortness of the haul on the Bridge, as compared with the elevated and surface roads of both New-York and Brooklyn would justify as low a rate of fare as two cents. Another comparison, however, is in point. Suppose the elevated railway company in New-York should suddenly reduce its fare to three cents, or two cents or one cent; would the travelling public generally regard such a step with favor? The trains are already crowded almost to their full capacity; would it be a wise thing to increase the number of people using them to an indefinite extent?

The same questions apply to the Bridge railway. The fares are now adjusted at a reasonable figure. Bridge travellers approve the recent practical reduction from three cents to two cents and a half. They do not demand any further reduction, especially as it is certain to be followed by an increase in the number of passengers, and an aggravation of the crowding which during the busiest hours already verges on the point beyond which it would be intolerable. It is felt that instead of reducing fares the Bridge Trustees should devote all their energies to the solution of the question of enlarging the carrying capacity of the railroad. The need of doing this has been apparent almost from the day the railroad was opened; and it is more than six years since the practical consideration of the problem was taken up. The results are yet in the future—how near a future is a matter of pure guesswork.

The argument that the fares on the Bridge should be placed on a level with those on the principal East River ferries has little force. It either proves too much or too little. If it is a valid argument at all, it follows that the Bridge should cut its fares to one cent during those hours when the fare by the ferries is divided in two, and, further, packages of Bridge railroad tickets should be sold at the rate of a cent and a half a ticket, or seventeen for a quarter. Such an analogy is misleading, however, and it has an amusing side, in view of the solicitude displayed by some of the Bridge trustees at the time the structure was opened lest the Bridge should have a serious effect on ferry receipts.

THE FRESH-AIR FUND IN BROOKLYN.

CO-OPERATION BETWEEN THE CHILDREN'S AID SOCIETY AND THE TRIBUNE CHARITY—A PLEASANT EXCURSION TO EXCELSIOR GROVE.

The Brooklyn Children's Aid Society gave their first excursion of the season, in charge of the Tribune Fresh-Air Fund, on Friday last. Tickets had been given out during the two weeks previous in various parts of Brooklyn, principally in the district between the Bridge and the Navy Yard. About 1,400 tickets had been distributed, many of them by house-to-house visitation, where the more needy and deserving mothers and children were selected as the beneficiaries of The Tribune's kind offer of a day upon the water and in the cool shadow of the Palisades, where the landing was made at Excelsior Grove, nearly opposite Yonkers.

There were about 1,350 mothers, children and helpers on board. The start was made from Dock-st., just under Brooklyn Bridge, at shortly after 9 o'clock in the morning.

The excursion was under the charge of the Rev. Horace Porter, one of the assistant pastors in Plymouth Church. Mr. Porter was assisted by a number of helpers, selected principally from the active workers of Plymouth Church.

In distributing the tickets for the excursion care had been taken to seek out those faithful, hard-working but least-known mothers, to whom a day on the water or in the woods seldom comes.

It was a beautiful day to be on the Hudson, and it was noticeable that many frail infants, who were too ill to hold up their heads when the excursion began, were wide awake, frisky and smiling before the day was over.

The joy with which these mothers received the tickets, the contrast between their appearance in the hot, close homes, and, as they were seen, "all tidied up," with their little children in fresh, clean clothes, was such that those who knew of these things were filled with joy at having had any part in so benevolent a work. Mr. Porter said that the change was so great in many instances that he found it difficult to recognize among those on board the same careworn, struggling mothers whom he had visited in their homes and invited to take a happy day's journey under the auspices of The Tribune.

In the morning, at about 10:30 o'clock, the first round of milk and crackers was given out. This was done by a careful system, by which every mother and child on board received half a pint of milk and a supply from the two barrels of crackers. The whole 1,350 were thus carefully served in one hour's time. At 1 o'clock the company had dinner under the trees at Excelsior Grove. Late in the afternoon there was another service of milk and crackers to all on board.

One feature of this excursion was the presence of 100 Italian mothers and children, who entered into the day's joy with great appreciation of the kindness extended to them. By their songs, in the Italian tongue, they added greatly to the entertainment of the whole company. Music, dancing by the little children, many songs, together with games, and the hearty reception given to all by those in charge, made the day one of delight and great refreshment, and who can say how much the day gave life and health and pleasant memories to the hundreds who were befriended?

OUTWITTING THE STREET BOYS.

THE UNION FERRY COMPANY'S LATEST PLAN TO PREVENT THE SALE OF SINGLE TICKETS BY OUTSIDERS—A BIT OF HISTORY.

The latest attempt of the Union Ferry Company to outwit the small boys who sell its tickets on the streets and thus reap a small profit recalls an interesting bit of history. By law the company is required to sell tickets by the quantity at the rate of seventeen for 25 cents, or as nearly a cent and a half apiece as is practicable. Until the latter part of the '70s the tickets were separate bits of pasteboard, which were used over and over again until they became so soiled and discolored that it was no longer possible to recognize them.

As the single fare is two cents, it did not take long for the street boys to find out that by buying a package of tickets at wholesale and retailing them to people approaching the ferry they could reap a profit of eight cents on each package. The business throve mightily. Soon scores of boys found that they could make money in this way faster than by selling papers, and persons coming down Fulton-st., for example, would be accosted by ticket-sellers three or four blocks before reaching the ferry, and had to run a gantlet of them all the rest of the way. Of course, most regular travellers continued to buy their tickets by the package, and thus found the boys a nuisance; others thought it a good thing to encourage them, and casual users of the ferry often thought they were patronizing regular runners of the ferry company. The company soon found that its profits were being eaten into to an alarming extent, and called upon the police to suppress the boys. The effort to do this was only partly successful, and the business continued to flourish.

Then the company had recourse to a new scheme. Instead of having separate tickets, it decided to have seventeen printed together in coupon form and each coupon was declared to be good only if detached in the presence of the ferrymaster. For a time this requirement was insisted on and ferry travellers tore off their tickets as they entered the ferryhouse. This put a stop to the business of ticket-selling on the street, and the company's treasury grew plethoric in consequence. Gradually the requirement that tickets should be detached only in the presence of the ferrymaster became a dead letter, and now for a considerable time the old practice of boys selling tickets to persons approaching the ferry has been again cutting into the company's profits.

Now another change has been made. Instead of detachable coupons, the company furnishes its regular patrons with a card similar to a commuter's ticket on a suburban railway, and every time the user of it enters the ferry a number is punched out, while for his seventeenth passage he drops the card itself into the box. Of course, this effectually puts a stop to the sale of tickets by outsiders. But it has given rise to some complaints. People are finding fault because of the delay which the punching process involves, and say that on account of it they sometimes miss a boat, and at all events are subjected to a severe nervous strain. Then, too, an objection to the new plan is made by people who have been in the habit of leaving tickets at home for the use of their families when going to New-York, though by a strict construction of the company's rule such tickets would not be valid, since they could not be detached only in the presence of the ferrymaster. Ferry travellers will, however, get used to the new system in time, and, of course, they can accommodate their wives and children by investing an extra 25 cents and leaving a card at home for family use.

For some reason the selling of Brooklyn Bridge tickets by street boys has never flourished, although before the recent change whereby two tickets are sold for five cents there would have been a profit of five cents on every package of ten tickets. A reminiscence of the old ferry trouble, however, is to be found in the inscription on every Bridge ticket sold in coupon packages of ten, declaring that it is not good unless torn off under the eye of the ticket-taker. This requirement has been a puzzle to many travellers by the Bridge.

CHARGED WITH TRYING TO KILL HIS WIFE

Philip O'Connor, a young mechanic living at No. 175 Meeker-ave., was arraigned yesterday before Justice Watson in the Ewen Street Police Court, charged with attempting to take the life of his wife, Charlotte, on Friday night, during a quarrel. Mrs. O'Connor's left hand was in bandages, having been badly cut during the struggle for the possession of the knife. O'Connor was drunk at the time, and before he could inflict any injury he was arrested. The magistrate held him for examination on a charge of assault in the second degree.

A TAILOR HAS TROUBLE WITH HIS WIFE.

Morris Kasky, an elderly tailor living at No. 116 Seigel-st., was arraigned yesterday before Justice Goetting, in the Lee Avenue Police Court, on complaint of his wife, who charged him with failing to provide for her. The complainant was not in court. Kasky told the court that the woman was his second wife, and that she had left him three weeks ago, taking with her all his savings, amounting to $60, and the jewelry belonging to his first wife. He had been unable to find her since. As the address of the woman was not known by the court, Kasky was discharged.

A SHOEMAKER HANGS HIMSELF.

Peter Ketchmann, a shoemaker, who lived with his wife and two children at No. 200 Knickerbocker-ave., committed suicide early yesterday morning by hanging himself from a beam in the cellar of his home. When his body was found life had been extinct for some time. The man had been despondent for some time owing to his failure to find employment, and several times expressed his intention of taking his life. The family are in destitute circumstances.

THOUGHT TO HAVE BEEN CRAZED BY HEAT

Miss Kate Whitman, a young woman living at No. 68 Scholes-st., was removed yesterday to the Flatbush Asylum suffering from insanity, which is believed to have developed as the result of the heat. Mrs. Mary Taylor, who also lives in the Scholes-st. house, is confined in St. Catherine's Hospital, suffering from a stab wound in the right cheek, inflicted by Miss Whitman on Friday night with a fork. At the time of the stabbing Mrs. Taylor was standing in the doorway of her house when she suddenly heard Miss Whitman scream. She then came running down stairs, and, meeting Mrs. Taylor, plunged the fork into her cheek. After inflicting the wound the crazed woman ran screaming into the street and was arrested by a policeman of the Nineteenth Precinct. At the station-house Miss Whitman tried to strangle herself with a garter.

AMONG BROOKLYN OARSMEN.

SOME OF THE CLUBS WHICH HAVE EARNED FAME AND PRIZES.

HOUSES ALONG THE BAY RIDGE SHORE—MUCH INTEREST IN AQUATIC SPORTS—WELL-KNOWN MEN WHO HANDLE THE SCULLS.

No sport in Brooklyn coming under the head of general athletics has received more attention than boating, with the possible exception of baseball, and the boat clubs of the city are both numerous and well-to-do, great strides forward having been made in the last ten years. Much of the credit for this advancement is due to the Seawanhaka Boat Club, which was established away back in the early sixties, with ex-County Clerk Elliott and many other well-known old-timers as charter members of the Seawanhaka Boat Club, the parent of the present aquatic organization.

Newtown Creek was not then the filthy puddle that it is to-day, and when in 1874 ex-County Clerk Ranken, William Wilson, Frank Adee and a number of others became interested in the club and reorganized it, a commodious boathouse, costing $3,000, was erected on the banks of the creek, which was one of the finest courses in the neighborhood of New-York. The young blood gave the club a great lift onward, and the membership increased rapidly. When the filth-giving factories came, and the creek was transformed into the noisome, ill-smelling stream which has since become famous for its vile odors, the club obtained its present site at South Tenth-st., and the boathouse, which is still standing, was built there in 1883. It is a two-story structure at the mouth of the Wallabout Basin, facing the East River. Among the prominent members at the time were J. J. Hedges, John Kepple, James Orr, Robert Orr and William Goodnaugh. Ex-County Clerk Ranken was elected captain, and remained so for a number of years. The interest became general, and as a result considerable "beef," which is the rowing man's terms for strong fellows, was added, and the colors of the club, blue and white, were often seen at the fore in rowing contests.

In 1885 the club started the movement which led to the organization of the Long Island Rowing Association. In 1887, at the regatta of the association, the Seawanhakas won seven of the nine contests over the course at Rockaway Inlet. The Greenwood Lake crew won the "Eagle" Cup for the second time, and the cup finally became the property of the club in 1888, when the crew again defeated all comers, with a record of never having been beaten. The present active membership of the club is about 125, and the erection of summer and training quarters, bordering on Flushing Bay, is now under consideration. The rooms of the club are at the Carleton Hotel, Kent-ave. and South Eighth-st., near the boathouse. The four-oared crew of the club now in training expects to carry off the Junior "Eagle" Cup at the Long Island regatta in Flushing Bay on July 28. The present officers are: President, John R. F. Clark; first vice-president, Joseph Totten; second vice-president, James Howard; secretary, E. C. Wallace; treasurer, Dr. E. C. Wicht.

The Crescent Athletic Club, which has one of the most handsome and best appointed country homes of any club in the city, is located on the Bay Ridge shore in a commodious Queen Anne clubhouse. Although the club is essentially an athletic club, it has devotees of the oar as well, and in the Long Island Amateur Rowing Association Regatta in 1891 it captured the "Eagle" Cup. The following season and last year they were, however, defeated, and a recent decision of the Board of Governors prohibits the club entering in regattas outside of its own.

GOOD RECORD OF THE VARUNAS.

If there is any one club which, by its active interest in matters aquatic, has given a greater stimulus to amateur rowing than any other, it is probably the Varuna Boat Club. Its broad-balconied boathouse at Fifty-eighth-st., and its fleet of sixty boats are objects of pride to the 280 members who comprise the organization. This popular association, which has won victories at all the principal amateur rowing contests in this part of the country in the last ten years, was organized in 1875 and incorporated in 1877. In 1886 Judge James G. Tighe, who has since become rather well known in Brooklyn politics, became enrolled as an active member, and ten years ago was elected to the captaincy of the club, which has been unanimously re-elected every year since. This season unusual preparations were made by the members of the club to capture all the prizes possible within their reach, and the club had its representatives at the Decoration Day Regatta and other contests, and will also prove a strong opponent to others who desire to win trophies at the Long Island Amateur Rowing Association's Regatta. Last year, in the junior four-oared shell race for the "Eagle" Cup, they finished second. At the National Regatta James Coughlin, who, with Charles Belger, comprises the senior double-screw, will again enter in the doubles with Belger, and the club will probably wind up the season by sending an eight to the Staten Island Kille Regatta. If Coughlin is successful in the singles at this regatta, Captain Tighe will take him to the Labor Day Regatta at Boston, where he will be entered. The Varuna Club is believed to have a larger and better equipped rowing plant than any other crew or club in the United States. On one Sunday alone their fleet of boats had no less than 210 men on the water.

OTHER WELL-KNOWN CLUBS.

Among the other well-known boating organizations which have their homes on the Bay Ridge shore few are better known than the Nautilus Boat Club, whose handsome house juts out on the Bay at Sixty-fifth-st. Although the club was organized in 1883, it was a few years before this that a half-dozen young students of the Polytechnic Institute conceived the idea of going in for this popular and health-giving pastime. The chief mover in the plan was Harry F. Waring, who is now the only original charter member connected with the organization. Their first house was built from scrap lumber obtained from the Brooklyn Bridge, then in course of construction. In September, 1892, the club was temporarily made homeless by fire, the house, fleet of boats, prize cups and banners and personal effects of the members all being consumed. The commodious house of the Pioneer Club, which club disbanded, was immediately purchased, and many of the Pioneer members afterward joined the Nautilus Club. Their present fleet comprises one eight-oared barge, two six-oared barges, one four-oared barge, one eight-oared shell, two four-oared shells, two four-oared gigs, six singles, two doubles, two yawls and a number of private boats, including the Dago, owned by Harry Smith, which has not yet been classified. The membership limit of 100 is now filled, and there are a number of applicants on the waiting list. W. C. Johnson, better known as "Bert" Johnson; Arthur Nickerson, Mortimer Remington, Harry Hallock and "Bob" Pritchard are some of the well-known amateur athletes turned out by the club. George Freeth and John T. Kettrick were also brought into prominence by the club as single-scullers and as a double-scull crew. The Nautilus still holds the record for a junior four-oared shell crew for a mile on the Harlem, which they made in 1887 and 1888. The club is at present officered by Walter Burt, president; William P. Macy, vice-president; W. H. Smith, treasurer; William T. Mynotte, secretary, and Julius Schellenburg, captain.

Four or five years ago the club did considerable rowing on the Harlem, Passaic and Schuylkill rivers, and won many prizes, fourteen banners of victory having been consumed by the fire which destroyed the clubhouse.

Directly beneath the shadow of the Varuna Club's Bay Ridge home, at Fifty-eighth-st., is a little one-story building, the home of the Ariel Boat Club, organized about a dozen years ago by a few men of athletic tendencies and aquatic tastes, most of them being sons of German residents of the upper part of the city. The same nationality predominates in the club to-day, although the men in their yellow and black striped rowing uniforms might easily be taken for a crew of Princeton oarsmen. As a club, they take little part in outside racing, but are fond of taking long barge trips to points along the Long Island, New-Jersey and Staten Island shores. For a small club the Ariels have an extensive fleet of handsome boats, including one eight-oared barge, one six-oared barge, one four-oared barge, three single gigs, two pair-oared gigs and two four-oared gigs. Once every year the club holds an annual regatta, at which their members match their skill and muscle. The officers of the club are: President, Herman Brannlich; vice-president, J. C. Garuans; secretary, George A. Kraft; treasurer, Oscar Buechner, and Captain F. Wilhelms.

EX-REGISTRAR MCGUIRE'S APPOINTMENT.

IT RECALLS THE "HANGING UP" OF THE NOMINATIONS OF MESSRS. HEALY AND BENNETT.

The appointment of John C. McGuire as Surveyor of the Port of New-York is interesting from more than one point of view. For one thing, it suggests President Cleveland's desire to be on good terms with the McLaughlin Ring, as well as to send in nominations that stand some chance of being confirmed. Mr. McGuire is a lawyer of ability. That he keeps in step with the regular Democracy in Brooklyn is evident from the fact that he was appointed Registrar of Arrears by Mayor Chapin and continued in that office by Mayor Boody.

This appointment, of course, recalls the previous appointments of Brooklyn men made by Mr. Cleveland. It was in the latter part of February that he sent to the Senate the names of A. Augustus Healy for Internal Revenue Collector, ex-Police Commissioner Hayden for United States Marshal and Mr. Bennett for United States District-Attorney. Mr. Hayden was a regular Democrat, Mr. Healy was a pronounced Anti-Snapper and Mr. Bennett, so far as he had taken part in politics, was known to be in sympathy with Cleveland as opposed to the Hill Democracy. As a result Mr. Hayden was confirmed, and the other nominations were "hung up" by and with the advice and consent of Senator Hill, and they still remain in that somewhat uncomfortable position. No effort has been made to defeat them, and there are no signs that any such effort will be made. So, when Congress adjourns, it is likely that the President will reappoint Messrs. Healy and Bennett, and the recess appointments will hold good until the Senate acts upon them at the short session.

Naturally there will be little delay in the confirmation of Mr. McGuire's appointment, and thus one of the important places in the customs service will continue to be held by a Brooklyn man.

CHANGING STREET NAMES.

A TENDENCY NOT TO BE ENCOURAGED EXCEPT IN CASES OF REAL NECESSITY.

The question of changing street names in order to meet the demands of a few individuals is raised not infrequently in Brooklyn, and too often the desire of a small number of people is acceded to when it is not in the interest of the public at large. On general principles, an established name ought not to be altered unless there are commanding reasons for a change. A recent application to the Board of Aldermen was for the substitution for Pineapple-st. of the name of a hotel in that quarter of the city. This was clearly an advertising scheme, and it is gratifying to know that the Aldermen are not inclined to take favorable action in reference to it. It was absurdly argued in favor of the proposed change that pineapples do not grow in Pineapple-st., and that the name is meaningless. On the contrary, it is a good name, as street names go—something out of the usual run—and this street is one member of an interesting group, the others being Orange and Cranberry sts. It might be interesting to know why the group was not extended; in which case Brooklyn might rejoice in Lemon-st., Banana-st., Cherry-st., Strawberry-st., and others of the same class. There are numerous well-defined groups of street names in Brooklyn, as in other cities, but this group of three is rather small. On each side of it there is a distinct line of cleavage, the family names of Clark and Middagh forming the boundaries of the fruit group.

On account of the annexation of three county towns some readjustment and changes of street names have become necessary. In one case already a change made has been undone for good and sufficient reasons. Diamond-st. in the Twenty-ninth Ward (Flatbush) was recently changed, because there was another Diamond-st in the city, and Slocum-ave. was put in its place as an honor to the late General Slocum. On examination it was found that Slocum Place already existed in that ward, and now on petition of the residents in what was Diamond-st. the name Lenox Road has been given to it. There is already a Lincoln Road in Flatbush, so there seems to be a tendency to adopt the name "road," and a good tendency it is.

It is to be hoped that some of the quaint old names in the new wards, such as King's Highway, will not be tampered with by people or officials with "progressive" tendencies. The system of numbered streets seems likely to have considerable vogue in the annexed territory. It is a system having both advantages and drawbacks. The late Richard Grant White once said that it was out of the question for one to have any real sentiment in connection with a street bearing a numerical designation, and spoke of the impossibility of talking about the "good times we used to have in dear old One-hundred-and-seventy-fifth-st."

CARELESS BICYCLE RIDERS.

WHY DO NOT THE POLICE INSIST ON HAVING THE LANTERNS LIGHTED?—ONE RIDER RUN INTO BY ANOTHER.

Is not the head of the Brooklyn Police Department aware that the members of the force are exceedingly lax in enforcing the ordinance that bicycles shall not be ridden after dark without lights? On any evening it is possible to see, in the streets frequented by wheelmen, a number of bicycles with no lanterns or with lanterns that shed no light. In Prospect Park it is different. The park police are vigilant and active, and the man without a light is speedily called to account. So well is this understood that it not infrequently happens that men who ride up to the Park without having their lamps trimmed and burning dismount at the main entrance and light up.

The dangers arising from riding unlighted bicycles at night are numerous. A few evenings ago a woman crossing Throop-ave. soon after nightfall had a narrow escape from collision with two rapidly ridden wheels. The crossing was not well lighted, and she thinks that only her white dress saved her, that is, made her visible to the riders in time for them to avoid collision. Had they carried lighted lanterns, she would almost certainly have seen them at some distance, and kept out of harm's way. As it was she had no warning of their approach until they were within a few feet of her. The ordinance on the subject is strict enough. Is it not the duty of the police to enforce it?

There is, too, a great deal of careless riding in the city, even in daylight, and the riders seem to have no sense of responsibility whatever. Recently an elderly man in attempting to cross Bedford-ave. was run into by one of a group of wheelmen who bore down on him rapidly. He was knocked down and rendered unconscious, but the riders paid not the slightest attention to him. The one who ran into him mounted as rapidly as possible and rode off at high speed, along with his companions, being anxious apparently only to get out of the way of a possible arrest, and having no regard whatever for the victim left helpless on the pavement.

Some riders also go out without either bell or whistle to give warning of their approach to people in their way.

An employe in one of the city departments recently had an experience with a careless rider that he will not soon forget. Not long ago he purchased a new wheel, and on a Saturday afternoon he took his first long ride on it. Some part of the mechanism did not work perfectly, and when he applied his feet to the pedal the wheel did not always respond as it should. He was on his way to his home near Prospect Park, having returned from a ride to New-York and Yonkers. It was almost midnight when he reached the hill near Mount Prospect Reservoir, and as his wheel did not work just right he jumped off and started to carry it to the sidewalk, intending to walk to the top of the hill and then mount again. As he did so he noticed two riders coming down the hill toward him at a high rate of speed. They were "scorching" with all their might, with their heads down, and seemingly taking it for granted that the road was entirely clear.

The man on foot saw that there was danger of their running into him, and shouted to them to keep off, as he was carrying his wheel he was not sure of his ability to get out of their way. One of the riders heard the shout and veered off in time. The other came blindly on, struck the wheel of the dismounted rider with great force, damaging it considerably and driving the pedal against its owner's leg in such a way as to inflict a dozen bruises from the knee down, and then took a header. As fate would have it, he suffered no damage himself, and was able to mount again and go on without discomfort. The other man managed to get himself and his damaged wheel home. It was three days, however, before he was able to go out, and a week before his wheel was in shape again. Of course he has good ground for an action against the author of his trouble, who should, at least, be compelled to pay for the repairs to the damaged bicycle.

CLOSE OF THEIR THREE DAYS' MEETING.

The International Order of King's Daughters and Sons finished their three days' meeting at Long Beach yesterday. Mrs. Isabella C. Davis opened the meeting yesterday at 11 a. m. by a short address. Various phases of the work of the members of the order were then discussed.

The Rev. Dr. David James Burrell, of the Collegiate Reformed Church, of this city, will preach in the Auditorium at 11 o'clock this morning, and at twilight this evening will administer the sacrament of the Lord's Supper.

The Epworth League will hold a meeting at the hotel to-morrow, and on Tuesday and Wednesday meetings of the Christian Endeavor people will be held. The Rev. Dr. F. E. Clarke, president of the last-named association, will speak on Tuesday, and an address will be made by William Shaw, the treasurer, on Wednesday.

The summer classes at the Point o' Woods, Chautauqua, have had an interesting programme for the week just closed. Besides the regular studies, interesting features have been provided for each day. Religious and musical services will be held in the Auditorium to-day, and next week well-known speakers and singers have been engaged for every day. Among those who will be heard at some time in the season are Senator Mitchell, of Oregon; Mrs. Bottome, president of the International Order of King's Sons and Daughters; Senator Peffer, of Kansas; Dr. Wyman, of the United States Marine Hospital; Congressman Burrows, of Michigan; Congressman Boutelle, of Maine; Senator Blanchard, of Louisiana, and Senator Dubois, of Idaho.

AN AUSTRALIAN BOND SWINDLER AT WORK

Mrs. Esther Madelin, who lives at No 965 De Kalb-ave., visited the Lee Avenue Police Court yesterday in search of a warrant for the arrest of Heinrich Barene, whom she charges with swindling her out of $16. Mrs. Madelin says that Barene came to her house a week ago selling Australian bonds, and that she purchased one for $5 cash. The balance is to be paid in weekly instalments of $1 each. Yesterday Barene called at her house for the first instalment, and when she paid the dollar he expressed regret that he had sold her the bond bearing the number it did, as it had drawn $15,000. Barene, she says, promised to get her the money on the payment of $10. She gave him the money and started out to tell the neighbors of her good luck. Utterly to her surprise, she learned that Barene had victimized all those she had spoken to by telling them the same thing. As the Justice had gone for the day, Mrs. Madelin was told to come again to-morrow.

A BOY RUN OVER BY A COAL CART.

While stealing a ride on one of W. H. Vanderbilt's coal carts yesterday afternoon John Maher, eight years old, was thrown off and one of the wheels passed over his abdomen. He was taken to his home, No. 194 Butler-st., where he died a few hours later. James O'Neil, the driver of the cart, was arrested. The accident occurred in Bond-st., near Douglas-st. O'Neil is forty-four years old and lives at No. 234 Bond-st.

Journeay & Burnham,

BROOKLYN.

A GOOD TIME TO BUY BLANKETS!

Our Mid-Summer Sale of Blankets, commenced on Monday last, will be continued to-morrow and during the week. The arrangements made for this Sale enable us to sell Blankets at prices less than ever before offered.

Wool Blankets, Double Bed Size, **$3.00;** regular $4.00.

11-4 Fine Wool Blankets, **$4.75;** regular $6.50.

Ohio Fleece All Wool Unshrinkable Blankets, size (exact measurements).

64x80 inches, **5.00;** value 6.75.

64x80 inches, **6.00;** value 7.50.

72x84 inches, **7.50;** value 9.00.

Wool Blankets, ¾ Bed Size, at **$2.00** and **2.50;** value 2.50 and 3.50.

Cradle and Crib sizes, at **$2.00** and upward.

Silver Gray Blankets at **$2.25, 3.00, 3.50, 5.00, 6.00, 7.50** and **9.00.**

Scarlet Blankets extra value, **$5.00** and **6.00.**

White Summer Blankets, **$3.50, 5.00, 6.00, 7.00, 8.00** to **16.00.**

Ladies' Shirt Waists.

The balance of our Stock of Fisk, Clark & Flagg's celebrated perfect fitting Waists in all the different materials will be closed out at **1.00;** regular $2.75.

Also a lot of extra fine Sateen Shirt Waists in dark colors at **$1.00;** regular $1.50.

And our entire Stock of Percale Waists in various styles at **$1.00;** reduced from $1.40.

Ladies' Cloaks.

Lot of fine Serge Suits reduced from $13.50 to **$7.50.** Others at **$6.75, 9.50** and **14.50.**

Silk Waists.

Lot of good quality India Silk Waists reduced to **$2.75** and **3.75.**

Figured India and Surah Waists reduced from 7.50 to **$4.75.**

Hosiery.

A small lot of I. & R. Morley's Sanitary Black Cotton Hose for Ladies at **20c. per pair.**

Also a lot of Black Cotton Hose with embroidered fronts at **35c., 3 for $1.00;** formerly sold at 75c. per pair.

Ostrich Feather Collarettes, 20 inches long, closing out balance of Stock at **$1.00;** former prices $3.00 to $3.50—quantity limited.

Leather Goods.

Combination Books, Sterling Silver corners, in Grain, Seal and Alligator, reduced to **50c. each.**

Chatelaine Bags—Oxidized Silver frames, in Seal and Grain Leathers, **$1.00** each.

Silk Belts with Sterling Silver Buckles, former price $2.50, at **$1.50** each.

Black Moire Sash Ribbons, 9, 10 and 12 inches wide, **25c.** yard, reduced from $1.00, $1.25, $1.50 yd.

Skirt Forms, wood and iron posts, at **$1.00** each.

Heminway's 100 Yard Machine Twist, 75c. dozen.

Lace Department.

Will show to-morrow a lot of Point de Venice Collars ranging in price from **$2.00** to **$4.00** each, worth from 3.00 to 6.00.

Also Point de Venice Laces at

.60, .80, 1.00, 1.25 and **1.50** per yard.

Regular:

.80, 1.25, 1.50, 2.00 and 3.00.

Glove Department.

Special—Odd sizes in Aug. Charles best quality Kid Gloves **50c.;** regular $1.75 and $2.00.

4 Button Chamois white and natural, **75c.;** regular $1.00.

4 Button Kid, Colored and Black, **$1.00;** regular $1.25.

Silk Taffeta and Suede Lisle in all the new shades.

Hammocks.

A large assortment of Hammocks in Mexican, Arrowanna and Imported Sisal.

Mexican Hammocks, 75, 1.00, 1.25.

Arrowanna Hammocks, without Balance, 1.50, 2.00, 2.50.

With Balance, 3.00, 4.00, 5.00.

Imported Sisal Hammocks, 3.50, 4.50, 6.00 and 7.00.

Baby Hammocks, 50c and 75c.

White Mountain Chairs, $4.00.

To City Customers Out of Town for the Summer, we send all goods free of charge to any address.

28, 30, 32, 34, 36 FLATBUSH AVE.,

315, 317, 319, 321 LIVINGSTON ST.

Journeay & Burnham.

BROOKLYN NEWS ITEMS.

GATHERED ABOUT THE TOWN.

While in Fulton-st., opposite City Hall yesterday, a wagon laden with crabs for the Manhattan Beach Hotel, was struck by a trolley car and upset. The crabs, being alive, crawled away, and for half an hour afterward there was the liveliest kind of scrambling after them on the part of the wagon driver.

Christopher B. Waite, who disappeared from his home, No. 23 Bainbridge-st., last week, and was supposed to have committed suicide, has been found in Fall River, where he has been visiting his brother.

Motormen on the trolley cars have taken advantage of the change in the police uniform to the usual summer costume, and many discarded helmet hats are to be seen on the front platforms of the cars.

H. W. Schimpf and W. M. Hutchinson were yesterday appointed as food inspectors by Health Commissioner Emory.

Justice Bartlett, of the Supreme Court, has appointed the Brooklyn Trust Company as the committee of Miss Sarah Cushman Haine's estate, she having been adjudged of unsound mind.

"The Message of Christianity in the Present Labor Troubles" will be the subject of the evening sermon by the Rev. J. F. Carson in the Central Presbyterian Church, Tompkins and Willoughby aves. Service begins at 7:30 o'clock.

THE HERALDRY OF THE RAIL.

IRON HIGHWAYS AND THEIR DISTINGUISHING MARKS—HOUSE FLAGS OF GREAT CORPORATIONS.

Much has been written of the heraldry of the sea, and many stories have been woven about the combinations of colors in the fluttering symbols which flaunt their messages over miles of deep blue water. That there is more of romance attached to the use of flags at sea than is given to those on shore is admitted, but a place may justly be claimed among grace