A HOSPITAL FOR SHIPS.

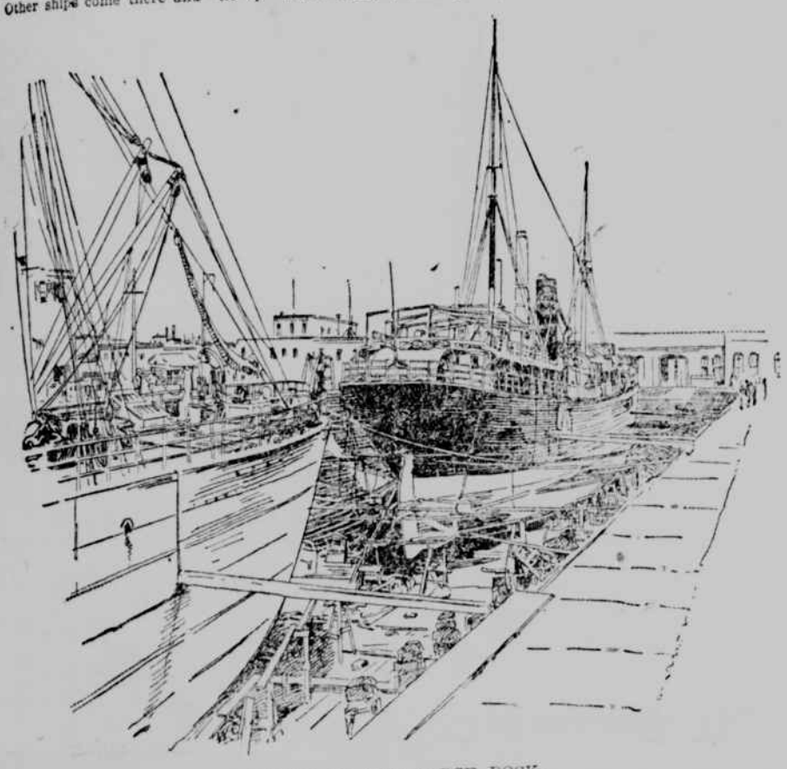
WHERE THE LAME AND HALT OF THE SEA COME FOR SURGICAL AID.

BROOKLYN'S BUSY DRYDOCKS—NOISE AND ACTIVITY ON ONE SIDE, IDLENESS AND SILENCE ON THE OTHER—ERIE BASIN AND ITS WORK.

Away down at the end of the Twelfth Ward of Brooklyn is a street called Otsego, the southern end of which sticks out into Gowanus Bay for almost three-eighths of a mile and then turns abruptly toward the west. A channel about 100 feet wide separates its end from a long breakwater which runs almost due north and would form a continuation of Van Brunt-st., were it not for a second channel of about the same width as the one first mentioned. The bay side of this breakwater, which has a high board fence, is decorated with an advertisement well known to travellers on the South Brooklyn ferryboats, and the inside is fringed with a row of idle vessels, patiently waiting for a call to business activity or a summons to the surgical ward of the big ship's hospital to have their wounds attended to.

The area inclosed by the extension of Otsego-st. and the breakwater is one of the busiest places on Brooklyn's water-front, which, as soon as the bills just signed by Governor Flower go into effect, will cover about thirty miles. The inclosure is known all over the world among seafaring people and those who have to do business with the world's commerce-carriers. All sorts of kaleidoscopic combinations of colors have fluttered in flags from vessels safely housed within the sheltering walls, and the drydocks of Erie Basin are the objective point toward which the prows of storm-beaten and half-wrecked vessels have been set from all points of the compass.

To the Basin come vessels suffering with all the complaints which floating property is heir to. Big steamers, like the Augusta Victoria, of the Hamburg line, with a hull incrusted with barnacles or a hitch in the machinery, tower proudly above a little coasting steamer with a broken nose or plates started by too sudden contact with a hidden rock, each waiting for the metal-working surgeon to perform his kindly and well-paid-for services and set them free again. No favoritism is shown, except in emergencies, and each takes her turn, nursing her injuries meantime as best she may. Other ships come there and "tie up" to the breakwater, lazily rising and falling with the flowing and ebbing tides, day after day, given over, until business revives and their services are again in demand, to dust, dirt and a general appearance of slipshod carelessness in care-taking which would drive the average "skipper" into a spasm of profanity, followed by a liberal application of "holystones," sand and black paint.



STEAMERS ON THE LARGE DOCK.

It may seem strange to speak of dust settling on a ship, but the Basin is a dusty, smoky place on its shore side, and Elizabeth-st., on which it fronts, is thicker when the air is still than when it comes whistling across the lowlands from the city, kicking up dense clouds of dust. But the dust in no way interferes with the activity of the place, and the roar and rumble of heavy machinery, the shriek of a belt slipping on its pulley, the sharp clang of hammers on iron hulls, the ringing blows of the caulker's mallets on wooden decks, and the occasional short, shrill "toot, toot" of a fussy little tug, puffing under the load of a vessel to which it would be hardly more than a jolly boat, make up a pandemonium of noises to which the workmen pay no more attention than they do to the teams passing in the street.

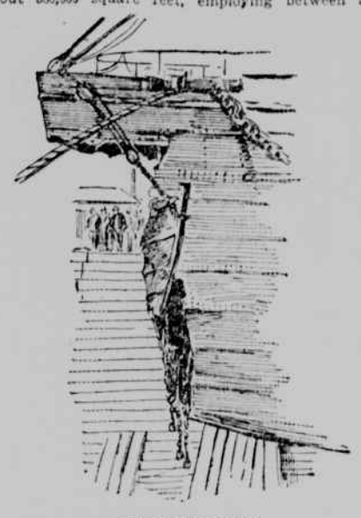
When the noonday whistle has blown, silence comes over the big yard, but only for half an hour. Then it blows again, and as a swarm of ants gathers around a dead beetle, the swarm of men clambers down into the great basins of the drydocks and over the ships, and begins again the hammering and banging. At supper time the process is repeated, for the drydocks are always busy, and as it is expensive to keep a vessel in them long, it is business economy to pay for extra labor in order to expedite the work of repair.

SAFE FROM THE WAVES.

These big docks, which are the largest in the United States, were built by a Boston syndicate and began operations in 1866. Newport News has a duplicate of the larger of the two, which is 610 feet long, 124 feet wide at the top, and 60 feet at the bottom. The smaller dock has a chamber 510 feet in length, 112 feet across the top and 50 feet at the bottom. They are closed by caissons, and the water is pumped out by a centrifugal pump having a pipe four feet in diameter, discharging 85,000 gallons a minute, which empties the smaller dock in an hour and a half, and the big one in two hours, leaving the ship resting on her keel and braced by strong spars at the sides. Most of the iron vessels which require docking at this port are hauled out here. It was to this big hospital that the White Star steamer Celtic came with bow torn away, and the Britannic, with a big hole in her side caused by the Celtic's bow, was here at the same time. In the big dock the cruiser Chicago was taken out, the French liner La Bretagne, the North-German boat Spree and the Hamburg liner Fuerst Bismarck have rested safely in the shelter of the sloping walls and the big caisson, while only last week two of the Clyde Line steamers, the Saginaw and Ozama, were in the large dock together, and the small one was occupied by the Norwegian tramp Romsdal, which came to port about a month ago with her rudder gone and a large part of her stern torn away in a vain attempt to dig a hole in the earth. Outside, waiting her turn, was the Delcomyn, which also needed repairs. Captain Kean, of the Delcomyn, is the English skipper who was recently fined $100 for bringing some refugees from Brazil and failing to enter them as passengers.

At a pier close to the Delcomyn the ambitious but unsuccessful cutter Valkyrie rubbed her low, black side against the white, iron hull of the Vanderbilt yacht Conqueror, which was only a few feet away from the black, sharp-prowed, rakish-looking Gould yacht Atalanta, with her brass trimmings and "gingerbread" work carefully swathed in bandages of tarpaulin, not having taken off her winter overcoat.

These docks are leased by John N. Robins, and William D. Dickey, the general superintendent, has the care of a property having 958 feet of water-front, a depth of 1,150 feet, covering an area of about 580,000 square feet, employing between 500



A BROKEN NOSE.

and 600 men, with a payroll of about $8,000 weekly, and, to put it mildly, has little spare time.

Over on the breakwater side of the Basin is the big Crane yard, where a crowd of workmen are kept busy building the immense railroad floats and scows which are such a prominent feature of life on the water around New-York. Steamers, ships, barks and schooners, of all sizes and kinds, come here, and after a time go away again so transformed and changed that their original builders would never recognize their handiwork. Even the cast-offs of the big city across the East River sometimes drift in, and the old dock department steamer Dassori is being brought down to the level of coal barge drudgery.

At the long dock, another feature of this place which is crowded with interesting features, are the Gokey and Hilton balance docks, which are mainly devoted to sailing ships, and work on the same principle as the well-known yellow boxes which ornament New-York's East River front, just above the Catherine ferry slip.

At the Basin, however, all is not repair work. At the drydocks the first of the now famous whaleback steel barges seen on the Atlantic coast was built; the pretty little yacht Sultana was another creation of the Robins shops, and at different places in the big inclosure numbers of smaller craft have been put together and sent out for pleasure or profit—sometimes both.

The water-front of a thriving city is always interesting, and Brooklyn's shores are no exception to the rule, the Erie Basin, with its rushing, ceaseless activity, being one of the places where those not afraid of dust and noise will find much to excite wonder and interest.

FOR THE BIG SCIENTIFIC MEETING.

MANY SOCIETIES TO BE REPRESENTED AND PROMINENT MEN INVITED AS GUESTS.

The arrangements for the meeting of the American Association for the Advancement of Science, to be held in Brooklyn August 15 to 24 inclusive, are being rapidly carried forward under the auspices of the General Citizens' Committee that was appointed at a meeting held at the City Hall on April 14, in response to a call by Mayor Schieren.

While it has been known for some weeks that the American Association would accept the invitation extended by the General Citizens' Committee, a formal acceptance of the invitation was not received until yesterday in the following letter:

Professor Franklin W. Hooper, Chairman of Committee on Organization of Citizens' Reception Committee, Brooklyn, N. Y.

Dear Sir: In behalf of the Committee of the Council of the American Association for the Advancement of Science, appointed at the last meeting to determine upon the place of the next meeting, I have the honor to acknowledge a very welcome invitation to hold the next meeting of the association in Brooklyn.

I beg that you will convey to His Honor the Mayor of Brooklyn, to the representatives of the educational institutions of the city and to the citizens who have taken an active part in this matter, the thanks of the association for the very cordial invitation which the committee of the association has great pleasure in accepting. Very truly yours,

FREDERICK W. PUTNAM,
Permanent Secretary of the American Association for the Advancement of Sciences.

The sub-committees of the Citizens Committee have been actively at work. It is customary for a large number of other scientific organizations to meet at the same time and in the same place as the American Association for the Advancement of Science. Invitations have accordingly been extended to the following societies to share with the association the hospitalities of the city: The Geological Society of America, Sir J. William Dawson, of Montreal, president; American Hierosofical Society, Jacob D. Cox, Cincinnati, president; Society for the Promotion of Agricultural Science, Professor J. P. Roberts, Ithaca, president; Society for the Promotion of Engineering Education, J. B. Johnson, secretary; Botanical Club, Professor William P. Wilson, Philadelphia, president; Association of Economic Entomologists, Dr. A. S. Forbes, Champagne, president; American Chemical Society, Dr. W. H. Wiley, president, Professor Albert C. Hale, Brooklyn, secretary; Association of State Weather Services, Major H. C. Dunwoody, president; American Forestry Association; Appalachian Mountain Club, Association of Official Agricultural Chemists; Association of American Agricultural Colleges and Experiment Stations; Entomological Club, C. J. S. Bethune, Port Hope, president; American Geographical Society, Charles P. Daly, president; Torrey Botanical Club of New-York, Professor Henry H. Rusby, secretary; New-York Microscopical Society, New-York Academy of Sciences, Linnaean Society of New-York, New-York Mineralogical Society, New-York Mathematical Society, New-York Section of the American Chemical Society, and New-York Entomological Society.

Arrangements are also being made to have a number of distinguished scientific men from Europe as guests of the Citizens' Committee during the meetings of the association. Among those whom it is proposed to invite to be present are Professor Thomas H. Huxley, Professor William Crookes, Professor George H. Darwin, Professor George Forbes, Sir Archibald Geikie, Sir John Lubbock, the Rev. St. George Movart, Professor H. Alleyne Nicholson, Professor George H. Romans, Sir William Thompson, Professor Alfred R. Wallace, and a number of naturalists from France, Germany and other Continental countries.

Arrangements are under way for three large excursions—two on Saturday, August 18, one to Long Branch and the other to Cold Spring Harbor, to visit the biological laboratory and the Fish Commission stations there. It is expected that on Thursday, August 24, the day following the formal close of the scientific meetings, an excursion will be arranged to West Point.

A CLOSE OBSERVER.

From The Pittsburg Chronicle-Telegraph.

A little girl of Bellefield was caught in a gross exaggeration the other day. Whereupon her mamma said, in properly severe tones:

"My dear, don't you remember what happened to Ananias and Sapphira, whom I told you of the other day?"

"Yes'm, but de dear Lord don't make people dead now for tellin' 'tories," replied the small observer of events.

A TALK WITH MR. STRANAHAN

BROOKLYN'S FIRST CITIZEN ON CONSOLIDATION AND OTHER TOPICS.

THE ANNEXATION OF THE COUNTY TOWNS TO BROOKLYN—PARK SITES SHOULD BE CHOSEN EARLY—PROSPECTS OF "GREATER NEW-YORK"—THE TROLLEY.

"Sit you down! Sit you down!" These were the hearty words with which the First Citizen of Brooklyn greeted a visitor who called on Friday afternoon to chat with him in reference to the enlargement of Brooklyn which has just taken place, and on other topics naturally growing out of that.

For many years James S. T. Stranahan has borne the title of "First Citizen" of the town which, if he could have his way, would speedily become a part of "Greater New-York." Only a few days ago he celebrated his eighty-sixth birthday, which was, of course, the occasion for numerous hearty congratulations. Despite his age, Mr. Stranahan is in excellent health, his eyesight is good, and his hearing unimpaired. He enjoys the unique honor of having had his statue placed in Prospect Park during his lifetime by a number of admiring friends. It is the work of Frederick MacMonnies, who has since become widely celebrated as the author of the great fountain in the Court of Honor at the World's Fair, and stands close by the main entrance of the Park, in the making of which Mr. Stranahan has had so large a share.

Thus every time he drives into the Park he has the opportunity of seeing himself (somewhat) as others see him; but he does not have to go so far to enjoy this privilege, for in his parlor hangs a fine portrait of himself, from the brush of Daniel Huntington, facing a perhaps still finer one of Mrs. Stranahan, the work of the same artist. Mr. Stranahan's home is in Union-st., in a large and handsome house, the grounds of which extend to Clinton-st. He has lived there since 1850; when he went there, there were only three houses to the south, between Union-st. and Gowanus Bay, while on the west there were no buildings at all, and he had an unobstructed view of the river and of New-York.

Mr. Stranahan was born in a little town in Madison County, this State. It is extremely interesting to hear his account of his first visit to New-York City. It was in 1820, when he was a lad of twelve. "New-York was then a city of 150,000 people," he said. "I came with my stepfather, and we brought a flock of sheep to sell. We crossed the river at Catskill on a ferryboat, which was rowed across by a number of strong men. It was a very primitive affair compared with what we have nowadays. My impression is that at Albany at that time they had a ferryboat propelled by horses, and I think that was the means of crossing to Brooklyn from New-York. Brooklyn was then a town of only four or five thousand people. As I was saying, we brought the sheep down as far as Sing Sing, and there we put them on a sloop. We had come over 200 miles with them by that time. To get from Sing Sing to New-York by sloop took the greater part of a week. The sheep were disposed of to the butchers at the Fly Market—what is now called Washington Market."

It was more than twenty years later, in 1841, that Mr. Stranahan came to Brooklyn to live. It was a city of 50,000 inhabitants then, and had been incorporated about ten years. His first home was in Henry-st., near Degraw-st., not a great distance from his present house. There were no street-cars in those days, but a line of stages ran in Myrtle-ave. For half a century, therefore, he has been identified with Brooklyn, and he has been a factor of large importance in its life and growth. Mr. Stranahan has for a number of years been an ardent advocate of the union of Brooklyn with New-York, and he is a member of the Consolidation Commission, of which Andrew H. Green is chairman. It was thought, accordingly, that his opinions regarding the annexation of the county towns to Brooklyn would be a matter of general interest. When this subject was mentioned, however, Mr. Stranahan said that he had given little attention to it and was not prepared to say much about it.

"It is not a matter," he said, "in which the consolidationists, of whom I am one, have taken any special part, and I am not in a position to say what effect, if any, it will have on the general project for enlarging New-York. I see that the Governor has signed the bills annexing the four remaining county towns to Brooklyn, although they will not all come in immediately. Their union with the city was the natural and inevitable thing. That is the way all cities grow. Look at London, for example. At one time it had an area of only one square mile. Now it embraces, I believe, 450 square miles. Philadelphia has grown in the same way. Chicago has expanded enormously by this means. New-York has grown somewhat also by the addition of the territory north of the Harlem. Brooklyn, too, has had at least two experiences of the same kind, in the addition of Williamsburg, about forty years ago, and in the annexation of the town of New-Lots seven or eight years ago. It is in the nature of things that cities must expand and take in surrounding territory. I don't suppose there has ever been a city of importance that has not done this.

"I am tolerably familiar with a great part of the territory which Brooklyn is acquiring, and know that it is well adapted for residence purposes. Take all this land running down to Coney Island, for instance. To make it ready for buildings it will not be necessary to cut down hills, or fill up hollows, or blast away rocks, as they have to do in the upper part of New-York. Very little grading will be required in making streets. In fact, all this country is practically ready to be built upon at once, and considerable parts of it here and there have been laid out in building lots."

"Don't you think it would be well to select at an early date certain lands to be reserved for public parks?" inquired the caller, well knowing Mr. Stranahan's interest in park matters.

"That is certainly an important matter," was the reply, "and, in my opinion, it ought to be taken into consideration soon. It is necessary in a city for some citizens always to look to and provide for the future. If Central Park had not been acquired many years since, it is easy to see that it would be an impossibility now; all the land included in it would have been built upon long ago. It was wise foresight which provided such a park for New-York. The same is true to a less extent of our Prospect Park. Few people in Brooklyn nowadays are aware that when we took hold of the park lands there were a number of pondholes in which water stood without any outlet, making the region malarious. The fact is that our workmen suffered a good deal from chills and fever while the work of construction was going on, and quinine was greatly in demand. So if Prospect Park had not been laid out, the land included in it would have been built up with houses very slowly.

"Recently a good deal has been done in both New-York and Brooklyn in providing small parks in various parts of the cities. This is an excellent thing. As for reserving lands for park purposes in the new part of our city, there certainly would be economy in securing them while the cost is moderate, and the whole matter should be gone over carefully in the near future. I suppose it will be, because the importance of doing this will be obvious to many people as soon as it is brought to their attention."

"What about the general subject of consolidation, Mr. Stranahan?"

"The position of that matter is just this: The bill providing for a vote of the people on the question of union with New-York has become a law, and under its provisions the people will have an opportunity to express their opinions at the election next fall. That vote is not intended to be decisive; it will merely represent an expression of opinion, and will serve as a guide to the Legislature for future action. For myself, I heartily hope that the decision of the people will be in favor of a great city here. It will not only be the greatest city in this country—it is already that—but I have no doubt that it will in time surpass London in population. Such a great city is bound to come here, sooner or later. I shall not live to see it, nor will you, but it will surely come. I have long been in favor of the union of New-York and Brooklyn; I think my first public utterance on the subject was at a dinner of the Chamber of Commerce at Delmonico's, in 1882, shortly before the opening of the Bridge. I was invited to speak on the Bridge, but I got off of that subject, and said a good deal in behalf of what we now call consolidation. But twenty years ago Mr. Green, the chairman of the Consolidation Commission, published his views to the same effect; and some twenty-five or thirty years ago Cyrus P. Smith, of this city, then a member of the Senate, introduced a resolution looking in the direction of consolidation; but nothing came of it at that time."

"What, in your opinion, will be the effect of the political changes in Brooklyn resulting from the last election on the consolidation sentiment here?"

"Well, it is hard to say. Of course, I hope that it will not make any difference, but naturally there are sanguine persons who will think that the change then brought about will be permanent, and that, since Brooklyn has been able to provide good government for itself, there is no need of its joining New-York and taking the risk of getting something not so good. Experienced politicians, however, will not count heavily on the permanent character of such a reform. A good deal will depend in this matter on the attitude of the party leaders."

"Do you think the time will ever come when Jersey City, Newark and other cities and towns in New-Jersey will be united with New-York?"

"It takes a wise man to forecast the future, and, while I should not like to say that this will never come to pass, I am willing to say that I am very doubtful about it. To take a section of New-Jersey into New-York would, I think, require an amendment to the Constitution of the United States, and that certainly is something not likely to be had. But what a magnificent city it would be! New-York might then embrace, not only Jersey City, Newark and Hoboken, but Elizabeth and possibly Paterson, with all the villages lying between."

"I suppose you are strongly in favor of the driveway along the Bay Ridge shore which it is proposed to construct?"

"Why, my Park Commission recommended that more than twenty years ago, and I am rejoiced that it is going to be had at last. It will be the finest drive anywhere about New-York, not only because the shore is curving and picturesque, but because it skirts the Bay and Narrows, through which three-quarters of the commerce of this country passes."

Mr. Stranahan spoke of the isolation of Brooklyn from the mainland, and said there was great need of bridges and tunnels to bring it into close relations with New-York and with the railroads running through the country. He referred also to the great improvements in the means of transportation, speaking especially of the use of steel rails in lessening the cost of carrying freight. In answer to a question concerning the trolley, he said:

"Well, I am bound to consider it a good thing, although the poles and wires are ugly and unsightly. There is economy in this use of electricity, both in speed and in the cost of running the roads, as compared with horses. Of course, there is the element of danger to be considered, but the people are gradually accommodating themselves to that. As a matter of fact, a child playing on a street is in danger from a dray drawn by a horse going at a walk. I see there is talk of placing the trolley wires underground; as to the practicability of that, I know nothing, but, while it would do away with the posts and overhead wires, the dangers arising from the greater speed of trolley-cars as compared with horse-cars would by no means be removed. Electricity, however, has doubtless come to stay, and people must accustom themselves to the new conditions created by its use, which seems bound to become more and more general."

BROOKLYN NEWS ITEMS.

GATHERED ABOUT THE TOWN.

Martin Fisher, who married Mary Amanda Green, after he had been locked up in the Raymond Street Jail, on April 9, in order to escape imprisonment and a suit for damages for breach of promise of marriage, has deserted his bride. He left her at No. 2,228 Pacific-st., and sent a letter to her saying he was going over the ocean, and she would not see him in a hurry. He also wrote to the woman she is boarding with, saying he will not be responsible for her board.

Mrs. Beecher has written to Colonel Sinn saying that she was misrepresented as favoring the removal of her husband's statue to Prospect Park. What she desires is that it shall be turned around upon its present site. This agrees with Mayor Schieren's views in the matter.

Mayor Schieren signed the resolution of the Aldermen yesterday granting a franchise to the South Brooklyn Terminal and Railroad Company to cross the Twenty-sixth Ward with its line. He said he was convinced that the road would be built by September 30, 1896.

The Edison Electric Illuminating Company has begun suits, in the United States Courts, against the firms of Abraham & Straus, Wechsler Brothers, F. Loeser & Co., and Smith, Gray & Co., to compel them to pay a royalty for the use of incandescent lamps, which violate the patents of the plaintiff. The defendants deny any knowledge of infringement.

AT THE BROOKLYN THEATRES.

The first production in Brooklyn of "The Butterflies," which was run 105 nights at Palmer's Theatre, will be made this week at the Columbia Theatre. This comedy was written for John Drew by Henry Guy Carleton, and it is on an American theme by an American writer, with an American star and a company of Americans. In the cast besides Mr. Drew, who appears as Frederick Ossian, will be Maude Adams, Lewis Baker, Kate Meek, Harry Harwood, Mrs. Annie Adams, Arthur Byron, Olive May, Leslie Allen and Frank E. Lamb. The play will be given every night and on Wednesday and Saturday afternoons.

After a successful week at the Columbia Theatre, Mr. and Mrs. Kendal will go to the Amphion for a week, beginning to-morrow night, presenting substantially the same round of plays. A cordial welcome is assured for them. The opening play will be "The Second Mrs. Tanqueray" to-morrow evening, and it will be repeated Saturday afternoon, at the only matinee. "The Ironmaster" will be given on Tuesday and Saturday nights. On Wednesday night "A Scrap of Paper" will be played. "A White Lie" is set down for Thursday night, and on Friday night "Still Waters Run Deep" will be given.

Bloomingdales
3rd. Ave 59 & 60th Sts.

Patent Medicines.

Carter's Little Liver Pills	.07
Scott's Emulsion	.59
Pascola	.34
Hood's Sarsaparilla	.56
Maltine, plain	.57
Maltine, with Cod Liver Oil	.57
Johan Hoff's Malt Extract, .26 per bottle; per dozen	3.00

Perfumes.

Murray & Landman's Florida Water	.39
Lubin's Extracts, all odors	.39
Dr. Snow's Extracts, all odors	.39
Lavender Smelling Salts	.17
Ponce de Leon Florida Water	.15
Standard Violet Water	.15
No. 86 Hygenique Hair Oil	.10
Sozodont	.39
Bazaar Bay Rum, ½-pint flask	.15
Standard Extracts, .07, .08 and	10
Standard Lavender Extract	39
Dr. Snow's Florida Water	.29
Large Bottle West India Bay Rum	.10
All odors Red Letter Extracts	.19
Genuine Conte's White Castile Soap, per pound	.10
Cuticura Soap, per cake	.11
1 dozen highly perfumed Toilet Soaps in a box	.29

Fishing Tackle.

Amateur Angler's Outfit, containing one 3-joint rod, stained, lance wood tip, one patent reel, 30 feet linen line, one-half dozen snelled fish hooks, one float, one bowed sinker; set .25 and	.49
Extra Heavy Bass Rods, three joints, brass mounted, stained maple butt, ash tip, guides and reel band	.49
Same style, four-joint Trout Rod	.49
Extra Heavy Bass Rods, three joints, brass mounted, stained hollow butt and extra heavy lance wood tip, full mounted	.98
Fine hexagonal split Bamboo Bass Rods, solid metal reel seats, silk wound, ebony beaded hand grasp, two joint, length 7½ feet	1.25
Best Gut Leaders, 1 yard long; single, .03 and .07; double, .04 and	.10

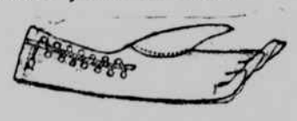
Lines.

Braided Cotton in hanks of 84 feet	.11
Extra Linen Reel Line, in coils of 50 feet, .07 and	.09
White Cotton Lines in hanks, per dozen	.07
Brass single action Click Reels, raised pillars, riveted	.18
Nickel plated Click Multiplying Reels, raised pillars, riveted	.69

Also, complete lines of all the popular makes of Fish Hooks, Insects, Floats, Bait Boxes, Fish Baskets, etc., at about one-half the prices asked elsewhere for the same quality of goods.

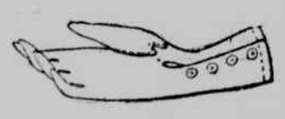
Pings & Pinner's
GLOVES.
Hundreds of dozens more to be put on sale Monday.

Monday morning we bring down **Hundreds of Dozens more** Gloves of the **Pings & Pinner** stock. All new, fresh goods. Hundreds of dozens more of the famous Evening Gloves, in 12 to 24 button lengths, at **89c.** Hundreds of dozens more of the famous Foster Lacing Gloves at **59c.** Practically no limit as to quantity. Remember, it is not only a large stock for a retail house, but the **Largest Wholesale Stock in this Country.** It will **pay you well** to select **now** all the gloves you are likely to want for **two** or three years to come.



1.25 Foster Lacing Gloves, .59.

Ladies' fine quality 5-Hook Foster Lacing Glace Kid Gloves, in tans, reds, greens, gray and mode; Pings & Pinner jobbing price $9.50 and $12.50 per doz ..... .59



1.75 Pique Gloves, .65.

Ladies' fine quality Real Kid, 4-Button and French Pique Walking Kid Gloves, a good, reliable, standard brand of Pings & Pinner make, in all colors; these two makes of gloves were handled a great many years by this firm, and their lowest wholesale price was $14.50 and $16.50 per doz ..... .65

2.00 Mousquetaires, .95

Ladies' finest quality Real Kid Glace Mousquetaire Gloves, P. & P. best quality, all colors, P. & P. import price $18.00 doz ..... .95

3.75 Evening Gloves, .89.

Ladies' finest quality French Suede Evening Gloves, in 12, 16, 20, 24 button lengths, in Nile, L blue, cream, tan, white and most any shade required; Pings & Pinner were noted in the trade for handling the largest line and the finest quality of evening gloves in the city; their standard wholesale prices for different lengths were as follows:

12-Button,	16-Button,	20-Button,	24-Button,
18.00 doz.	22.00 doz.	25.00 doz.	28.00 doz.

Our price for entire choice of colors ..... .89

2.00 Gloves, .95.

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IN THE NORTHERN WARDS.

MATTERS OF INTEREST TO PEOPLE LIVING ABOVE THE HARLEM.

WAITING FOR THE GOVERNOR'S ACTION ON THE FIVE-CENT FARE BILL—STREET IMPROVEMENTS PLANNED—SOCIAL INCIDENTS.

The fate of the five-cent fare bill now before the Governor has been awaited with great interest by residents of the upper wards, many of whom have urged the Governor to sign the bill. There is a possibility that if it is signed the Manhattan Railway Company may oppose its enforcement on the ground that it is unconstitutional. The railroad officials, however, have intimated at times that they might be willing to make the change to a single fare from the Battery to Tremont of they were not hurried too much by the passage of the law. The Rapid Transit bill is also of the greatest importance to property-owners of the North Side. Most of the other bills of special interest to uptown residents have been approved.

Extensive improvements in the public streets of the upper wards are planned for this summer. Bids will be opened next week for work in regulating and paving One-hundred-and-forty-fourth-st., One-hundred-and-sixty-fourth-st. and portions of Morris-ave., Southern Boulevard and Decatur-ave. The assessments have been completed for a large number of improvements in the northern wards, and the lists are at the office of the Board of Assessors in Chambers-st. Objections to some of the lists recently filed must be made in writing before the latter part of the month. An attempt has been made by the officials to prevent the tearing up of the streets which have been recently paved, and strict orders have been issued that sewer, gas and water connections must be provided for before the new pavements are laid.

The Relief Association having ceased its work, the charitable people of the northern wards are engaged in other work for the benefit of the needy. The members of the Ladies' Auxiliary of the Young Men's Christian Union have arranged to send 100 children from the tenements of the upper wards for a two weeks' outing in the country. Some contributions have already been received, and the women expect to secure the balance from uptown churches and individuals. A concert in aid of the fund will be held on May 22.

Miss Annie Trinner and Edward Biele were married on Sunday at the Elton Avenue Reformed Church, the Rev. Mr. Miller performing the ceremony. Mr. and Mrs. E. A. Acker, of No. 776 Forest-ave., were surprised by many of their friends at a birthday visit. Miss Tina Knoeppel and George Daebert were married on Monday at Jerome Hall. A reception at which many young people were present was held by Mr. and Mrs. James E. Stanford, at No. 176 Alexander-ave., for their son Joseph. Miss Mary A. Greenfield held a reception for some of her friends at the home of her parents in East One-hundred-and-forty-first-st.

The officers of the Sunday-school Association believe that the number of pupils who will parade at the May walk on May 24 will be much larger than usual. The line of march has been shortened to less than one mile. The committee having charge of the arrangements consists of the Rev. A. L. R. White, George W. Connor, the Rev. W. S. Woolworth, Paul Bremer and J. G. Martin.

The members of the Prospect Bowling Club met on Thursday evening to celebrate their victory in winning the first prize in the Annexed District tournament. The Tallapoosa Club will have an opening entertainment at its clubhouse, Pelham Bridge, on Thursday of next week. The Oriental Club is making preparations for a festival and carnival to be held early in the summer. The Golden Star Dramatic Club entertained its friends on Monday evening. The military drama, "The Confederate Spy," was given. The Exempt Firemen's Benevolent Association, formerly of the town of Morrisania, has held its election, resulting in the choice of Frederick Gecks as president, George W. King as first vice-president, William H. Bogart as recording secretary, and Louis Falk as treasurer.

TO RENOVERATE THE ISLAND.

CONEY'S DISREPUTABLE RESORTS WILL BE CLOSED.

BROOKLYN'S POLICE FORCE WILL HAVE CONTROL TO-DAY—GRAVESEND WILL BE THE THIRTY-FIRST WARD OF THE GROWING CITY.

A new era dawns for Coney Island to-day, as it is now a part of Brooklyn, and will be policed like the rest of the city, and violations of law will no longer be winked at or openly encouraged. Police Commissioner Welles looked over the "Bowery" and the other resorts there last Sunday, and he will be on hand to-day with Inspector McKelvey and a force of forty-two men, with four sergeants and two roundsmen. Sergeant Clayton, of the Eighth Precinct, will be in command. Two trustworthy men have been assigned to duty at Coney Island from each of the city precincts, and will report at 9 a. m. Inspector McKelvey said that all objectionable places would be closed up.

Mayor Schieren said yesterday that all the licenses for liquor shops in Gravesend would expire to-morrow, and then Coney Island would come under the control of the Brooklyn Excise Commissioners. The licenses for all shows must be issued by the Mayor. All the "dives" and "fakir" shows will be closed, and the excise regulations will be enforced just as in the rest of the city. There would be no different rule for the Thirty-first Ward than for the First Ward. In regard to the Manhattan Beach, Oriental and Brighton Beach hotels, the law would have to be carefully considered before concessions were made.

The Mayor added: "This administration is opposed to the old methods of Coney Island, and will effect a thorough change, so that any man can take his family there and be as safe as if he were in any other part of the city on Sunday or any other day. The situation at Coney Island makes it as desirable as a summer resort as even Newport, if there is ample protection to life and property, and it will be the aim of this administration to have the laws fully enforced there and see that full protection is afforded. I lived at Sheepshead Bay for three years, and consider it cooler and pleasanter than Asbury Park. I had to leave there because of the many disreputable saloons and other places. But now that the town has become a part of the city we shall endeavor to make it a safe, comfortable and attractive place in which to live. Then there will be real prosperity, for values will increase and thousands of people who have been prevented by the unlawful conditions which prevailed from settling there will become residents of the new district."

A committee of Coney Islanders and their counsel called upon the Mayor yesterday to ascertain what would be done in regard to Sunday regulations. The Mayor said that the police would enforce the laws there just as in the rest of the city. There would be no noise, outside music, fakirs, runners-in, shows, or minstrel performances allowed. Legitimate sacred concerts, the singers not in costume, would be permitted. All variety performances would be stopped.

Police Commissioner Welles issued an order yesterday creating the Twenty-fourth Police Precinct, to include the territory formerly known as Gravesend. He was visited by "Crow" Murray, who is interested in several places on Coney Island, and whose use of thieves' slang puzzled the Commissioner. Murray said, "There are a million and a half of thieves down at Coney Island, and a decent man like me can't get along."

Under the new police control in the Twenty-ninth Ward, formerly Flatbush, the carrousels near Prospect Park will not be permitted to be operated on Sunday, and the liquor shops will have to observe the law more rigidly.