# BROOKLYN UNION AND ARGUS

WEDNESDAY EVENING, DECEMBER 7.

## AMUSEMENTS.

### Italian Opera.

In producing "William Tell" at the Academy of Music, to-morrow evening, Mr. Mapleson goes to great expense to give Brooklyn people the opera in the same style it was given in New York. The new tenor, M. Prevost, who takes the high C as readily as some tenors do the middle C, will make his first appearance in this city. Signor Arditi's grand orchestra will come over in full force, and so will the chorus and the corps de ballet.

### Patti's Second Concert.

The sale of reserved seats for Patti's second concert in this city, which is to take place at the Academy of Music, on Friday, the 16th, will begin next Tuesday. In addition to the concert programme, a scene from a grand opera will be given at the concert, as on the occasion of the first appearance of Mme. Patti.

### The Park Theatre.

"The Rivals" was played to another full house at the Park Theatre last evening, and was much enjoyed. To-morrow evening and the remainder of the week "Rip Van Winkle" will be given.

### Haverly's Theatre.

"Deacon Crankett" is not doing as well as it did before it was changed, because the change brought with it no improvement; but "Deacon Crankett" is a good, wholesome drama, although not half so funny as "Our Bachelors," in which Robeson and Crane will appear next week.

### Col. Sinn's Benefit

When it became known that Colonel Sinn, of the Park Theatre, had been tendered a testimonial benefit at the Academy of Music on Friday next, by the citizens of Brooklyn, managers of New York theatres wrote to him as follows:

Manager A. M. Palmer, of the Union Square Theatre: "If there is anything I can do to contribute to the success of your testimonial, command me."

Manager John F. Pool, of the Grand Opera House: "The company of this theatre is at your disposal. I hope your benefit will be a bumper."

Manager Henry E. Abbey: "I wish your benefit was two days earlier, as my traveling company would be idle; but if there is anything I can do to assist you, will be pleased to do so."

The management of the Madison Square Theatre: "If there is anything we can do personally to further your interests in regard to the testimonial, we shall be glad to assist."

Manager Augustin Daly: "I wish you success for your benefit; if I can assist, name in what way. Do you want 'Cinderella?'"

Manager John A. McCaull, of the Bijou Opera House: "Will bring over for the matinee—your testimonial—the entire company, with chorus, costumes, and give you the 'Snake Charmer,' as it is presented here. Let me hear from you; I feel sure your benefit will be large."

### Great Dime Museum.

"Peppers' Ghost" was at one time the marvel of science—or rather the marvel whereby science puzzled the unscientific. Heller's "second sight" was another puzzle that amazed the superstitious and made the grossest materialist rub his head for a solution, but these wonders are dwarfed by the so-called "Herodian Mystery" now on exhibition at the Washington Street Museum. There have been "floating heads" and such things heretofore, but this is entirely unlike and as far in advance as can be imagined. The more one sees the head of the beautiful young woman and talks with it, the more he is inclined to remain—not so much because the head is beautiful, but like King George with the apple in the dumpling, the wonder increases as to why the head is there at all. The "Herodian Mystery" is certainly the best card of this entertaining museum, but even if it were absent the other attractions would compensate old and young for the time and money spent in seeing them.

### A Rhode Island Rip Van Winkle.

Rhode Island is a queer little State, but small as it is some Providence people have evidently never been outside of its limits, either personally or in imagination. Instance the following from a Providence paper:

Last week Robson and Crane played at one opera house in Providence, while Mr. Jefferson was playing at the other. One of Mr. Jefferson's company, when he left the hotel in the evening, was in doubt which way to go to get to the theatre, so he asked a well-dressed gentleman whom he met as to the location of the opera house. "Which opera house do you want to find?" asked the gentleman. "The one where Mr. Jefferson is to play," said the first. "Jefferson," queried the other, "is he with Robson and Crane?"

### United in Marriage.

Miss Sadie L. Gray, daughter of Mr. Chas. S. Gray, 127 DeKalb avenue, was married last evening to Mr. Thomas T. Morrow at the house of the bride's father. Rev. T. B. McLeod, pastor of the Clinton Avenue Congregational Church, officiated. Cornelius

# First Edition.

**TWO O'CLOCK, P. M.**

## ELEVATED.

### THE RAPID TRANSIT ROUTES GRANTED BY THE ALDERMEN.

**The Route of the East River Bridge & Coney Island Steam Transit Company Confirmed—From Fulton Ferry to the the City Line at Gravesend Avenue—The Brooklyn Elevated Company Given Permission to Build on Fulton Street, Adams Street, Myrtle Avenue and Broadway—Remonstrances by Aldermen Dimon, Baird and Fritz—Amendments Regulating the Rates of Fares and for Damages Voted Down—The Routes Adopted by a Vote of 17 to 8.**

The Board of Aldermen met yesterday afternoon, as reported in the UNION-ARGUS, to act on rapid transit routes, as reported by the Committee on Railroads, of which Alderman McCarty is chairman. During the debate which ensued, the property-owners present applauded those Aldermen who declared their opposition to any and all schemes of rapid transit which did not fully provide compensation for damages.

MR. CULVER'S RAPID TRANSIT ROUTE.

Ald. McCarty presented for adoption the following report from the Committe on Railroads:

The Committee on Railroads, to whom was referred the communication from the East River Bridge & Coney Island Steam Transit Company, respectfully report:

Your committee are clearly of the opinion that this Board should act upon the question presented to them by this application in view of the wants and necessities of the entire city, and the questions and objections raised by the owners of the adjacent property are more properly to be considered and determined by the courts and its commissions.

Your committee believe that the best interests of the city and the best and general expressions of public sentiment require that this company should now be allowed to build its railway upon the streets approved by the courts and Commission. They, therefore, offer for adoption the following resolution:

*Resolved*, That consent is hereby given to the construction and operation of an elevated railway over, through and upon the streets, avenues and places following, that is to say: Water street to Washington, Washington to High, High to Pearl, Pearl to Willoughby, Willoughby to Hudson avenue, Hudson avenue to Fulton street, at the junction of Flatbush avenue; along Flatbush avenue to Fifth avenue, along Fifth avenue to Second street, along Second street to Seventh avenue and thence to within sixty feet south of the southeasterly corner of Braxton street and Seventh avenue, and thence a depressed railroad through private property to the City Line, near Gravesend avenue.

And also from the corner of Willoughby street and Hudson avenue, along Hudson avenue to Park avenue, and to connect with the Brooklyn Elevated Railroad Company.

This consent is given as a consent to the East River Bridge & Coney Island Steam Transit Company to construct and operate its railroad upon the routes above designated, according to the plans stated in its articles of incorporation, but under the covenant and obligation to be assumed by the acceptance of this consent, as follows: The railroad shall be constructed in the best manner, and equal to the best elevated railroads in New York City, and operated with the best and most approved motors to avoid noise, the escape of smoke, gas or steam, and so as to prevent the dropping of oil, water or other substances upon the streets; and no cars or engines shall be allowed to stand on or over the streets when not in use, nor be cleaned or washed while over the sidewalk.

JOHN McCARTHY,
WM H. WATERS,
FELIX W. DOYLE,
JAS. DONOVAN.

A MINORITY REPORT.

Ald. Jones presented the following minority report:

The undersigned, one of the committee to whom was referred the request of the East River Bridge & Coney Island Steam Transit Company for permission to construct its road over the various streets in the city of Brooklyn, begs leave to submit the following report:

This subject has heretofore been carefully considered by our committee after a long and patient hearing of the representatives of the road and of the owners of property along its route, and after such hearing our committee came to the conclusion unanimously to deny the application so made, and made a report accordingly. This report was presented at a meeting of the Board held August 4 last. I see no reason to dissent from that report and to change my opinion, which was then formed, and was also the unanimous opinion of the committee, and since our report there has been nothing presented to our committee which has changed my opinion and judgment then formed.

My judgment is that this projected road is not a public necessity, and certainly will not serve the wants of a majority of our citizens. It is manifest that this road is intended as a means of rapid transit between Coney Island and New York City. We have facilities enough to Coney Island at the present time. I cannot give my consent or approval as a member of this committee to the required consent, and especially so to a project which is not in the interest of the citizens at large, and would therefore recommend for adoption the following:

*Resolved*, That the request of the East River Bridge & Coney Island Steam Transit Company for permission to construct its route over the streets and avenues as asked for by it be, and the same is hereby denied.

Ald. McCarty in reply to a question by Ald. Dimon, said that on August 4 the Committee on Railroads reported adversely on

ALL RAPID TRANSIT SCHEMES

before it, because the power of the Aldermen over rapid transit grants had been affected by legislation.

Ald. Fritz intimated that the Committee on Railroads had not heard property owners on Fifth avenue whose interests were affected by the majority report of the committee.

Ald. McCarty said that the committee heard Mr. Barnett on the question of the grant made in the report in executive session last evening. The property owners had been heard sufficiently on other occasions.

Ald. Dimon said that the reports—the minority and the majority reports—were of considerable importance, and therefore he moved that both be printed in the minutes and made a special order at the next meeting.

The motion was lost by the following vote:

Yeas—Dimon, Jones, Black, Malcom, Mergle, Baird, Hacker, Fritz—8.

Nays—Dwyer, McCarty, Kane, Weir, O'Connell, Casey, Donovan, LePine, Doyle, Allison, Schmitt, Waters, Bowers, Roberts, Seaman, Kelly and Armitage—17.

The minority report was defeated by a similar vote—8 to 17.

COMPENSATION TALK.

Ald. Baird asked "What compensation will the property owners get if this franchise is granted, and what compensation will the city get for the use of the streets?" (Applause from property owners.)

Ald. McCarty answered that the report of the committee was in the hands of the clerk.

Ald. Dimon understood that there was nothing in relation to damages in the report.

Ald. Baird said that it looked to him like a preconcerted job to put the Culver franchise through that day. (Applause.) He thought the property owners ought to be heard, and if they had been heard once they ought to be heard again: and he did not think the charter ought to be given without compensation.

Ald. O'Connell said that Brooklyn was a very backward city, and improvements would continue to be backward until rapid transit was obtained. He had stated before that he would vote to place rapid transit on any street in Brooklyn. He would vote for it to pass his own residence. Alderman Dimon represented a Ward which was entirely built up, but the outer Wards had mostly to be built up, and they would not be built up if they had not rapid transit. The franchise now proposed to be given would greatly enhance the value of the East Side Park lands. The proposed road would not benefit the Nineteenth Ward except by increasing taxable values, while the gentleman from the Twenty-second Ward

OCCUPIED A PECULIAR POSITION,

and he was an old member. His (the speaker's) opinion was that rapid transit would not hurt any property, and he did not think that compensation ought to be asked for except where the company erected their depots. There were present old members of the Common Council who understood the question well—better than new men who might come into the Board—and it was their duty to act.

Ald. Black said that the charter, if granted, would injure property-owners on narrow streets, and he would not vote for it unless a compensation clause was inserted. (Applause in the lobby.)

Ald. Seaman spoke fervently in favor of rapid transit. He contended that no corporation would give them rapid transit if they had to pay damages—all damages which might be claimed.

Ald. Fritz asked in what way would Culver's railway benefit the Twenty-third Ward.

Ald. Seaman replied that it would benefit the Twenty-third Ward because it would connect with the

ATLANTIC AVENUE STEAM RAILROAD;

and it would also, in his opinion, solve the rapid transit difficulty in this city. The people on the line of the Brooklyn Elevated Railway desired to have that road built. (Laughter.) The people wanted it; the people of Brooklyn wanted rapid transit solved one way or another.

Ald. Fritz said that he was an old member; he had been an Alderman for six years, and he had never seen such an attempt at outrageous legislation since he had been there. It out-Heroded Herod.

Ald. Dwyer asked Alderman Fritz if he did not vote for the Bond scheme.

Ald. Fritz said that he did vote for it, because in it the principle of damages was recognized. The Alderman of the Ninth Ward talked like a highwayman. He proposed to benefit the property-owners of the Twenty-second Ward by taking their pocket-books.

Ald. Dwyer hoped that the President of the Board would enforce the rules by limiting the time of speech making.

Ald. Fritz said the grant proposed was a Coney Island railroad instead of a Brooklyn railway. In the cold winter when the people needed rapid transit the company probably would not run its cars. The great cry to day was anti-monopoly, yet they, as Aldermen, were now proposing to

CREATE A MONOPOLY.

The people on Fifth avenue had been denied a hearing before the Railroad Committee, and that also was outrageous.

Ald. Roberts said that as he understood the matter the Coney Island Railroad proposed grant had nothing to do with the so-called Bruff Railway. He was in favor of rapid transit for Brooklyn. He differed materially with many of his colleagues, for he believed that the building of an elevated railroad would not injure, but benefit property. The Third avenue elevated railroad in New York had, he believed, enhanced the value of property on the line of Third avenue, and a commission had reported that the building of elevated railroads in New York City had enhanced the taxable value of property in that city twenty-five per cent. The East River Bridge and Coney Island Railroad would enhance the value of property through South Brooklyn, but he was opposed to any grant being given without compensation.

ALDERMAN DIMON'S AMENDMENTS.

Ald. Dimon then moved to amend the report so as to provide as follows:

First—That at least two miles of the structure be finished and in running order within two years from the time the resolution takes effect, and that the whole route of the road be finished within three years from the date of passage of said resolution.

Second—Provided that before any work upon said road shall be commenced the company shall give security in an amount and manner approved by the Mayor or Comptroller that at least two miles of said road shall be completed and in running order within two years from the day this resolution takes effect and the whole road completed and in running order within three years from said date.

Third—Provided that for each passenger upon said road for any distance the fare shall not exceed 5 cents between the hours of 5 and 7½ o'clock A. M., and the same hours in the afternoon, and not exceeding 10 cents at other hours.

Fourth—Provided, further, that the said company shall give an agreement and security, to be approved by the Mayor and Comptroller, to pay to the Treasurer of this city, for the benefit of this city, annually, 10 per cent of the gross receipts of said company for fares of passengers.

Ald. Roberts moved to amend the amendment that

ONE PER CENT. OF THE GROSS RECEIPTS

of the road be pledged for damages, instead of 10 per cent, as proposed by Alderman Dimon.

Ald. McCarty said he would not have any objection to the amendment if he thought it would not prevent the company from building the road.

Ald. Roberts' amendment was lost, it being only supported by Aldermen Baird, Roberts, Hacker and Fritz.

Ald. Dimon's propositions were voted upon separately and lost, the following discussion ensuing as to the rate of fare.

Ald. Roberts said that he understood the rate of fare was specified in the charter at 5 cents. He did not think it was wise on the part of the gentleman of the First Ward to propose such a frivolous amendment.

Ald. Black said he did not think there would be any harm in taking a vote on the proposition to fix the rate of fare. It was voted down—Affirmative 10, negative 15.

Ald. Dimon asked if they intended to rob Peter to pay Paul. Brooklyn could not afford to gain even millions by robbing any of its citizens of one cent. He believed in compensation, and he could not understand how any gentleman who had been

BROUGHT UP IN TRUTH AND HONESTY

should endeavor to force the adoption of the report of the committee so hurriedly. He was in favor of rapid transit for Brooklyn, with foundations of truth and honesty as well as with foundations of granite and iron. [Applause.] The damages to property, if any, ought to be paid. It was easy for them to say that commissioners and the courts would decide compensation. The charter of the city declared that each Alderman was a trustee of the rights of the people of Brooklyn, and they would not shirk responsibility by giving the duty of fixing damages to Court Commissioners. He wanted to march forward under the banner of progress, and he desired to see on its folds "Rapid Transit," but he did not want to get it by robbing anyone.

Ald. Dwyer said that he had been a member of the Board for eleven years. He had voted for rapid transit railways twice, and the people of the Second Ward had sent him back to the City Hall after so voting. He contended for the greatest good to the greatest number. Ask the people of the City of New York to vote on taking away rapid transit from that city. Three-fourths of them would vote in the negative on such a proposition. The introduction of water into Brooklyn was opposed. The putting down of street railroads was opposed. Was there a man in that Board who would tear up the horse railroads or take away the Ridgewood water? No!

Ald. Hacker spoke against the adoption of the report of the committee.

Ald. Baird moved that the company deposit $1,000,000 in bonds to compensate the city for any damage that might be sustained.

The motion was lost—8 to 17.

After another vehement protest by Alderman Dimon the main question was ordered, and the majority report of the committee was

ADOPTED BY THE FOLLOWING VOTE:

Yeas—Aldermen Dwyer, McCarty, Kane, Weir, O'Connell, Casey, Donovan, LePine, Doyle, Allison, Schmitt, Waters, Bowers, Roberts, Seaman, Kelly, Armitage—17.

Nays—Aldermen Dimon, Jones, Black, Malcom, Mergle, Baird, Hacker, Fritz—8.

Unanimous consent to the adoption of the report was refused, Alderman Fritz objecting.

THE BROOKLYN ELEVATED RAILWAY ROUTE.

The Railroad Committee also reported in favor of the following route as being more suitable for the carrying out of the objects contemplated by the erection of the Brooklyn Elevated Railway:

The said company shall relinquish and not build that portion of said railway extending from the junction of Lexington avenue and Ralph avenue, also Ralph avenue to Marion street; also Marion street to Broadway, and said railway shall be built on the rest of its present route and branch route, and on the following routes, to wit:

From the crossing of Adams street and York, along Adams street to Fulton street and thence over, across, along and through Fulton street to the boundary line between the city of Brooklyn and the town of New Lots; also beginning at the intersection of Myrtle avenue and Adams street thence through Myrtle avenue to the boundary line between the city of Brooklyn and the town of New town; also from the intersection of Fulton street and Putnam avenue, through Putnam avenue to Grand avenue; thence through Grand avenue to Lexington avenue; also from the junction of Lexington avenue, and Broadway along Broadway to the junction of Marion street and Broadway; also from the intersection of Washington and York street, through York street to Main street; thence through Main street to Water street; also from the crossing of Washington and Sands streets to the present branch line in Water street, through and across all the intervening streets; also along and through Broadway from the junction of Lexington avenue to the East River; also through Park avenue from the intersection of Grand avenue and Park to Classon avenue, thence through Classon avenue to Kent avenue, through Kent avenue to First street, through First street to Broadway.

The company is not obliged to relinquish that portion of its route hereinbefore directed to be relinquished until it shall have completed the portion of the route extending from the junction of Lexington avenue and Broadway, along Broadway to the junction of Marion street and Broadway.

Nothing herein contained shall operate to extend the time for the completion of said railway, as the same is now limited by law.

Ald. Baird asked if this was

THE OLD BOND OR BRUFF ROUTE?

Ald. McCarty said it was the so-called Bruff route.

Ald. Baird said that the building of the Brooklyn Elevated Railway—the Bruff route—was a disgrace. He thought it was an iniquity to give the company in question any more powers.

Ald. Fritz moved to refer the report to the next Board of Aldermen.

Lost. Affirmative 9, negative 16.

Ald. Dimon moved to lay the report over until next Monday.

The motion was lost by the following vote:

Yeas—Aldermen Dimon, Jones, Black, Malcom, Mergle, Baird, Roberts, Hacker, Fritz—9.

Nays—Aldermen Dwyer, McCarty, Kane, Weir, O'Connell, Casey, Donovan, Le Pine, Doyle, Allison, Schmitt, Waters, Bowers, Seaman, Kelly, Armitage—16.

Ald. Dimon renewed the amendments which he offered to the East River Bridge & Coney Island Steam Transit report. He said that the company, under its charter, could go to the Legislature and get the right to charge a higher rate of fare if his amendment fixing the fare was not made one of the conditions of the grant reported by the Railroad Committee.

The amendments were lost, and the report of the committee was adopted by a vote of 17 to 8, the vote being the same as that adopting the East River Bridge & Coney Island Steam Transit Company's route.

Unanimous consent was refused.

A motion to reconsider by Aldermen Dwyer was voted down.

A motion by Alderman McCarty to reconsider the vote on the East River Bridge & Coney Island Steam Transit route was also voted down.

Ald. Black, with a peculiar smile, said, "That clinches it," and declared the Board adjourned.

### The Authority for the Change of Route

Section 3 of the charter of the Brooklyn Elevated Railroad Company, after naming the route already occupied, provides as follows:

Or on such streets and avenues as may be named by the Mayor and Common Council of the city of Brooklyn as being more suitable for carrying out the objects contemplated in the erection of said elevated railway; and in all cases the use of any streets, avenues, highways, public places or property for the purposes herein authorized shall be considered a public use, consistent with the uses for which the city of Brooklyn or the public authorities of the counties in which said railways or their branches shall run, shall hold such streets, avenues, highways, roads, public places and property.

### Unoccupied House Thieves Foiled.

Two unknown young thieves, verging on years of manhood, yesterday entered the unoccupied house, No. 388 Decatur street, took down a copper boiler which they cut in pieces and placed in bags. As they were leaving the house they were observed by Mr Davis, of No. 409 Decatur street, who chased them. The thieves dropped their booty and escaped.