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CONEY ISLAND

SOUVENIR GUIDE

-1905-



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SOUVENIR GUIDE TO CONEY ISLAND

Where to Go, What to See, and How to Find it.



WITH MAP AND ILLUSTRATIONS.

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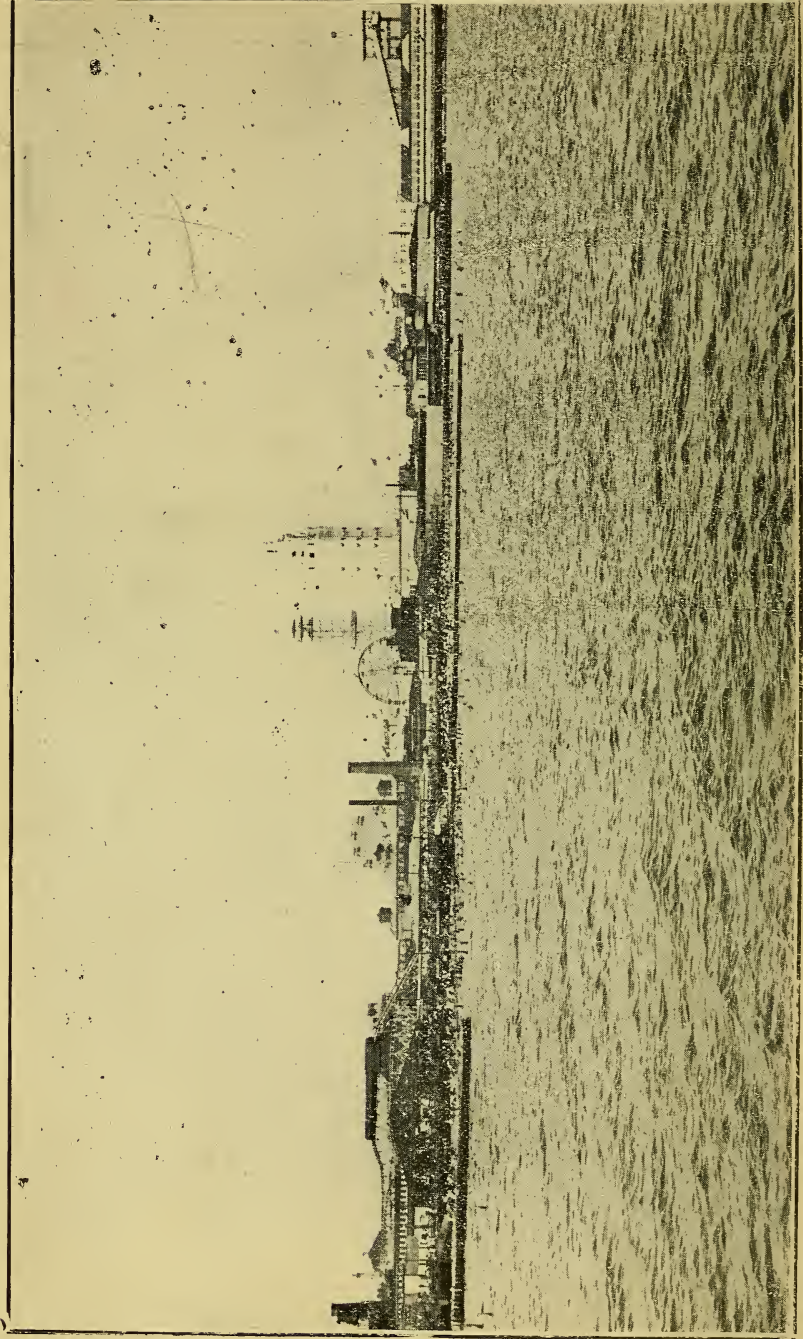
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THE NEW CONEY ISLAND.

Phoenix like from the flames which swept away the unsightly and tawdry booths and sheds of former days a marvelous city of magnificent pleasure palaces has arisen upon the sandy beach which forms New York City's ocean boundary, and what was once a dreary waste of vulgar shows has now become the greatest popular resort in the world, the daily recreation ground of the great population of the metropolis and the objective point of millions of visitors from every part of the country.

To attain this end millions of money have been lavishly spent in the building and adornment of immense pleasure grounds, one of which alone contains more attractions than the whole of the Coney Island of former days. Inside these great amusement gardens are found theatres, ball rooms, restaurants, aerial railways, roller coasters and elaborate amusements of almost every description. There are lakes and bridges, inviting nooks where tired pleasure seekers may rest undisturbed, balconies from which to watch the passing crowds and a thousand other refinements of detail which have their part in the making of a harmonious whole.



A QUIET DAY ON SURF AVENUE.

THE TRANSFORMATION

The unprecedented growth in population of New York City is the marvel of the nineteenth century, and much of the fascination of visiting or living in this unique city is due to its endless variety of pleasure places, which not only line the coast of all Long Island, New Jersey and Connecticut but extend back into the elevations of the Catskills, the Adirondacks and the mountainous regions of New England.

But while their name is legion, a single one of New York's many resorts has achieved world renown. This is not saying that New Yorkers have always been proud of the fame their little Coney Island has brought them; rather the contrary has been true until very recently, in fact within the last half-dozen years.

Older residents will tell you of a Coney Island of other days, when it was not considered a vital part of New York but only a remote point on Long Island comprising a few scattered, disreputable shanties, bounded on one side by swamps, on the other by uncertain sand dunes.



IRON PIER

A wonderful change, however, was to come over the scene. As New York grew it was inevitable that more breathing places be found for its teeming multitudes; more places which, when the mercury went soaring, would furnish safety valves for the crowded city. There soon began to appear in the vicinity of the present Coney Island a number of hotels, dance-halls, and cheap and shifty places where the quick-witted huckster caught the nimble dime and nickel of an ever growing clientele. Soon there grew a more or less tangible colony of these caterers to the less commendable instincts of our fun-seekers, and presently there was evolved the Bowery and the present Surf Avenue. All of this new colony of course had nothing in common with the more conservative Brighton Beach, Manhattan Beach, and Oriental properties that grew up farther along the ocean, in answer to a call from the tired, hot New Yorker, who wanted to enjoy the ocean breezes away from the madding crowd.

From the earlier Coney Island of ill repute which good people shunned there has developed in a few years the splendid Coney Island of to-day, the home of magnificent palaces and stupendous amusement enterprises, the mecca of the pleasure seeking New Yorker. Visitors to New York take in Coney Island as a matter of course, and



FELTMAN'S ZIZ

not a few go home with a fonder memory of that enchanted place than of any other of the great city's countless "sights."

The Coney Island of the present has been wrought from the Coney Island of the past by shrewd capitalists, who saw that here was a chance to transform the place into a clean and wholesome pleasure resort, by the services of able architects and skilled labor. We now have, as a result, Luna Park, Dreamland and Steeplechase Park, fairylands of the twentieth century. Here charming architecture and lavish decorations run riot, and at night thousands upon thousands of blazing electric lights dazzle the eye on every side, tracing in flashing outline tower and turret, arch and colonnade.

One can scarcely be surprised, in view of all the manifold advantages Coney Island possesses over all its neighbors on the Long Island and New Jersey shore, that it is the most popular and famous pleasure resort on the Eastern coast, and that every day, every hour is opening up newer and still brighter prospects for this fair daughter of the sea, of dazzling and ever-varied charm, this concentration of all the wholesome fun and harmless merriment in the world—Coney Island of to-day.



DREAMLAND.

Dreamland is a vision of surpassing beauty; but it is more. It is a haven of rest. Situated directly upon the ocean front its broad plazas and spacious walks extend a generous welcome to all, especially to those wearied denizens of the city.

Architecturally Dreamland has perpetuated much of the grandeur of the Great White City which Chicago disclosed to an admiring world. First to catch the eye is Beacon Tower which rises some 375 feet above its splendid surroundings, whose stately outlines are to be seen from all parts of the island looming grandly upon the horizon. It is when illuminated at night that the full beauty of the structure is apparent. The glowing facades of the edifice present a most brilliant picture, imbued with a certain delicate, subdued effect which removes the exhibit widely from that class of gaudy, dazzling electric displays so common these days.

About the square in which is situated the great tower of Dreamland is arranged, in rectangular form, the several exhibitions



FOR THE "CHILDREN"

of Dreamland. Within this enclosure is a hippodrome track of generous proportions in which free exhibitions of chariot races and out-of-door performances are given. Within the circle of this track is the lake into which plunge the cars of the Shoot-the-Chutes which drop from the elevated platform over-spreading the ocean at the head of the park.

Some notable attractions have been added to Dreamland, first among them being Creation, which achieved marked success at the St. Louis Fair last Summer. Here is represented in successive realistic scenes the creation of the earth—from Chaos to Man.

The Swinging Boats, or air ships, have also been added to Dreamland's "marvels" for their first season and form one of the park's sanest attractions.

The other attractions of the Park are as follows:

Creation, Hell Gate, The Midget City, a congress of the world's Liliputians; Canals of Venice, Trip Through Switzerland, Japanese Theater, Fighting the Flames, Air Ships, Foolish House, Dog and Pony Circus, Hunting in the Ozarks, Scenic Railway, Bostock's Wild Beasts, Touring Europe. Infant Incubator.



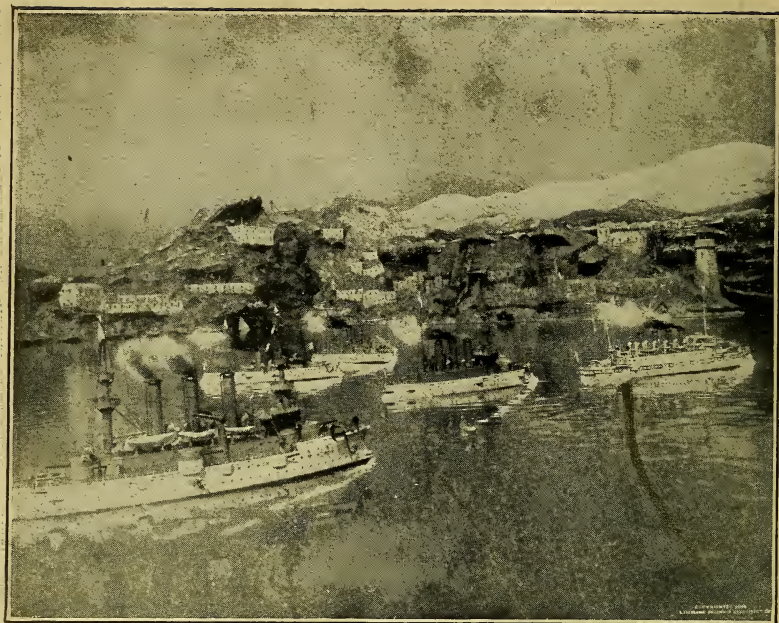
A GLIMPSE OF THE ARENA AT NIGHT

LUNA PARK.

Luna Park comprises 39 acres of land, which three years ago was chiefly a mud hole. To-day it is a worthy playground of New York. Turning night into day with a brilliancy which gives even the sky an unprecedented hue of turquoise blue, nine hundred and sixty thousand lights shine upon a heat-escaping, amusement-seeking throng. Where once were stagnant pools of tide-water are now countless thousands of spires, on which are built great pleasure palaces and broad promenades of cement.

Entering through a massive arch-way, fronting On Surf avenue, the first attraction to entice the visitor within its enchanting walls is "A TRIP TO THE MOON," first put on at Buffalo at the Pan American Exposition. This year the admission has been reduced to ten cents, and it is said by the management that the gross receipts to this unparalleled attraction total seventy per cent. of the admissions to the Park.

One of the three new attractions is "THE DRAGON'S GORGE," L. A. Thompson's latest scenic railway device. Encompassed in a



FALL OF PORT ARTHUR

building 300 by 200 feet, this superlative climax of "scenic railway trips" includes forty eight hundred feet of track laid with steep grades and sharp curves. The trip, which costs ten cents, takes the visitor from an open patch of water at the North Pole (with a real polar bear hungrily eyeing a real Esquimo paddling about in a real canoe on real water) through various scenes ending with a downward plunge around a curve into an awe inspiring reproduction of the lower regions.

Another of this seasons importations is the Igorrote Village, which occupies 12 acres at the northeast end of the enclosure. Brought from Bontac Province, Island of Luzon, by a surgeon of a volunteer regiment in the Phillippines. Among them are two war chiefs and a witch doctor. They will spend much of the time in their chief occupation, the building of their native houses.

"The Fall of Port Arthur" is the third important addition to Luna's attractions this year. Sixty ships representing the combined Russian and Japanese fleets and the United States Asiatic Squadron, which have been in the Far East since the beginning of the war, com-



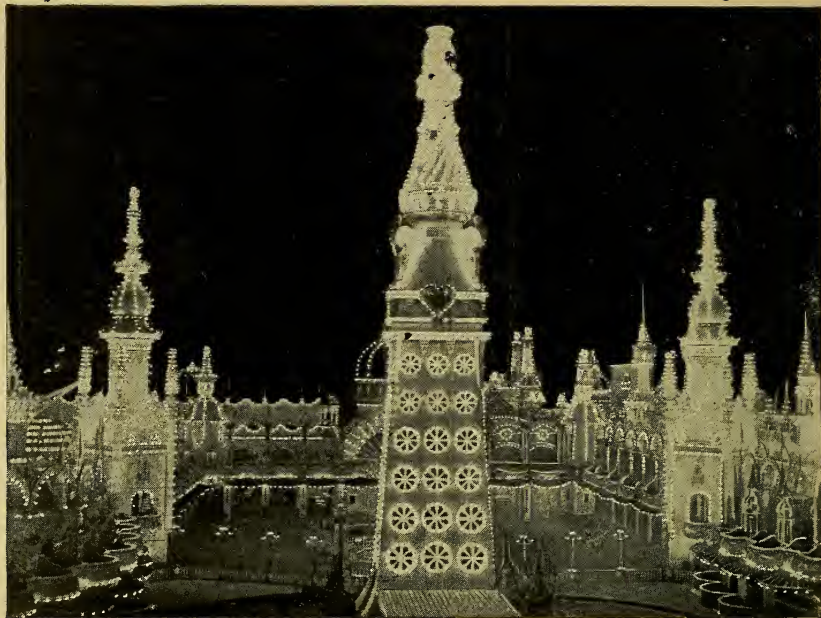
NEW DRAGON'S GORGE AT LUNA

bine in the presentation of an interesting naval spectacle. Port Arthur harbor, included in an artificial lake covering eight acres, is represented in a basin surrounded by the towering snowclad mountains of Manchuria.

Included in the price of admission is a free, three-ring, open-air circus, with a continuous performance from the opening to the shutting of the gates.

Even to the New Yorker, satiated with the multiform of amusements of the Summer season, Luna Park holds forth attractions as alluring as ever. Luna Park has been characterized as "entirely new from the front gate to the rear line of the enclosure."

The rejuvenator of Coney Island, Luna Park rejuvenated starts forth on its third season with promises of a record-breaking year.



LUNA'S SPIRES BY NIGHT

Following is a tabulated list of the attractions at Luna Park, showing the length and cost of the performance:

Attraction.	Time of Performance.	Cost.
A trip to the moon,	15 minutes, - - - - -	10
Laughing show	about 15 minutes (as long as you like)	05
Fire and Flames,	30 minutes - - - - -	25
The Dragon's Gorge,	6 minutes - - - - -	10
The Circle Swing,	5 minutes - - - - -	10
The Fall of Port Arthur	30 minutes - - - - -	25
The Igorrote Village,	about 30 minutes (as long as you like)	25
Shoot the Chutes	3 minutes - - - - -	10
The Old Mill,	6 minutes - - - - -	10
The Miniature Railway,	6 minutes - - - - -	10
The Scenic Railway,	9 minutes - - - - -	10
The Fatal Wedding,	10 minutes - - - - -	05
Ride on the Elephants,	5 minutes - - - - -	10
Chicken Incubators,	- - - - -	10
Total,	2 hours and 50 minutes - - - - -	\$1.65



FIGHTING THE FLAMES LUNA PARK

In addition are the following free attractions:

Three-ring, oped-air continuous circus, with performers from all parts of the world.

Six military bands under the leadership of one of the greatest bandmen in the country, giving continuous concerts seated and marching.

Dancing in the finest ballroom, on the finest floor, to music of a full orchestra, which has been pronounced everywhere as the best at Coney Island.

The Helter Skelter—the slide which everybody takes.



The City of New York has aided in the transformation of the resort by converting the former plaza at the end of the Coney Island Boulevard into a handsome park while the beach at this point is enclosed by an ornamental stone wall and is set apart for the unrestricted use of the public. A shelter also has been erected and a number of tents are located near the water for the free use of visitors.



ENTRANCE

STEEPLECHASE PARK.

Time was only three short years ago when Steeplechase was Coney's biggest attraction. Eclipsed and shadowed as this pleasure park seemed destined to be for the past two seasons by the magnificence of its younger rivals, the Steeplechase shines forth this Summer with a radiance fairly equaling Luna Park and Dreamland.

The most striking of the novelties at Steeplechase and the two which are most likely to prove the sensations of the season now along will be the "Airship Tower" and "Atlantis Under the Sea." The piece de resistance, so to speak, of Steeplechase Park will undoubtedly be the Airship Tower.

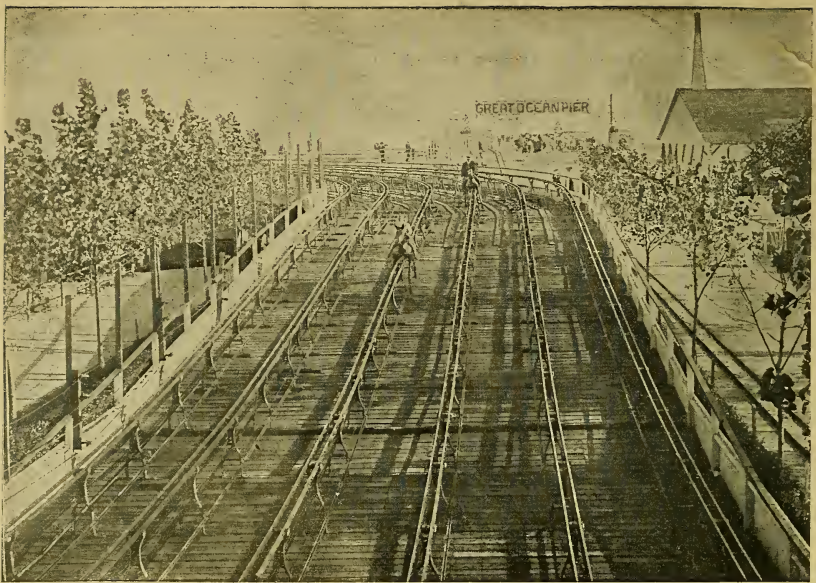
The Tower, which stands in the very center of the park, stretches into the air nearly 300 feet, and with its 15,000 electric lights of alternating crimson and white serves as a fitting landmark for this great pleasure garden.

There are many other changes and new ideas throughout Steeplechase, among them being a magnificent tiled swimming



A FUNNY STAIRWAY

pool 80 by 300 feet, which is supplied with heated sea water forced by a pump with a capacity of 1,200 gallons a minute. A new trolley device which runs 1,700 feet out over the ocean operates a large car especially constructed by the Pullman Car Company, at a cost of \$10,000. Then there is a new four-story funny stairway, and a platform floor, near the entrance, where the beams and timbers all move and work different ways. An immense fancy brick chimney 250 feet high and with a base of 28 feet, which is



A LONG STRETCH STEEPLECHASE

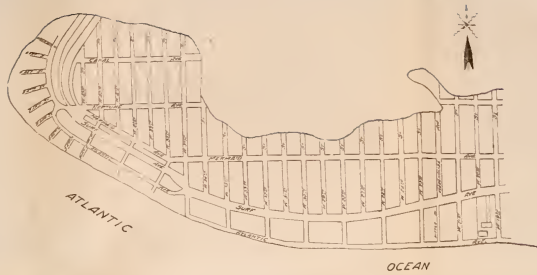
illuminated from top to bottom at night with electric lights. There are six bands of music in the park, consisting of 115 musicians. There is continuous music in both dance halls, as each has a double orchestra. The Steeplechase Hotel is this year under the management of the International Hotel Company, of St. Louis World's Fair fame. There have been over 11,000 rose bushes placed in the center of the park, which makes a very handsome and attractive floral display.

Steeplechase Park comprises an extensive Ball Room, Diamond Electric Plant, Funny Stairway, Earthquake and Shaking Floor, Cave of the Winds, Region of the Third Degree, Electric Spring Fountain, Emperor's Seat, Magic Mirrors, Managerie, House of Too Much Trouble, Razzle Dazzle, Haunted Swing, Dew Drops, Grand Canal, Ferris Wheel, Giant See-Saw, Upside Down House, Magnificent Satin Theater, Gypsy Cave, Barrel of Love, Cottage of Foxy Grand Pa, Cabaret de la Mort, Bottomless Pit, Dante's Inferno, Ocean Bathing Pavilion, Swimming Pool, A French Voyage, Ocean Pier, Hotel and Restaurant, Air Ship Tower, Atlantis, Funny Art Gallery.

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References on Map.

- 1 Steeple Chase Park
- 2 Dreamland
- 3 Luna Park
- 4 Johnstown Flood
- 5 White World
- 6 Coal Mine
- 7 Rocky Road to Dublin
- 8 New York to the North Pole
- 9 Balmer's Bathing Pavilion
- 10 Galveston Flood
- 11 Observation Tower
- 12 Jackman's Musical Railway.
- 13 Loop the Loop, Surf Ave.
- 14 Feltown's Ziz
- 15 Henderson's Music Hall
- 16 Ingersoll's Conster
- 17 Wacke's Trocadero
- 18 Sparta Hotel
- 19 Stauch's Hotel
- 20 Koppel's Hotel
- 21 Saratoga Inn
- 22 Hotel Metropole
- 23 Automobile Toboggan
- 24 Iroquois Hotel
- 25 New York to San Francisco
- 26 Chinatown Ablaze
- 27 Peterson's Bathing Pavilion
- 28 Culver Plaza and Carousel

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BOER WAR. *✓*

That the Boer War Spectacle, at the new park at New Brighton Beach, is a success is only proven by the vast crowds who seek this actual glimpse and enjoy the flavor of real warfare, which is depicted by veterans who have served against the strongest kind of an enemy on the battlefield.

There is so much of the human in the Boer War show that it is more than a mere spectacle. It touches as well as thrills you. It's a bit incongruous, to be sure, to see a grim old warrior like Gen. Cronje going into the show business, but he does it with



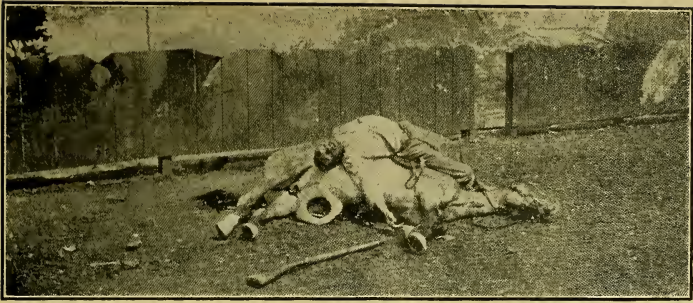
KAFFIR VILLIAGE.

such dignity that you can't possibly think of him as a South African Buffalo Bill. Gray and grizzled and looking decidedly untheatric in a baggy suit of black, a long black overcoat and a black felt hat, he rode out and took his applause with the manner of one who was only doing his duty.

The Boer War Company comprises one thousand men, including two hundred Kaffirs, Zulus, Matabeles and representatives of other South African tribes, and six hundred horses.

Band concerts, in the open air, will be given within the enclosure, morning, afternoon and evening, and everything in the way of free amusement will be varied and interesting. The African village will depict life in Africa with perfect truth, since the natives speak no English and will wear their native dress and observe their native customs. Curio tents will be erected where souvenirs may be purchased that were made by the Boer prisoners at St. Helena. The fund thus realized will be devoted to the relief of the widows and orphans of the Boers.

The Boer War spectacle is a perfect reproduction of the late South African campaign done in miniature by one thousand of the men who actually fought in the recent war of the Transvaal. They are led on the Boer side by General Piet Cronje, whose fame

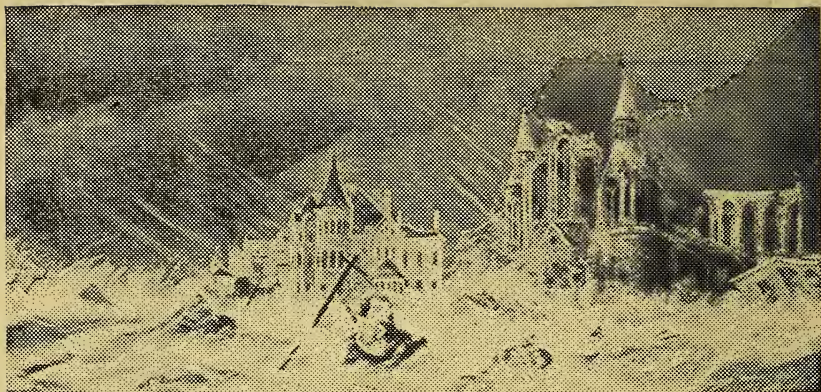


HORSE THAT DROPS AS IF DEAD.

ranked next to that of Oom Paul Kruger. It will be recalled that General Cronje was for twelve years a member of the Kruger Cabinet and was considered responsible for the precipitation of the Boer War by assuming an authoritative stand on the question of taxes, bringing out a force of men to aid him in repelling one of England's agents from collecting what he considered an unjust levy by the British Government.

On the Boer side, in addition to General Cronje, are some of the most noted men of the Transvaal, conspicuous among them being that fearless Irishman, Colonel Blake, commanding the Irish Brigade, who possessed all the dashing bravery typical of the fighters of the Emerald Isle, and who is remembered for his gallant conduct in dozens of fierce engagements during the Boer War. He will lead again in this reproduction the men who served under him in the Transvaal.

There are officers on the English side who bear the D. S. O. medals. That gallant and striking young English soldier, Captain F. Franklin, leads the British contingent. He served under Lord Roberts and wears the King's and Queen's medals. Captain A. J. Roser and Captain J. Albert Fish, also serve with a detachment of Gordon Highlanders. One of the bagpipers in this detachment was among the six men who escaped from the slaughter of the six thousand Scotchmen who were in the famous Gordon Highlander charge. Then there are English Lancers, Life Guards and the Blue Jackets who defended Ladysmith, with the Long Tom Gun that was used in the siege, Imperial Yeomanry and other noted English, Australian and Canadian regiments.



GALVESTON FLOOD.

Entered by the Imperial Amusement Company, is the latest acquisition of the island's amusement enterprises: it is situated in a magnificent white building at the junction of Surf Avenue and the Iron Pier Walk, which is by far the most artistic and imposing on the island, while the spectacle beyond doubt is the most artistic, vivid and realistic exhibition that the ingenuity of the trained electrician, scenic artist and stage mechanic has ever devised.

It presents a reproduction of the destruction of the City of Galveston, on September 9th, 1900. The spectacle itself is presented on the largest stage in America, being 125 feet by 65 feet in dimensions, equipped with the latest appliances used in stage mechanism. Each building in this miniature City of Galveston is especially built independent of the other, and all are realistically destroyed by the massive wall of surging water that sweeps the bridges into shapeless masses and crumbles stone structures. No stage storm has ever been able to compare with this frightful exhibition of the terrible elements.

ROCKY ROAD TO DUBLIN.

This is one of the newest and most popular attractions on the island and occupies a handsome stone castle on Surf Avenue near West Eighth Street. A ride through typical Irish scenery is given. Admission 10 cents.



LOOP THE LOOP.

South side of Surf Avenue, corner of West Tenth Street. A sensational and popular amusement. Admission 10 cents.

WHITE WORLD.

North side of Surf Avenue, near West Twelfth Street. A trip through the frozen regions of the far North. Admission 5¢10 cents.

NEW YORK FIRE FIGHTERS

Bowery, corner of Jones Walk. A representation of the work of the New York City firemen. Admission 10 cents.

Fighting the Flames, in Dreamland, representation of work of New York City firemen. Admission 25 cents.



COAL MINE.

North side of Surf Avenue, corner of Sea Beach Walk. A representation of a Pennsylvania coal mine, with miners at work, etc. Admission 10 cents.

OTHER SHOWS.

Pain's Fireworks, Manhattan Beach.

Boer War, Brighton Beach.

L. A. Thompson Scenic Railways, north side of Surf Avenue, corner of Sea Beach Walk, and at Brighton Beach.

Musical Railway, Surf Avenue, south side, opposite Culver Depot.

Johnson's Caroussels, south side of Surf Avenue, opposite Culver Depot, and corner of Sea Beach Walk.

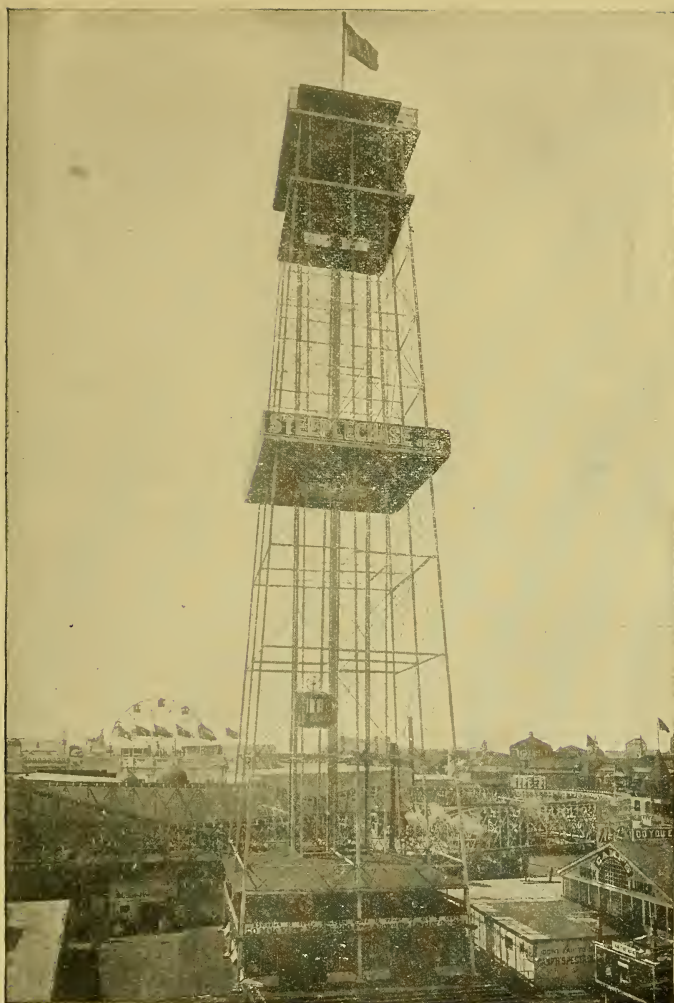
Merrill's Star Toboggan Slide, Sea Beach Walk.

Feltman's Caroussel, south side of Surf Avenue, corner of West Tenth Street.

Ziz, south side of Surf Avenue, corner of West Tenth Street.

Jackman's Toboggan Slide, Bowery and Thompson's Walk.

Cannon Coaster, Henderson's Walk, near the beach.



OBSERVATION TOWER

Ingersoll's Toboggan Slide, Bowery, near Kensington Walk.
Creation, south side of Surf Avenue, near West Seventh Street.
Admission 25 cents.

Bostock's Animal Show, east side of Surf Avenue, near West
Eighth Street. Admission 25 cents.

Luna Park, north side of Surf Avenue, corner of West Eleventh
Street, an amusement park containing a number of separate attrac-
tions. Admission 10 cents.



Dreamland, south side of Surf Avenue, opposite West Eighth Street, a large park in which are a number of separate attractions. Admission 10 cents.

Infant Incubators, in Dreamland. Admission 25 cents.

Foolish House, in Dreamland.

Midget City, in Dreamland.

Maxam's Air Ship, in Dreamland.

Pony Circus, in Dreamland.

BATHING.

Bathing is one of the greatest attractions of Coney Island, the beach being one of the best and safest upon the entire Atlantic coast, and as many as 50,000 persons have entered the water in a single day. The charge for a suit and the use of a room is 25 cents. The following are principal bathing establishments:

Balmer's Bath, West Fifth Street and Beach.

Acme Bathing Pavilion, Foot Sheridan's Walk.

Cullen's Sea Beach Hotel, West Tenth Street and Beach.

Sea View Hotel Baths, Foot Feltman Walk.



STEEPLE CHASE WATER JUMPS.

Ward's Baths, Foot Jones and Henderson Walks.

Hoch's New Arcade, Buschman Walk and Beach.

Oriole Baths, Tilyou's Walk and Beach.

Gleason's Bathing Pavilion, West Twenty-fourth Street and Beach.

Scoville's Hotel and Baths, West Twenty-fourth Street and Beach.

Bailey's Bathing Pavilion, West Twenty-fifth Street and Beach.

MUSIC HALLS.

There are a number of music halls at Coney Island, at some of which a really good vaudeville performance may be seen. Entrance is free to all, but at some a charge for reserved seats is made. The principal halls are the following:

The Henderson, Surf Avenue and Henderson Walk.

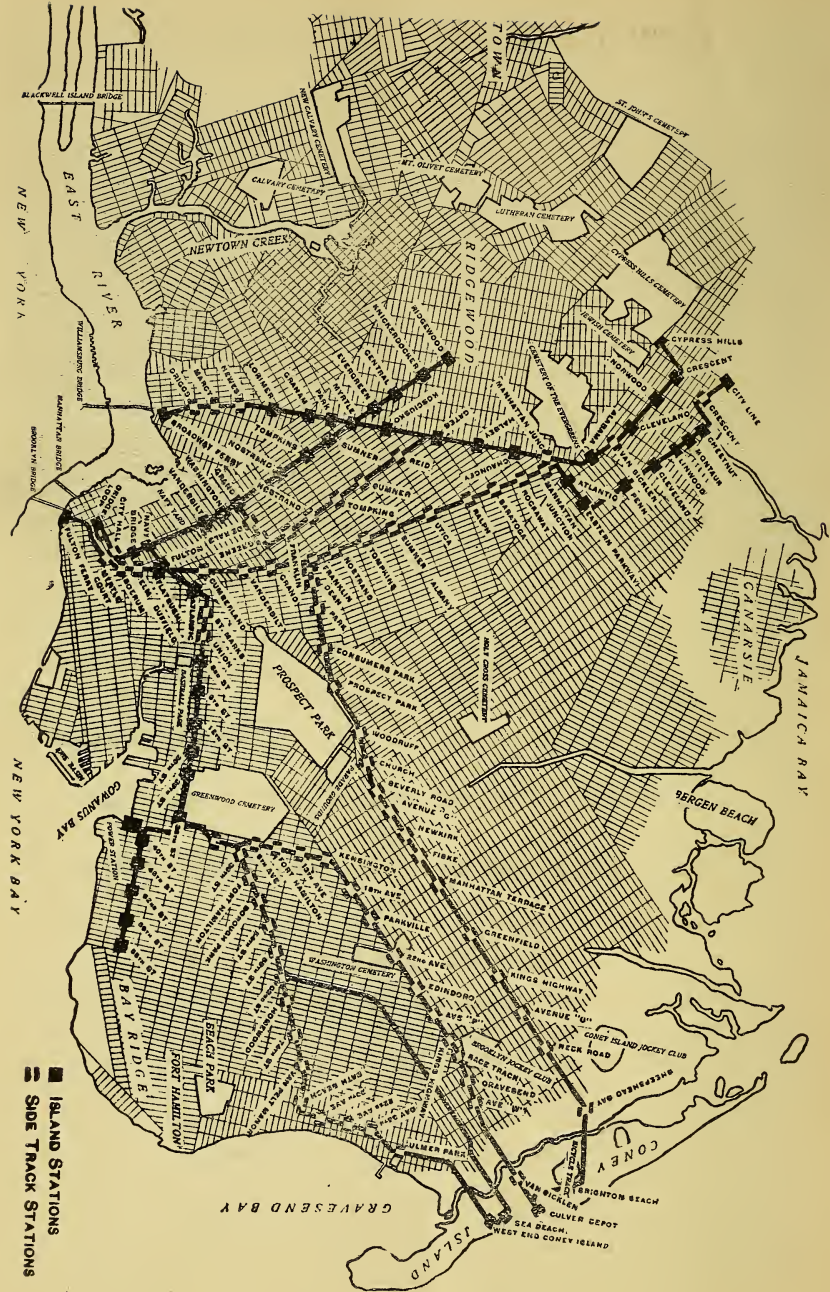
Inman's Casino, Bowery and Henderson Walk.

The Glass Pavilion, Bowery near Thompson Walk.

Connors' Imperial, Bowery and Thompson Walk.

Kosters' Volks Garden, Bowery and Jones Walk.

Surf Avenue Opera House, Surf Avenue and Thompson Walk.



■ ISLAND STATIONS
 ▬ SIDE TRACK STATIONS

HOW TO GET TO CONEY ISLAND.

Brooklyn Rapid Transit Service.

Brooklyn Bridge, New York side, to West Eighth Street —
Third Avenue surface line.

Brooklyn Bridge to Sea Beach Terminal—
Sea Beach Express, Elevated line.

Brooklyn Bridge to West End Terminal—
Bath Beach and West End.

New York to Culver Terminal—
Vanderbilt Avenue and Court Street surface lines.
Brighton Beach and Culver elevated lines.

Thirty-ninth Street Ferry, Battery, New York Side to West End
Terminal—

Fifth Avenue, Thirty-ninth Street surface line.

Broadway Ferry to Culver Terminal—
Reid Avenue surface line.

Brooklyn Bridge, New York side, to Brighton Beach—
Flatbush-Brighton surface or elevated line.

Broadway Ferry to Brighton Beach—
Nostrand-Brighton surface line.

New York to Manhattan Beach—
Special service from Brooklyn Bridge every 20 minutes.

Coney Island and Brooklyn R. R.

Brooklyn Bridge to Coney Island—
Smith and Ninth Street surface lines.

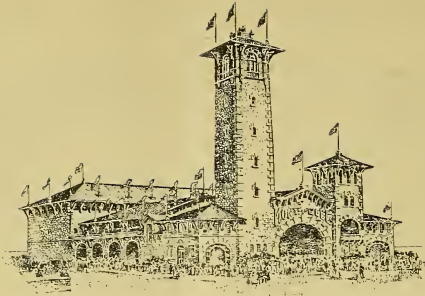
Broadway Ferry to Coney Island—
Franklin Avenue surface line.

Iron Steamboat Rout.

To New Iron Pier, Coney Island. Leave foot West 22d Street
and Pier 1, N. R.

Long Island Railroad.

East Thirty-fourth Street Ferry to Long Island City. Train to
Manhattan Beach.



NORTH POLE

RAPID TRANSIT.

As Coney Island has increased in attractiveness and importance as "the Native Playground" so has the transportation facilities for reaching the famous summer amusement resort, made marvelous strides.

Where less than four years ago the street railway equipment of Coney Island cars was somewhat delapidated, the schedules irritating, irregular, the passengers fare forty cents per head from New York, under the present regime of the Brooklyn Rapid Transit Co. revelations in transportation facilities have been evolved.

During the summer of 1904, the Brooklyn Rapid Transit Co. spent \$125,000. in rearranging and improving the facilities at the Culver terminal alone, while large sums were spent in improving its other lines leading to the famous isle.

Possibly the most interesting improvement in the way of train service to the island was the installing of what is known as "the Coney Island Express" train that makes but five stops between Brooklyn Bridge and Surf Avenue, making the run in 32 minutes. This is the fastest, what might be termed, street car service in the world.

The Culvers Depot Terminal at Surf Avenue and 17th Street, handle about sixty per cent. of all Coney Island Passenger Traffic. The Union Street, Court Street, Vanderbilt Avenue, Fifteenth Street, Reid Avenue, Tompkins Avenue and Myrtle Avenue surface cars and the Fifth Avenue and Brighton Beach elevated trains arrive at the



A SCENIC RAILWAY

terminal, while the Thirty-ninth Street and Third Avenue and Bay Ridge surface cars enter Coney Island along the very heart of Surf Avenue, making the new loop at Surf Avenue and Eighth Street.

The West End Bath Beach elevated trains arrive at the "West End" terminal.

The Coney Island and Brooklyn Railway also has two lines of surface cars that arrive at and depart from Coney Island at "Pabst Loop."

The principal lines of cars that have direct route to Coney Island from the Brooklyn and new Williamsburg Bridges as follows: from Brooklyn Bridge: West-End trains, Colver trains, Brighton trains, Coney Island Fast Express, Union Street surface cars, Court Street surface cars, Third Avenue surface cars, Vanderbilt Avenue surface cars. From Williamsburg Bridge: Reid Avenue cars.

Transfers from all the Brooklyn Rapid Transit Company's cars are given to any of its many other cars that do not run to the Island but operate in many other directions.

Cars of the Brooklyn Rapid Transit Co. lines arrive and depart from Coney Island on schedule of from 10 minutes to every 30 seconds apart, according to requirements of the crowds.

“Greater than ever.”—New York Press.
Matchless in its majestic realism.

THE

CONY ISLAND

THE INIMITABLE ELECTRIC SPECTACLE!

GALVESTON

THE MIGHTY CRASH OF THE ELEMENTS.

FLOOD

SEE The beautiful Bay of Galveston before the night of horror.

A moonlight evening in the tropical South! The hurricane! The deluge? Six thousand lives lost! The awful calm! The receding waters? The birth of the new Galveston.

SEE IT TO-DAY.

THE

CONY ISLAND

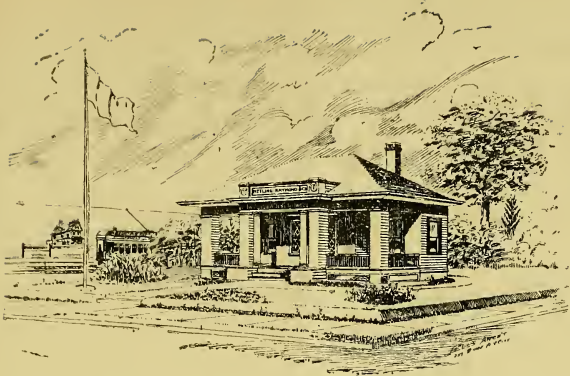
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