



Municipal Club of Brooklyn

— *Founded 1897* —

MUNICIPAL CLUB OF BROOKLYN

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Memorable trips abroad to explore other cities have included:

- boat trip along the Danube
- a week in Ireland
- a week in Puerto Rico
- boat cruises along the Baltic and Atlantic Coastline to Canada
- a riverboat trip from Memphis to New Orleans

Recent programs in NYC include:

- a tour of the architectural history of NYC, led by an official AIA Guide
- a private tour of the new NYPD Academy and training facility
- a luncheon forum on gun control and the ‘iron highway’ of illegal gun traffic into NYC
- a luncheon forum on the specific impact of lobbyist on voting patterns, both locally and nationally
- a dinner presentation on the growth of Downtown and Brownstone Brooklyn, unprecedented and surpassing the growth at the turn of the last century, when Brooklyn merged with greater NYC.

OUR HISTORY

Founded in 1897 when Brooklyn was still an independent city, the Municipal Club of Brooklyn was organized to accomplish a number of goals and pursuits that, even today, still benefit club members, as well as the Borough of Brooklyn:

- (1) pursuit of a broader civic understanding of how a great city works (or does not work); and interaction with highly-placed city officials who speak to us off the record;
- (2) shared camaraderie of members in organized, edifying, informative meals, lectures, tours and even travels outside of Brooklyn and abroad;
- (3) low pressure, low impact networking that occurs when intelligent people of varied backgrounds share discovery in a stimulating environment.

In 1897, when the *Brooklyn Daily Eagle* executives formed the original club, there was a huge divisive issue about to come to a vote: whether or not the City of Brooklyn would merge with Greater New York—what we know today as the five boroughs. The vote was close and Consolidation won.

The *Brooklyn Daily Eagle*, which had fought for independence of Brooklyn as a separate city, lost. But the Municipal Club and the founding purpose—pursuit of civic knowledge and accountability—never died. A dedicated membership, limited in the by-laws to 100 people, made up of civic, business and professional leaders in Brooklyn, have kept the club alive through several generations for well over a century.

Recently, the board decided to create a new Civic Division, in order to welcome a broader base of affiliate members as Brooklyn blooms in a new millennium of growth and renewal.

WHAT CIVIC AFFILIATES GET

New civic affiliates will receive regular invitations to participate in a variety of lectures, tours that will always include a meal and fellowship. There will be travel opportunities outside of Brooklyn once or twice a year.

New Civic Affiliate members will also get regular email updates on Upcoming Programs, as well as early follow-up reports of meetings before they are sent to media and blogs.

DUES

Civic Affiliates pay just \$150 annual dues.

To inquire about becoming an Affiliate Member of the Brooklyn Municipal Club, please send your resume or basic contact information to the following email: jdh@brooklyneagle.com

From
BROOKLYN DAILY EAGLE
Wednesday, November 16, 1898

TALKED OF PUBLIC PARKS.

Members of the Municipal Club
at Their Monthly Dinner.

MET AT THE SHELTER HOUSE.

Engineer Nichols of the New East River Bridge, Who Was Associated With C. C. Martin in the Construction of Prospect Park, Has Something to Say About Brooklyn's Great Pleasure Ground—The Parks of Vancouver and Philadelphia.

The regular monthly meeting and dinner of the Municipal Club of Brooklyn was held last night at the Shelter House, Prospect Park, and attracted even a larger attendance of members than usual. In keeping with the surroundings the phase of municipal government discussed by the club was in relation to the system of public parks and a number of interesting and carefully prepared papers were presented. Park Commissioner Brower was one of the guests of the club and spoke upon Brooklyn's park system and the plans for its enlargement and improvement.

The members of the club were treated to a trolley ride, from the borough hall to the Wil-link entrance of Prospect Park, through the courtesy of the Heights Railroad, which supplied one of its parlor cars. A good dinner was served by the Shelter House management.