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The EVENING EDITION World.

ANOTHER STEP UPWARD.
Last Sunday's Circulation:
277,250

PRICE ONE CENT. NEW YORK, TUESDAY, FEBRUARY 28, 1888. PRICE ONE CENT.

EXTRA

C., B. & Q. STRIKE.

Neither Side Disposed to Make Any Concessions.

An Attempt to Interfere With the "Fast Mail" Train.

No Through and but Few Suburban Trains Are Running—President Perkins Gives "The Evening World" the Correspondence Between Himself and Mr. Arthur—The Brotherhood Will Not Furnish Men to Run the Government Through Mail Trains—Incompetent Engineers at the Throttle Cause Accidents—Business in Chicago is Paralyzed—Engineers, Said to be Knights of Labor, on Their Way West.

[SPECIAL TO THE WORLD.]

CHICAGO, Feb. 28.—Uneasy rests the head that's on a strike.

No cessation in the C. B. and Q. hostilities is apparent to-day.

An early visit to the headquarters of the company found every one alive. The wreck at Naperville yesterday troubled the manager, and even his intimates found it difficult to get his ear.

"No trains this morning either way," was the sign displayed at the ticket-office of the Union Depot, but such was not the case. Two suburban trains were sent out and returned light.

They were manned by men who draw fat salaries and who were once engineers.

An attempt was made to disable the fast mail on the C., B. and Q. road at 8.10 this morning by placing a coupling-pin in the guide.

When the train stopped at the Burlington crossing a coupling-pin was placed on the plates that guide the piston-rod. When an attempt was made to start the engine again it would not move. The difficulty was soon discovered and the obstruction removed.

Had the piston-rod been drawn out at full length the coupling pin would have been driven through the cylinder head and the engine disabled. The train was started up again.

None of the through trains arrived. No. 8, the Kansas City express, due at 6.20, had not arrived at 8 o'clock, nor had No. 4, the Chicago fast express from Council Bluffs, due at 6.55, put in an appearance. The big freight-house at Polk street was deserted this morning and a notice was posted on every door of the Canal street side to the effect that no freight would be received to-day.

No orders had been given any of the yard men regarding the plans for to-day, but Capt. O'Donnell, of the West Twelfth street station, received a despatch from Chief Hubbard early this morning ordering him to detail a force at the freight yards to protect a freight train to be made up and run out to-day.

The injured in the wreck yesterday arrived in the city this morning, and were cared for by the company's surgeons.

All were loud in their denunciation of Assistant Engineer Butler, who had the presumption to handle the throttle.

It is believed that a good criminal case could be made out against him, and it is among the possibilities that such a move will be made.

Suburban folks are now doing considerable walking

Business is paralyzed.

The strike is affecting all centres.

The several thousand men on Canal street grew obstreperous at 10.30 this morning. The police had a hard time in keeping them from invading the depot.

The management became fearful, and Pinkerton's police hurried to the scene. In each cab of the suburban train was stationed two of the private police.

They displayed their guns in a suggestive manner, but had no occasion to use them.

As usual, the crowd is noisy, but shows no disposition to commit any overt act.

President Perkins was seen this morning by THE EVENING WORLD'S special correspondent. He was pleasant, and when asked if there was anything new, said:

"Really," said he, "there is nothing to tell you beyond the fact that our engineers and firemen are on a strike and have left the employ of the company."

"Have you taken any steps towards a settlement since your arrival?"

"Last Friday when in Boston I received a telegram from Mr. Arthur and Mr. Sargent, representing the engineers and firemen, of which the following is a copy:

CHICAGO, Feb. 23.

C. E. Perkins, 38 Sears Building, Boston:

Unable to settle grievance of engineers and firemen with General Manager Stone. Men determined to strike. We want to prevent it. Will accept the same terms we made with the Chicago and Alton and Santa Fe systems—three and one-half cents per mile passenger service, four cents per mile freight service; sixty per cent. of the above rates for firemen; answer at once Grand Pacific Hotel.

P. M. ARTHUR,
Grand Chief Engineer.
F. P. SARGENT,
Grand Master Brotherhood of Locomotive Engineers and Firemen.

"To this I returned the following answer:

BOSTON, Mass., Feb. 24.

P. M. Arthur, F. P. Sargent, Grand Pacific Hotel, Chicago:

Your telegram just received this morning. At this distance and without knowing more than I do about the merits of the grievances complained of, it is impossible for me to have definite opinions or to give definite orders.

The whole question has necessarily been left, therefore, in the hands of Mr. Stone, to whom I wish you would show your telegram and this reply.

The Chicago, Burlington and Quincy is ready, and expects to pay at least as good wages as are paid by its neighbors, but the railroad situation is not such as to justify any general increase at present, and I fear any attempt to force it would only aggravate the situation. I have felt and still feel confident that a way can be found for satisfactorily adjusting any real grievances which may have grown up since matters were settled two years ago, and I hope for the sake of all concerned that nothing will be done hastily. I expect to be in Chicago next week. C. E. PERKINS.

"Did Mr. Arthur reply to your telegram?"

"No. Mr. Stone, our general manager, had no knowledge of the telegraphic correspondence which had passed between Mr. Arthur and myself, and I wired Mr. Stone to ascertain if Mr. Arthur had received my message. I at once determined to go to Chicago and arrived here this morning, and I must say I was surprised to learn that the strike had occurred."

"How did it affect you?"

"I regret much the action taken by the men. Many of them are old employees of the road, have grown up in its service, and I expected they would stay until old age had unfitted them for active service. But the issue is made. We cannot turn over the control or management of the road to our employees.

"The Burlington system is paying, has always paid and expects to pay as good wages as any of its neighbors.

"In my judgment the men have made a serious mistake, and I am surprised that Mr. Arthur should have approved so sudden a termination of old and satisfactory relations."

In answer to President Perkins's expression of surprise that the strike came so soon and the intimation that Mr. Arthur did not give him time to consider the demands of the men, Mr. Arthur said:

"President Perkins was advised weeks ago that demands would be made and that their refusal would be followed by a strike. He answered that Mr. Stone had complete authority to act. Mr. Sargent and I went to see Mr. Stone. We read over the first and second articles of the schedule, referring to the suspension or discharge of men and the calculation of their time. Mr. Stone did not like the language and made some alteration to suit himself. I said: 'We will agree to it.' He then said he had not intended to agree to the propositions so changed and remarked that he would pass them for a while.

"We then came to the third article on the pay of engineers and firemen. Mr. Stone said he did not think there ought to be any difference between four and six wheel engines. I said all right, we would make the pay three and a half cents per mile for all passenger engines. 'I will not concede to that proposition,' said he.

"I answered: 'Well, I will consent to a strike of our men on that proposition.'

"Mr. Sargent and I then left. I understood that President Perkins had empowered Mr. Stone to act for him but as soon as we left him the telegram was sent to Mr. Perkins and we have received the reply he mentions.

"His reply was entirely too indefinite, and merely said he would be in Chicago next (this) week. He did not ask us to wait nor anything of the kind. He simply said he was coming here.

"Our telegram and his answer were shown to Mr. Stone Sunday noon, and he was told that at 4 A. M. Monday the strike would be begun if no settlement was made. He did not ask for time, and had full warning and plenty of time to act, and Mr. Perkins certainly had all the time any one could ask."

Last evening Assistant Supt. Howland, of the C., B. & Q. road, and the Superintendent of Mails, from the Post-Office, called on Chief Engineer Arthur at the Grand Pacific Hotel, for the purpose of ascertaining if he would permit his men to take out the fast mail train which leaves Chicago at 3 A. M., providing it carried no passengers.

"Our position is this," replied Mr. Arthur, "We will offer no obstruction to the carrying of the mails, and were this mail en route to the city, we would bring it in, provided the passenger coaches were cut off. But we are under no obligations to start the mail from a centre of distribution. The C. B. & Q. Company has a contract with the government for carrying the mails, so let them carry it or forfeit their contract.

"We (turning to the Post-Office official) stand ready to settle the trouble on a fair and equitable basis, you should bring such an influence to bear on the company as to bring about its settlement. We cannot take out the mail train, gentlemen."

"Very well," responded Mr. Howland. "I had understood and I think Mr. Stone understood from Mr. Hogue, of the Grievance Committee, that the mail service would be handled, and if that were so I wanted to avail myself of that advantage."

The strike is reported quiet and orderly between Creston and Council Bluffs. Master Mechanic Bridenstein took a train to Council Bluffs this morning.

At Pacific Junction he lost control of the engine and telescoped a Burlington and Missouri engine standing on the crossing.

He was arrested for attempting to make a crossing without stopping, but as no warrant was issued he could not be held.

The fast mail going west is three hours late and will miss all connections at the Union Pacific transfer.

The C., B. and Q. has sent out orders to buy up all the live stock in transit, and freight men are now engaged in selling them locally or where a market does not exist, having them butchered and stored in refrigerators, warehouses or pastured, as the case may be.

Strikers are now holding a meeting and making efforts to prevent the return of the Brotherhood men to work. Two have returned to work at Galesburg, where the only man who refused to quit is located.

PHILADELPHIA, Feb. 28.—Probably 200 engineers and firemen will leave this evening for Chicago to take the places of striking members of the Brotherhood there.

Most of these are Knights of Labor who lost their places in the employ of the Reading owing to the failure of their recent strike, which failure they attribute to the action of the Brotherhood members rushing from all parts of the country to take the engines they deserted.

The representations made to the men are that the C., B. and Q. will pay as high wages as any other road in the country. No definite amount of wages is mentioned, but it is understood that the pay of the engineers will be from $120 to $140 a month, while that of a fireman will be about $70 a month.

The men say it is a choice of two evils, and that they might as well starve out West as here, where no employment offers.

The C., B. and Q.'s agent will remain in this city to the end of the week. To-day he received thousands of applications, but only engaged those who came well recommended.

ELIZABETH, N. J., Feb. 28.—All the discharged engineers and firemen formerly in the employ of the Philadelphia and Reading Railroad Company at Elizabethport and who lost their positions by taking part with the strikers start this afternoon for Chicago to take the places of the strikers on the Chicago, Burlington and Quincy Railroad.

A despatch was received this morning at Elizabethport from Capt. Foley, of the Pinkerton force at Chicago, telling the engineers and firemen they would be put to work at once.

The Knights of Labor in this vicinity are bitterly opposed to the Brotherhood, and were only too glad to avail themselves of the opportunity presented to get even. They start at 4 o'clock this afternoon.

DAVENPORT, Iowa, Feb. 28.—It is reported that a wreck occurred last evening on the C. B. and Q. road at Fulton Junction, Ill.

The report says six passengers were injured, two fatally, one of them being Mr. Wilhelm, route agent of the American Express Company, of Rock Island.

KANSAS CITY, Feb. 28.—The scenes of last night's violence were not repeated this morning owing to the presence of a large squad of police.

At 10 o'clock one train was started. There were four policemen on the engine and two at each coupling.

This train was followed by 1,000 excited men, who showered imprecations and threats upon the scab engineer and fireman.

A Santa Fé engineer says there will be a strike on that system to-morrow. No details can be learned.

PITTSBURG, Feb. 28.—Mr. Barry, of the Knights of Labor Executive Board, is in town and says: "The Engineers' Brotherhood have often 'scabbed' the Knights, but the Knights will try to restrain retaliation, although they may fail to hold in some revengeful members."

Fifty engineers to take the strikers' places went through here to-day. They denied that they were Knights from the Reading road, but did not deny that they belonged to the order. They claimed to have been engaged in New York and Philadelphia, with no questions asked as to what brotherhood they belonged to.

CHICAGO, Feb. 28.—Another wreck has taken place at Fulton Junction. As usual, the train engine was in charge of a scab engineer. Five persons were badly injured, and P. R. Wilkelm, Route Agent of the American Express Company, was badly mutilated that death ended his sufferings at 10 o'clock this morning.

IF you want the best ask for TURKISH CROSS-CUT CIGARETTES.

SEE the beautiful collection of richly colored folders inclosed in packages of TURKISH CROSS-CUT CIGARETTES.

ENGINEERS FOR THE BURLINGTON.

Seventy-five Throttle Pullers Sent West Last Night to Supplant Strikers.

In room 46 at No. 61 Broadway, which has been furnished with an old desk, a more ancient table and about fifty camp chairs, THE EVENING WORLD reporter found J. W. Hamilton hard at work this morning.

Mr. Hamilton is the agent of the Chicago, Burlington and Quincy Railroad who is hiring locomotive engineers to take the places vacated by the Brotherhood men who went on strike from that line yesterday.

"I shipped seventy-five engineers last night," was the gentleman's greeting, "and a great many who could not get ready on so short a notice will leave with another contingent to-night."

"Do you examine the men as to their fitness?" the reporter asked.

"Oh! no; I haven't time. I simply satisfy myself from their story and their references that they are experienced locomotive engineers, and when they arrive in the West they have to pass an examination before they can handle the throttle.

"It has been charged that I have been sending stationary engineers out. That is so, but only as firemen. I send elevated road engineers who have never run on a surface line out for the same purpose. They know how to run an engine—the mechanical part of the work—but they have to learn the signals, grades, &c., and will soon work into places as engineers."

"Has the C., B. and Q. established recruiting offices elsewhere?"

"Yes, at Boston and Philadelphia. One hundred engineers left the latter city last night to take the places of the strikers, and more than that number from Beantown."

Here Mr. Hamilton turned to examine a callow youth who had been on a locomotive and thought he could run one, and THE EVENING WORLD man departed.

AFTER CASTLE GARDEN'S POOL.

The Interstate Commission Investigating the Railroad Combine.

The Interstate Commerce Commission met to-day in room No. 45 of the Federal Building and began an investigation of the railroad pool rates at Castle Garden on complaints made to the committee by H. C. Savery, of the American Emigrant Company.

Mr. Savery alleges that the Interstate Commerce law has been violated by the railway pool at Castle Garden. For instance, tickets to Chicago are sold to immigrants by agents of the pool at Castle Garden for $13, while outside of the Garden the immigrant is charged $17. Discrimination in rates prevails to other points.

Another complaint is that the railway companies overcharge the immigrants for extra baggage at the rate of $2.60 a hundred pounds when such baggage is sent by freight, and that the rate for first-class baggage is about 20 cents less. Since the complaint was filed the pool has lowered and equalized the rates, and the immigrants are allowed 150 pounds of baggage.

On opening the proceedings, Judge Cooley, the Chairman of the commission, said that while the commission intended to investigate the complaint, still, as the matter under consideration was of great public interest, the investigation would be general, and any one in the community who had information was invited to give testimony.

Lawyer Blair, for Mr. Savery, said that four violations of the Interstate Commerce law were charged. These were unjust and unreasonable charges, discrimination in rates, pooling rates in violation of law, and, last, of subjecting his clients to inconvenience in conducting their work.

He read statistics to show that during the last ten years immigrant rates were higher than the rates charged first-class passengers.

THE DAY IN WALL STREET.

Prices Advance and the Tone of the Market Changes.

The movement in the stock market was completely reversed to-day. Instead of yesterday's pressure to sell on account of the C., B. & Q. strike, a good demand prevailed and prices advanced right through the list.

THE QUOTATIONS.

	Open.	High.	Low.	Clos.
Canada Southern	53	53	52⅞	52⅞
Canadian Pacific	57	57	57	57
Central Pacific	29	29	29	29
Cleve., Col., Cin. & Ind.	50⅝	50⅝	50	50
Ches. & Ohio 1st pref.	4⅝	4⅝	4⅝	4⅝
Chic., Burl. & Quincy	125⅛	125⅝	125	125
Chicago & Northwest	107¾	108	107⅝	107⅞
Chic., Mil. & St. Paul	77⅝	77⅝	76⅞	77
Chic., Rock Is. & Pac	112⅞	112⅞	112⅝	112⅝
Chic. & Eastern Illinois	41⅛	41⅛	41⅛	41⅛
Colorado Coal & Iron	37⅝	37⅝	37⅝	37⅝
Consolidated Gas	76	76	76	76
Del., Lack. & Western	129⅝	129⅞	129⅝	129⅞
Del. & Hudson	108⅛	108⅛	108⅛	108⅛
E. Tenn., Va. & Ga. 2d pfd.	21⅝	22	21⅝	22
Illinois Central, leased lines	96	96	96	96
Louisville & Nashville	57	57⅝	56⅝	57⅛
Lake Shore	91⅛	91⅛	91	91⅛
Long Island & West'n pref.	45⅝	45⅝	45⅝	45⅝
Manhattan Consol.	91⅝	91⅝	90⅞	90⅞
Mil., L. S. & Western	70	70	70	70
Mil., L. S. & Western pfd.	98	98	98	98
Missouri Pacific	84⅝	84⅞	84⅝	84⅞
Missouri, Kansas & Texas	14⅛	14⅛	14⅛	14⅛
New Jersey Central	80⅝	81⅛	80⅝	81
New York Central	107	107⅛	107	107⅛
New York & New England	36⅞	37⅝	36⅞	37⅝
N. Y., Lake Erie & Western	26⅛	26	25⅞	26
Norfolk & Western pfd.	44	44⅝	44	44⅝
Northern Pacific pfd.	41⅝	45	41⅝	45
Ohio & Mississippi	2	2⅛	2⅛	2⅛
Oregon Improvement	50⅝	51⅛	50⅝	51⅛
Oregon Short Line	17⅝	17⅝	17⅝	17⅝
Pacific Mail	34⅝	34⅝	34⅝	34⅝
Philadelphia & Reading	6⅛	6⅛	6⅛	6⅛
Pullman	141	141	141	141
Richmond & West Point Ter.	23	24⅛	23⅞	24⅛
Rich. & West Point Ter. pfd.	65⅝	66	64⅞	66⅛
St. Louis & San Fran pfd.	71⅞	71⅞	71⅞	71⅞
Texas Pacific	25⅛	25⅛	25	25⅛
Tenn. Coal & Iron	30⅛	30⅛	30⅛	30⅛
Union Pacific	55⅝	56	55⅝	55⅞
United States Express	72⅝	72⅝	72⅝	72⅝
Wabash, St. L. & Pacific	13⅝	13⅝	13⅝	13⅝
Wabash, St. L. & Pacific pfd.	24⅞	24⅞	24⅞	24⅞
Western Union Telegraph	78⅛	78⅛	78⅛	78⅛
Wheeling & Lake Erie	53⅛	53⅝	53½	53⅝

TURKISH CROSS-CUT CIGARETTES are the cream of the cream.

REILLY IS HAPPY, WALKER IS GLUM.

"The Evening World" Half-Holiday Petitions Begin to Pour into Albany.

[SPECIAL TO THE WORLD.]

ALBANY, Feb. 28.—THE EVENING WORLD'S crusade against the repeal of the Saturday Half-Holiday law was given new life to-day by showers of petitions from many districts of the State.

Senator Reilly's eye glistened as he glanced at the big pile of protests heaped upon the Senate Clerk's desk, while Senator Walker, who is engineering the repeal scheme, looked glum.

Among the organizations whose names were signed to the documents were the New York Central Labor Union, the Federation of Bookkeepers and Clerks, 15,000 members of the Rochester Central Labor Union and hosts of others.

The thousands of petitions to be presented by readers of THE EVENING WORLD are anxiously awaited by Senator Reilly with keen pleasure, by Senator Walker with fear and trepidation.

The latter has been unable to get enough votes to push the bill, and Senator Reilly insists that if he has anything to say about it he never will.

Senator Reilly this afternoon, realizing that the absence of several Senatorial monopoly agents was opportune for the killing of the Walker bill, asked for the enforcement of the ninth joint rule.

This, if done, would necessitate the reading of the Holiday repeal measure, and as it would fail to receive the necessary seventeen votes to pass it, and receive seventeen to reconsider the vote by which it was lost, the bill could never be resurrected. The Clerk stated that ten bills were not ready to be read, therefore the rule could not be enforced.

Mr. Reilly contended that there were more than ten bills on the desk, and therefore demanded the enforcement of the rule.

The Lieutenant-Governor stood by the Clerk. Gen. Jones, "who pays the freight" for the country, thus clearly indicated that he favors a repeal of the law.

Senators Walker, Erwin and Vedder, favorites with corporations, smiled exultantly upon Mr. Reilly, but they were given a bad scare just the same.

Late this afternoon Chairman Knapp, of the Assembly Committee on Banks, endeavored to move the repeal in the lower House. He was beaten, and the friends of the wage-worker took their turn at smiling.

"The Evening World" Ahead.

In the contest among the newspapers inaugurated by A. H. King & Co., the record of answers to their advertisements stood:

EVENING WORLD	51
Evening Sun	29

Which speaks for itself.

ARE GOULD AND SAGE SAFE?

Judge Cowing Intimates that the Larceny Charges are Outlawed.

The Grand Jury, after a consultation with District-Attorney Fellows, entered Part I. of the General Sessions at noon to-day to receive instructions from Judge Cowing in a case then under consideration, this case being understood to be the charges of larceny against Jay Gould and Russell Sage.

The question was with regard to the effect of the Statute of Limitations.

Judge Cowing instructed the Grand Jury that the statute began to run from the time the offense was actually committed. If it were a case of the withholding or misappropriation of bonds, then the statute would begin to run from the time such withholding or misappropriation began.

If for five years after that time the offender had lived constantly under the jurisdiction of the laws of the State, so that the law might have been taken cognizance of, and yet no action had been brought, the matter was outlawed.

Under these circumstances, the Judge concluded, it would be utterly useless and a work of supererogation to find an indictment against the parties who committed the offense.

Col. Fellows sat at Judge Cowing's right hand during the delivery of the reply. As the Judge concluded, the foreman of the jury thanked him for his instruction and the body returned to its own chamber.

THE AGREEMENT CONDITIONAL.

Those New Tracks Over the Bridge Terminus Can be Removed at Any Time.

President James Howell and Chief Engineer C. C. Martin, of the Brooklyn Bridge, said this morning that the permission given to the Union Elevated Railroad Company to build its tracks over the bridge terminus in Sands street, Brooklyn, was conditional. The agreement was that the tracks should be removed at any time upon thirty days' notice.

The extension of the bridge terminus in contemplation will be at most 300 feet to Concord street. This new space will be used as a storage and switch-yard. There is little probability that the Union structure will ever interfere.

The Union Elevated structure will pass over the tracks of the bridge nearly to Fulton street, and the station will be directly over the bridge tracks. It will be connected with the bridge station by stairways.

Phil Brennan's Injuries.

Phil Brennan, the ex-Fire Commissioner of Brooklyn, was reported to be in a critical condition this morning at Roosevelt Hospital. There is not much chance of recovery. When brought to the hospital he was suffering from a laceration of the scalp and concussion of the brain. How he received his injuries is not positively known. The theory that he was clubbed is doubted by the surgeon.

Love, Lack of Work and Suicide.

The man who committed suicide at Mount Morris Park on Sunday was identified last night as a young German architect named Von Markowsky, who had been in this country about five months, and had a furnished room at 119 East Eighth street. It is said that besides being out of employment he was troubled with a love affair.

Sudden Death on Board Ship.

John Miller, age twenty-five years, of 87 Pearl street, was sent to clean out the bread bank of the bark Mary McMarthy, at pier 4, East River, at 9 A. M. to-day. Soon afterwards he was found unconscious. He died before an ambulance arrived.

Met Death at a Ball.

Charles Brethaupt was taken ill at a ball in the City Assembly Rooms early this morning. He died in a drug store a few minutes afterwards.

Local News Condensed.

At a meeting of the Eden Musée Company held yesterday afternoon Mr. Louis Windmuller was elected director of the company in place of Mr. F. Viewegh, retired. Mr. Windmuller is well known and highly respected in business circles in this city and is, moreover, a distinguished art amateur, possessing himself a fine collection of paintings and *objets d'art*.

SAVE Higgins' German Laundry Soap Wrappers and send to your favorite charitable institution.

A THEATRE BURNED

Flames In the Union Square and the Morton House.

Firemen Caught Under a Falling Stairway.

A Panic in the Hotel, but Every One in It Saved.

Actors Rescue Their Effects From the Theatre.

Ambulances and Police Reserves Summoned to the Scene.

The Whole Interior of the Theatre Destroyed in a Very Short Time—Scenes of Panic and Confusion—Great Difficulty Met With in Getting the Servants Out in Safety—Great Crowds Attracted to Union Square—Gallant Work of the Fire Department—All the Scenery of "The Henrietta" Destroyed, but the Costumes Saved—The Valuable Scenery for the New Play at the Union Square Burned—A Loaded Ambulance Runs Into a Lamp-Post.

Smoke curled from the roof of the Union Square Theatre about 1 o'clock this afternoon and was carried off by the strong wind. Policeman Van Ostrand saw it, and turned in an alarm of fire.

A moment later fire followed the smoke, and out from the roof burst great tongues of flame.

Then there were sounds of hurrying and cries of fear in the Morton House, which adjoins the theatre. Word of the fire had reached the guests and servants, and a panic was the result.

The fire spread very rapidly, and within five minutes after its discovery flames and smoke enveloped the entire interior of the theatre, and threatened destruction to the Star Theatre, which abuts on the Union Square, and also began to eat its way into the rear portion of the Morton House.

A strong wind from the northward fanned the flames and presaged a conflagration that seemed for some time as if it would work the total destruction of the block bounded by Broadway and Fourth avenue, Thirteenth and Fourteenth streets.

The inflammable nature of the mass of scenery in the burning theatre added greatly to the fire, and although the firemen responded promptly to the first alarm and labored nobly to prevent the spread of the flames, the force on the ground was inadequate to the task and two more alarms were quickly sent in and a large force responded.

The firemen did nobly, and so good was their judgment and active their work that at 2.55 o'clock the fire was under control, with the Morton House and Star Theatre saved.

It was a narrow escape for Wallack's old home. It was smoked completely out. All its scenery was removed to a place of safety while the fire was raging.

It will be put back, however, for to-night's performance.

The Union Square Theatre was completely gutted, the front part of the building just over the entrance being the only part unharmed.

Clerk Downs, of the Morton House, notified the guests to quietly move out. They did so, and there was little confusion.

Clerk Downs got the money and valuables from the safe, and, with the account books of the hotel, they were sent over to the Union Square Hotel.

Trunks and clothing were seized by the guests and employees of the house and hustled into the street.

A dense crowd of people are filling up the lower end of Union Square, blocking Fourteenth street and Broadway. Long lines of cars are blocked.

Chief Clerk Downs said to an EVENING WORLD reporter: "Some one came in shouting that the Union Square Theatre was on fire, and it didn't take me long to find out that the Morton in the rear was also on fire. I had the guests quietly notified and they are getting out without any confusion."

As Mr. Downs spoke men and women came down the stairs with bundles of clothing in their arms, bell-boys were rushing about assisting the porters to get out what was valuable in the house.

At 1.40 P. M. the buildings were a mass of flames and smoke, and it looked as if the entire square bounded by Fourteenth street, Broadway, Fourth avenue and Thirteenth street would in a few hours be a mass of ruins.

THE "TRUST" ON ONE SIDE ONLY.

The police had difficulty in keeping back the thousands of people who were congregated in Union Square.

All the adjoining streets were pouring crowds of anxious and excited people into the square.

Rope lines were soon run about, and the police managed to hold back the people.

THE SERVANTS PANIC STRICKEN.

When the alarm was given in the hotel the men and women servants in the upper part of the house became panic stricken and rushed pell mell down the stairways to the street.

The guests in the hotel took fright and hastened out also.

The fire is said to have started in the servants' quarters of the hotel. Sparks fell upon the roof of the Union Square Theatre auditorium, and burning through the roof was speedily fed by the scenery and trappings of the theatre.

In a few moments the body of the theatre was a sea of flames, extending from the galleries to the stage—the scenery, costumes and valuable properties being totally destroyed.

The wardrobe of "The Henrietta" company was saved, but the scenery was destroyed.

The noise of the falling rafters in the upper part of the burning building startled a number of men in the corridor of the Morton House, and a general rush was made for the doorway under the impression that the ceiling was about to give way.

As they reached the street the crash of the falling stairway in the lobby of the theatre, where about a dozen firemen were bravely endeavoring to keep the flames in check in the auditorium of the playhouse, sent a cloud of smoke and cinders through the open doorway, concealing the men within from sight.

An exclamation of horror came from the crowd of spectators who had witnessed the scene from the square, and at the same time a cry of terror reached them from the firemen within the burning building.

An instant later, when the smoke had cleared away, the majority of the men were found to be uninjured. Six, however, were missing, and their muffled cries told that they had been buried beneath the fallen framework. With the assistance of a number of policemen the mass of debris was raised up and the men dragged out.

Assistant Foreman Alexander Eakin and Fireman Joseph S. Rowen, of Engine 13, and Thomas Leddy, William O'Conner and George Fraenzneck, of Engine 14, and George McCrade, were pulled out from under the debris of the fallen staircase more dead than alive.

Their faces were black and burned and their clothing was torn and burned. They were taken into the offices of the Morton House, where the ambulance surgeons dressed their injuries.

Aiken and Rowan had suffered a severe burning from the flames that burst up through the opening made by the falling away of the stairway, but had broken no bones. They were taken to St. Vincent Hospital.

Leddy showed no injury on his person except that his face, head and hands were badly burned, and he was taken to New York Hospital. It is thought that he has received internal injuries.

George Fraenzneck, who has been a fireman only a short time, was extricated with much difficulty. His right leg was broken and he was badly burned about the face and hands and almost suffocated by the smoke.

Wm. O'Connor's left forearm was broken and he, too, was burned. These two were taken to New York Hospital.

Firemen Frank McCrade was badly burned, and had received a severe injury to his back. He went to St. Vincent's Hospital.

While an ambulance was hurrying to St. Vincent's Hospital with two of the injured men it collided violently with a lamppost at Fourteenth street and Sixth avenue.

A wheel was splintered and that side of the ambulance fell to the road and the injured firemen were jolted out. They were taken up by another ambulance and taken to New York Hospital.

W. H. Crane, the Nick Van Alstyne of "Henrietta" fame, appeared on the scene soon after the arrival of the firemen and proceeded coolly to carry out his effects. He and two friends lugged trunks, bags, bandboxes and other traps across the square to the Union Square Hotel.

Selina Fetler, the speculating widow of the play, was not so composed. She and her mother rushed through the crowd at 2 o'clock and the actress wrung her hands in excitement. She was anxious about her wardrobe.

But Host Varnum, of the Morton House, assured her that her property was perfectly safe, and she and her mother became tranquil observers of the conflagration.

The Morton House extends beyond the theatre to within 30 feet of Fourth avenue, and it and the theatre are parts of the Courtlandt estate.

A small, two-story red brick building adjoins and extends to Fourth avenue. This is owned by George Ehret, the brewer, and in it is the German beer saloon of H. Fahrenholz.

On the second floor J. Alexander Brown's theatrical agency is. Mr. Brown packed up his goods and prepared to drop them out of the windows at a moment's warning. Josef F. Hogan, a French teacher, also has rooms here.

The loss on the theatre building will amount to about $30,000. J. M. Hill, the manager and lessee, had it reconstructed just before the opening of the present season at a cost of $20,000. He leased the building from Courtlandt Palmer for five years at an annual rental of $27,000. The building is insured.

The loss on the Morton House by fire is comparatively small, but the damage by the flood of water thrown into the upper part of the six-story portion fronting in Fourteenth street is great.

Edgar C. Vernam leased the hotel property from Courtlandt Palmer at a rental of $20,000 per year.

Mr. Vernam was too excited to give any figures this afternoon, but an estimate places his loss at $25,000. His loss is nearly covered by insurance.

The loss on the hotel building is not over $10,000, and is covered by ample insurance.

Among the arrivals registered on the Morton House books this morning were Roland Reed, Alice Hastings, the Misses Irwin, A. W. Coulton, E. W. Merrick, Washington; Frederick Holley, of Washington, bookkeeper at the Morton House; C. P. Manley, of Philadelphia; John Kernell, of Philadelphia; J. K. Pearson, of Hartford; F. B. Barber, of Chicago; F. H. La Forge, of New Haven.

Yesterday's arrivals at the Morton House were John C. Irving, of Newark; S. J. Laney, of Elmira; J. J. Brown, of Philadelphia; E. Robinson, of New Haven; H. C. Lathrop, of Albany; William C. Good, of Wilmington, Del.

For more than a quarter of a century the block bounded by Broadway, Fourteenth street, Fourth avenue and Thirteenth street, has been one of the centres of the theatrical world of New York City.

The Fourteenth street block is the famous "Rialto," where at any time of the day or night more actors and managers could be found together than in any other spot in the city.

The southern part became noted as the site of the theatre which was the scene of Wallack's greatest triumphs, and was called after his name until the new playhouse uptown was opened, when the title was changed to "The Star."

Here Dion Boucicault charmed New York a whole winter in his impersonation of the Shaughraun. Here Sothern made Lord Dundreary a household word. Here William J. Florence showed his inimitable sketch of Washington life in "The Mighty Dollar."

These are only some of the famous actors who have delighted audiences there in the past. Henry Irving and Ellen Terry, Robson and Crane in "The Two Dromios" and Frau Hedwig Niemann-Raabe are some of the more recent players who have won success there.

On the northern part of the block stood the Union Square Theatre, hardly less famous on account of the series of society dramas which took New York by storm fifteen years ago, when Shook & Palmer assumed control.

"Led Astray," "Rose Michel" and "The Two Orphans" were first seen there.

The Morton House was reopened and remodelled half a dozen years ago by the late Mr. Morton. It was always a resort for actors.

The property is owned by the Palmer estate.

EXTRA

Work for Seven Thousand Men.

[SPECIAL TO THE WORLD.]

PITTSBURG, Feb. 28.—The question of the reduction of tube-workers' wages proposed by employers, which has been in the hands of arbitrators for a week, was just decided in favor of the men. Seven thousand men will go to work.

Fire at Great Falls, N. H.

[SPECIAL TO THE WORLD.]

GREAT FALLS, N. H., Feb. 28.—Sanborn's block was burned this morning. Loss on stock, furniture and stores, $55,000. Several wooden buildings adjoining were also destroyed.

Fair and Warmer Weather.

WASHINGTON, Feb. 28.—*Weather indications for twenty-four hours beginning at 8 P. M.:*

For Connecticut and Eastern New York—Warmer, fair weather; fresh to brisk winds, shifting to southwesterly and diminishing in force.

The Weather To-Day.

Indicated by Blakely's tele-thermometer:

	1888.	1887.		1888.	1887.
3 A. M.	19	19	9 A. M.	16	23
6 A. M.	16	18	12 M.	19	25

Average for past twenty-four hours, 24½ deg.
Average for corresponding time last year, 23½.