mendably vigilant, and whenever a house was threatened they aroused the inmates and warned them to secure safer quarters.

One of the most serious phases of the damage to poles and wires was the destruction of the fire alarm and police telegraph service. From an early hour in the morning there was no communication between the thirty-five stations of the Police Department, or between them and Headquarters. All messages from the stations to Headquarters were carried by policemen who were pressed into service as messengers.

For a time the city was almost entirely at the mercy of the fire element, but fortunately there was no serious outbreak in the day. There was no communication from the Fire Department Headquarters, in East Sixty-seventh-st., to the houses of the various engine companies, and consequently no alarms were sent out. The down-town part of the city was without protection, and the delay in calling engines, had a fire started, would have given even an ordinary blaze such headway that the loss inevitably would have been enormous. Chief Inspector Byrnes appreciated the danger, and early in the day sent a communication to all police captains, instructing them to order all policemen on patrol in case of fire to turn in an alarm in the usual way, and then to go at once to the nearest engine-house to report the same, afterward giving all assistance possible to the firemen. The Chief Inspector also ordered the captains to caution their men to be extremely vigilant at night, as the darkness, owing to the suspension of electric lighting, might encourage thieves to plunder.

CHIEF BONNER'S VIGILANCE.

Chief Bonner, of the Fire Department, was kept busy all day superintending the work of repairing the department's poles and wires. All day he was riding in his gig from one end of the city to the other, personally directing operations. The Chief fully realized the danger from fire, and at an early hour issued orders to the firemen to patrol the streets in the neighborhood of their engine houses, so as to insure a prompt response to any alarm.

Word was sent to Police Headquarters just after noon that there was danger from falling poles in Park-ave., north of Seventy-fourth-st. An investigation showed that every pole from Seventy-fourth to Ninety-fourth-st. was down, but they had all fallen into the street, thus preventing damage to the houses.

About 9:15 a. m. seven large telegraph poles in Fourth-ave., between One-hundred-and-twenty-first-st. and One-hundred-and-twenty-fifth-st., carrying 150 wires, fell into the New-York Central Railroad cut. Fortunately no trains happened to be passing at the time, but trains were delayed for nearly two hours before the wreckage could be cleared away. At Seventeenth-st. and Third-ave. a pole fell across the elevated railroad tracks and trains had to stop running for nearly two hours. A large pole, on which was strung a number of electric light wires, fell at 10 o'clock at Thirteenth-st. and Fourth-ave. As these were "live" wires firemen were sent to the spot to warn pedestrians to keep away.

A number of the Western Union Company's poles in Fourth-st., between Tenth and Christopher sts., fell shortly after 9 o'clock, and the Bleecker-st. cars were unable to run for several hours. All of the Western Union poles in West Twenty-first-st., from Seventh to Tenth aves., came down early in the morning, littering the street with splinters and tangled wires. Two poles of the Metropolitan Telephone Company at Delancey and Tompkins sts. fell over against buildings and were cut down to prevent them from crashing into the street. Tenth-ave., from One-hundred-and-twenty-fifth-st. to One-hundred-and-fifty-fifth-st., is strewn with poles and wires, as is Ninth-ave. north of One-hundred-and-twenty-fifth-st. A number of poles fell also in the neighborhood of Eighth-ave. and One-hundred-and-thirtieth-st. A big pole which reclined against a building at Twenty-second-st. and Fourth-ave. was pulled down to prevent it from falling upon unwary pedestrians.

STREET-CAR TRAVEL OBSTRUCTED.

A lot of the telephone company's poles fell in East Fourteenth-st., and the timbers and tangled wires obstructed the street-car travel for two or three hours. The poles were drawn out of the way by the street-car company's horses.

A number of high-tension arc lights are used to illuminate the block in Sixth-ave. between Eleventh and Twelfth sts. The wires bearing these currents gave way under the weight of snow, and policemen were sent there to prevent pedestrians from touching them. Poles fell at Fifty-eighth-st. and Second-ave., and Twenty-third-st. and First-ave., doing little damage except to cornices. A big telegraph pole fell against the Union Square Hotel at 9:45 a. m., striking the windows on the Fourth-ave. side and smashing many panes of glass. Its top end rested on the edge of a window-sill, and policemen guarded the sidewalk until the big stick was lowered to the street. Three poles fell in Tenth-ave., between Seventy-third and Seventy-fourth sts., but landed in the street without damaging buildings. Five Western Union poles crashed into West Seventy-third-st., between the Boulevard and West End-ave., but did no damage. Four telephone poles fell in West End-ave., between Seventieth and Seventy-second sts.

In other places poles are down in Avenue A, from Sixty-sixth-st. to Sixty-seventh-st.; in Second-ave. from Fifty-ninth-st. to Sixty-fifth-st. and from Seventy-sixth to Seventy-ninth-sts.; in Lexington-ave., from Seventy-fifth to Seventy-ninth sts.; Madison-ave., from Sixty-seventh to Sixty-ninth sts. and at Seventy-first-st.; in Seventy-first-st., between First and Second aves.; Ninety-fourth-st., between Madison and Fifth aves.; One-hundred-and-tenth-st., near Third-ave.

The telegraph pole at the northwest corner of Park-ave. and Eighty-sixth-st. fell upon and crushed in the roof of the New-York Central Railroad station at that point. As the pole had been swaying for some time the inmates had sufficient warning to get out of harm's way, and no one was injured. About 4 a. m. a big pole fell against the five-story brick tenement-house No. 58 Oak-st., smashing windows and startling the inmates, who fled in a panic to the street believing the house had caved in. When they saw what had happened they all went back to bed

HUNDREDS OF WIRES GO DOWN.

Until yesterday morning the south side of One-hundred-and-twentieth-st., east and west, was lined with telegraph poles as tall as a five-story house, each pole bearing 161 wires. Now all the poles from Fifth-ave. to Ninth-ave., twenty-eight in number, are down, and east of Fifth-ave. all the poles have been pulled out of position and many of them cracked. The wires were drawn tight between the poles and were close together. When the storm loaded them with snow, making almost a solid mass, the weight upon them must have been tremendous. About 8 a. m. one of the poles at or near Ninth-ave. broke under the strain, and then the others eastward to Fifth-ave. went down one after another with a great noise, until the pole in front of No. 14 East One-hundred-and-twentieth-st., an unfinished flat-house, was reached. This pole was thrown against the house and damaged the cornice of the front wall, but did not break. In West One-hundred-and-twentieth-st. the cornices of the houses Nos. 14, 16, 26, 84, 134, 144, 146 and 148 were broken, and the rear wall of No. 199 Lenox-ave. was injured. Between Seventh and St. Nicholas aves. a broken pole hangs within three feet of the top of a florist's glass houses. The wires on both sides of the pole caught on the roofs of two frame houses and checked the fall of the broken part just in time to prevent a great smashing of glass.

CLEARING AWAY WRECKAGE.

The telegraph, telephone and electric light companies had gangs of men out from an early hour in the morning, but their efforts during the day were mainly confined to clearing away wreckage. No attempt at repairing could be made until this was done, but the men worked with a will, undismayed by the havoc which faced them, and as much progress was made as was possible under the circumstances.

The companies did not have one-tenth enough men to do the work required, however, and they were prevented from getting more by the fact of its being Sunday and that they were cut off from the outside world by the broken wires. The men worked cautiously and slowly, and after hours of labor all that had been done was hardly apparent.

The delays on the elevated roads were the origin of several rumors of serious accidents in the shape of engines running together and cars jumping the tracks, but as far as could be learned nothing of the kind happened and the roads were free from accident during the day.

The ambulance service from the various hospitals was badly crippled, and several persons who had met the usual accidents that attend slippery walks, such as broken legs and arms, had to wait a long time for medical attendance from the hospitals. An arrangement was made by the police with the elevated railroad companies which materially aided and improved the ambulance service. Under the elevated railroad structure are wires used in the business of the road. A central station was made at Bleecker-st., on the Sixth-ave. road, and East Houston and One-hundred-and-twenty-ninth sts. on the Third-ave. road, and a policeman was kept there all the time. At all the stations along the road the telegraph operators received instructions from Manager Hain to send at once all calls for ambulances brought to them be policemen to the central station. Word was sent from these points without delay to the nearest hospitals.

The police linemen worked hard on the wires all day, and in the evening communication could be had by telegraph with the First, Fourth, Fifth, Sixth, Tenth, Fourteenth, Fifteenth, Eighteenth, Twenty-third and Twenty-third sub precincts. All the other wires were silent, and it is believed that it will take several days to get them in good working order.

The details of all the accidents to the wires, poles and property would fill a book. Reports were only received during the day at Police Headquarters by messenger from the Fifth, Ninth, Tenth, Twelfth, Fourteenth, Fifteenth, Sixteenth, Eighteenth, Nineteenth, Twentieth, Twenty-second, Twenty-third, Twenty-fifth, Twenty-sixth, Twenty-seventh and Thirty-third Precincts, making sixteen in all. There were nineteen police precincts from which no report whatever was received about the damage to wires, poles and property. Captain Reilly of the Thirtieth-st. station, was the first to send in a report about the condition of his precinct. It was not encouraging. He said that about half the streets were completely blocked by fallen wires and poles. The elevated road and all the surface railroads had stopped running, with the single exception of the Sixth-ave. surface road. This was protected by the elevated structure from the poles and wires. There were many places in which the poles were down and dangerous to life and property. Among them were Sixth-ave., and Twenty-seventh and Thirty-first sts., in front of Nos. 114, 136 and 140 West Twenty-seventh-st., Fifth-ave. and Thirty-fifth-st., Sixth-ave., near Thirty-second-st., and No. 303 Seventh-ave. A heavy telegraph cross-piece was suspended over the roof of a house in Sixth-ave., near Thirty-first-st., and the tenants as a matter of precaution were ordered to leave the building.

E. Hartman, a grocer, of No. 1,025 Avenue C, was driving through Park-ave. while the poles were falling. He had been warned by several policemen to take another street, but to his eye one street seemed to be about as safe as another. When he reached Eighty-second-st. there was a shout of warning and a terrific crash. A big pole had broken at the corner, close to the bottom, and was falling toward Hartman. He hit his horse with the whip, but the animal had been frightened by the noise and jumped into danger instead of away from it. Hartman jumped from the wagon and escaped. The pole struck the horse on the back and broke the spine. The skull was also crushed in. The animal's sufferings were ended by a pistol shot from the revolver of Doctor Boom, of No. 115 East Eighty-fourth-st.

DANGEROUS ELECTRIC CURRENTS.

The electric fluid from the dangling wires had a deal of fun with the car-horses on those lines that were fortunate enough to have a clear track. At one time in the morning the cars were stopped on about three-quarters of the surface lines. A pole fell soon after midnight in front of No. 113 Chambers-st., and a wire stretched from the fallen pole across the street. This was crossed with an electric light wire. A team of horses driven by Denis Gallagher, on car No. 118 on the Eighth-ave line, ran against this wire. Both horses were knocked down. Gallagher thought that the horses had merely slipped. He jumped off the car and caught one of the horses by the head to lift the animal to its feet. He will never forget what happened. He got a shock which he says seemed to twist the bones out of his body. He was knocked down and was unconscious for a few moments. One of the horses was on top of the other, and after Gallagher had recovered his senses, he, with two policemen, pulled the animal off. The under horse was lying dead on a live wire which was burning its flesh. The wire was cut by an expert lineman and the dead horse was removed. The other horse was unable to stand for several hours after the shock it received. Gallagher was sick and was taken to his home in West Fifty-ninth-st.

A team of horses on the Ninth-ave. road had a lively dance on an electric wire of the Mount Morris Electric Light Company at Canal and Greenwich sts. There were several wires in the street in this neighborhood. John Moran, the driver, got a shock from the wet reins. He whipped the horses and they got off the wire safely. Peter Schmidt, the conductor, took hold of the rear dashboard when the wheels of the car went over the wires, and he sat down in the car without knowing what had happened to him. He soon recovered from the shock. The electric light company removed the dangerous wires from the street.

KNOCKED DOWN BY SHOCKS.

Charles De Forrest, of No. 300 Grove-st., Jersey City, caught hold of a wire in Desbrosses-st. to push it out of the way, at the Washington-st. crossing. He dropped into the mud and slush as if he had been hit on the head with a hammer and his fingers were badly burned by the wire. It was a telegraph wire crossed with an electric light wire. Mrs. Amanda Parcells, of Hunter's Point, struck a dangling wire which was hanging in front of her face with an umbrella, and took a seat on a horse-car track in East Thirty-fourth-st. The electric fluid burst a kid glove, burned her fingers and ripped open the sleeve on her right arm.

William Bradstreet, a boy living at Greenwich and Christopher sts., danced a live jig in West-st., near Christopher-st., while holding a crossed telegraph wire in his hand. He thought it was a nice plaything and found out all about it in a second. He was slightly burned and badly frightened and was carried home by a policeman. Policeman McConnell, of the Mercer-st. station, while making a passageway for two women through a network of wires at Bleecker and Greene sts., got a shock that made him think that a policeman's life was not a happy one. After he picked himself up there was a big rip in the back of his coat, and he says that he felt the electricity go through it. The hole was probably made by the fall. His gloves were burned and his right hand slightly injured. Dennis O'Halloran, a cabman, who had a stand in front of the New-York Hotel, caught hold of a hanging wire at East Houston-st. and Broadway. He was thrown from his seat, and got a severe scalp wound by the fall. His wound was dressed by an ambulance surgeon, and he went home.

POLES SCATTERED EVERYWHERE.

Poles are lying in the street in front of Nos. 218, 228 and 242 West Fourth-st. Telegraph wires are hanging in front of Nos. 488, 530, 564, 596 and 612 Broadway. Several electric light wires in Fourth-ave. near Tenth-st. were in a dangerous condition, and the Brush, East River and Manhattan electric companies were informed by the police. Poles and wires are down in front of No. 208 Varick-st., No. 33 Sixth-ave., No. 840 Broadway, Nos. 338, 346, 414, 422, 436, 442, 502, 514, 526 and 536 East Fourteenth-st. The poles stretched across the street, and the cars were stopped. Poles are down in First-st. near Second-ave., and there was a special fire-alarm box broken at First-st. and Second-ave. There are a large number of wires down on Third-ave., between One-hundred-and-forty-eighth-st. and One-hundred-and-forty-ninth sts. A dangerous pole was torn down at Eighth-ave. and Twenty-first-st., which stopped the horsecars for several hours.

When the pole fell against the Union Square Hotel an unknown man who was passing was struck by pieces of falling glass and slightly cut, and also got mixed up with the falling wires. He would have been crushed to death had not the pole struck the hotel. There was considerable excitement in the hotel and some of the guests rushed into the street. The weakness of the pole had been noticed and the guests had been warned to keep away from the north side of the hotel and no one was hurt. Quiet was soon restored after the pole fell, and it was lowered into the street by several workmen.

A dangerous pole was torn down at Ridge and Broome sts. and the street was impassable at Ridge and Willett sts. from hanging wires. Dangerous wires were reported in front of No. 18 and 42 Bleecker-st. A big tree fell against the house at No. 127 East Seventy-first-st. and damaged the glass in the windows.

OFFICIAL LETTERS.

Mayor Grant yesterday received the following letter from J. Elbert Smith, the superintendent of the Fire Alarm Telegraph:

HIS HONOR the Mayor: I have the honor to report that considering the present condition of the various telegraph and telephone wires in this city, in my judgment the electric light currents should not be allowed on overhead wires this night. Everywhere broken wires are down, and upon the lines of the electric light systems, and to put those wires to use would be extremely hazardous to life and property.

After the Mayor received this letter he dictated the following reply, which he sent, together with Mr. Smith's letter, to Captain Washburn, the Acting-Superintendent of Police, at Police Headquarters:

To the Superintendent of Police.

SIR: Under the circumstances related in the within communication, I do hereby direct that you supply all the resources of your department to see that no electric light company shall turn on a current of electricity on any of the wires until it shall be declared absolutely safe by the Board of Electrical Control experts.

Captain Washburn, upon receipt of the communication from the Mayor, dispatched a special police messenger to all the precincts that were not connected with Headquarters by telegraph with instructions to the captain to deliver the Mayor's message to the electric light companies in their precincts and to see that no lights were lighted from overhead wires in the city.

HE PICKED UP THE WIRE.

As an uptown engine on the Third-ave. elevated road was approaching the East Houston-st. station at 2:20 o'clock yesterday, Engineer McGinnis saw a live electric wire sputtering on the track and stopped the train. There were two ends to the wire, one being on the track and the other on the handrail. The passengers got out of the train and watched the blue flame leaping from the wire, but no one dared to go near it. Among the passengers was James A. Cottrell, a fireman of Engine No. 22, who volunteered to remove the wire if any one would let him have a rubber shoe. No one came forward with the shoe and Cottrell got a piece of rubber packing from the engine. He wrapped this around his right hand, caught hold of the wire, and dropped it into the street. The wire bounded from a man's hat into the gutter without hurting him. Cottrell got on the train and the passengers gave him a rousing cheer as the cars moved on.

An awning in front of H. B. Claflin's store, No. 34 Worth-st., fell to the sidewalk yesterday morning from the heavy weight of snow.

After the orders had been issued by Chief Bonner directing firemen to patrol the streets in the neighborhood of their engine-houses, another order was sent to company commanders directing them in case of fire to dispatch a man on horseback to call the required number of horses needed. The result of these precautions was shown yesterday afternoon when a fireman on patrol in Market-st. discovered a fire which was too much for him to handle alone. He ran to the house of Engine Company No. 9, in East Broadway. On the way he met another fireman, who ran to the quarters of Hook and Ladder Company, No. 6, in Canal-st. Both companies responded promptly and the flames were quickly subdued.

The appearance of the city in every part yesterday was remarkable even to New-Yorkers. In addition to the splintered poles which littered the streets, and the tangled mass of wires coiled here and there along the thoroughfares, there was a fantastic array of metal strings extended from house to house over every street. Some of the telephone company's wires ran over houses, and nearly all of these were broken and mingled in the greatest confusion imaginable. Some of them hung over house fronts, and dangled within reach of pedestrians. Others had fallen in web-like masses to the sidewalks and obstructed the way. Most people picked their way cautiously along, taking care to avoid contact with the dangerous wires, but others impatiently pushed the wires aside, risking the danger of the metal strings being crossed by "live" electric light wires. The streets were crowded with people, and many walked the length of Broadway curiously watching the linemen at work untangling the skeins.

When the storm suddenly ceased at 10:30 a. m. the sun quickly melted the clouds and shone forth warmly. Soon the streets were rivers of slush. It was probably the slushiest day that New-Yorkers have experienced for many a year. The Street-cleaning Department, in the early hours of the day, seemed to be afflicted with complete paralysis. It was raining when Commissioner Beattie probably retired to rest on Saturday night, happy in the thought that the elements were trying to do for the streets all that his department had failed to do. When he awakened in the morning it was snowing hard, and he must have felt a consciousness of the relentlessness of fate. Be that as it may, his department was extremely slow in getting to work to clear the snow from the streets. Until 2 p. m. not a shovelful of snow was moved in the down-town streets save by employes of the street-car companies. Late in the afternoon, however, gangs of men appeared and began piling up the snow in Park Row and Broadway. Before that hour Park Row was practically impassable between the Postoffice and the Bridge. Pedestrians wishing to cross the street had either to wade in slush up to their knees or go beyond the Bridge to cross, or walk to Ann-st. The snow was exceedingly treacherous. Many men and women stepped boldly forth under the impression that a sure footing was ahead of them, when, lo! they "slumped" down into a gutter full of water which the pretty white snow had concealed from view.

It was like getting into an impromptu shower bath to pass under the elevated railway structures, from which the snow melted in streams of icy water. Many a pretty bonnet and many a silk hat were ruined by snowslides from the slanting roofs of the houses, but the day was warm and pleasant and great crowds came forth in the bright sunshine to view the damage wrought by the storm. The day continued clear and the night was brilliant. The moon seemed unusually bright, making up with its brilliancy for the loss of the electric lights and forming a pretty contrast, as it shone upon the snow-covered houses and streets, to the wildness of the night before.

ALONG THE RIVER FRONT.

Battery Park presented a charming spectacle last night. The paths and beds and trees covered with a coating of pure white snow, the dark waters of the Bay, with the vari-colored lights of the river and Jersey shore gleaming in the distance, and the moon shining placid and beautiful from a cloudless sky of deep blue, formed a picture of gentle loveliness.

The roofs of the official buildings along the promenade were decked in a garment of snow, while away in the distance grim old Castle William glistened in the moonlight under its coating of white.

Along the river front, too, there was much to attract the eye. West-st., of course, was as dirty as ever, although an attempt had been made to clear the car-tracks. But the uncompromising ugliness of the wharves and piers was softened and almost lost under the snowy pall that covered them. The vessels, with their tall masts covered in white to their topmost point, acquired an added majesty and dignity in the soft moonlight. The river-front, generally the first and worst sufferer in a storm, escaped in a measure this time. Not even the slightest delay to any of the Sound boats was reported. The Aurania and La Gascogne, which were due to arrive yesterday, had not been heard of at midnight, and it is probable that they were delayed by the heavy head wind that blew off shore all through the afternoon and evening.

LIFE AND PROPERTY IN DANGER.

ELECTRIC WIRES MAKE THINGS LIVELY IN NEWARK.

The storm did great damage in Newark. Hundreds of miles of all kinds of electric wires were broken and stretched in the streets, many of the tall poles having broken off just under the cross-arms. Some of the poles supported from fifty to one hundred wires and cables each, and the result of the wreck was that not one telegraph, telephone, electric light or power, police, fire and burglar alarm was in working order at breakfast-time. The electric street-cars did not run until late in the afternoon. At 3 o'clock yesterday morning an electric wire fell at the Market-st. station of the Pennsylvania Railroad and instantly killed one of the Standard Cab Company's horses. At the same time a hackman was shocked in front of Fearey's telephone office in Market-st. and fell from his hack, but he soon recovered. The broken wires set fire to Fearey's roof, but the flames were quickly extinguished. All the operators in the telephone headquarters at Broad and Market sts. had nothing to do after breakfast. The telegraph offices could not send a message in any direction during the day.

At 7:45 o'clock a pole containing seventy wires and cables snapped off and fell on the roof of A. R. Dinnam's house, at Mulberry and Park sts. The inmates of the house were frightened, but nobody was hurt. A pole adjoining St. John's Roman Catholic Church, in Mulberry-st., broke and swung dangerously over toward the sidewalk. The street was fenced off, as it was seen that there was danger of the pole striking the church. At 11:20 o'clock the pole swung around and the wires were drawn tightly against the corner of the church steeple, and the cross fell into an alley at the south of the church. A score of brownstone blocks fell, one of them breaking a hole in the roof of the Sisters of St. Joseph's Convent, and three striking the sidewalk. Fortunately the stone on the roof of the convent did not go through into the sleeping apartment.

The street-car companies ran cars with double and quadruple teams until evening, when the electric cars began making trips. The electric light and telephone companies had men out in all parts of the city cutting off and splicing wires. Seven poles in Mechanic-st., near the plant of the Newark Electric Light Company, were broken and lying in the street, and in Market-st., east of Union-st., a dozen poles were wrecked. Only two poles were standing in Thirteenth-ave. A tall pole at Mullins's stable, in Washington-st., broke at daylight and fell on the stable. At the Morris Canal bridge, at Washington and Halsey sts., poles were broken, and the wires twisted in the street. In every street in the city through which wires run the wires were down, and last evening only those in the principal streets had been gathered up and tied to posts and buildings. One pole at Albany and Mechanic sts. broke the roof cornice and the clapboards of the house on the north-east corner. No electric street lamps were burning in Newark at 7 o'clock last evening. The electric companies could not give an idea of their loss, but admitted it would be thousands of dollars.

The local managers of the Western Union and Postal Telegraph companies agreed last night that the loss on poles and wires in Newark might reach $125,000 or $150,000, perhaps more, for over 500 miles of wires are estimated to be down or broken. The Western Union has eighty-eight wires, including the main wires to New-York and Philadelphia, out of order. A force of workmen will be sent from New-York at daybreak to help repair them. The Postal Company expect to have one wire open to New-York by 3 o'clock this afternoon, as men were tracing a wire across the Hackensack meadows at 9:30 o'clock last night.

The Newark Electric Light Company had only one current of street lamps working at 10 o'clock last evening. This gave light to a few lamps in Broad and Market sts., but no electric lamps were burning in side streets. The companies were afraid to turn on the powerful current lest it might be taken up by a broken wire or some other line on roofs of houses. In that case, life and property would be endangered. Chief Engineer Blecksted, of the Fire Department, sent extra men to all fire houses to keep a sharp lookout for fires, as the fire alarm wires were not working in any direction.

Chief of Police Hagges sent officers out at 9 o'clock to inform all electric companies not to turn any current on their wires until they were sure that every broken wire had been taken up and safely tied to a pole or attached to some loops.

The police patrols were doubled in the districts in the business part of the city, for no electric lights were burning in stores last night. Owners of stores procured candles and lamps, and placed clerks in the buildings for the night. The police had strict orders to look out for burglars and highwaymen. It was estimated that about 120 store awnings were wrecked by the storm.

It was also reported at 9:50 o'clock that three Germans and four horses had been killed by "live" wires in the extreme western end of Newark, but the police could get no information at headquarters, as the signal and alarm wires were not working.

A Pleasing Sense

Of health and strength renewed and of ease and comfort follows the use of Syrup of Figs, as it acts in harmony with nature to effectually cleanse the system when costive or bilious. For sale in 50c. and $1.00 bottles by all leading druggists.

BROOKLYN IN THE DARK.

FIRE ENGINE HOUSES WITHOUT ALARM WIRES.

ONLY THE UNDERGROUND SYSTEMS MAINTAINED THEIR CONNECTIONS.

One of the most disastrous storms for overhead wires ever known in Brooklyn raged over the city early yesterday. More than 150 poles were dragged down and the damage is estimated at at least $100,000. The storm began with a light rain at about 10 o'clock Saturday night and turned to a wet, heavy snow at midnight, which settled on the wires and broke them down. The wind rose at about the same time, and the swaying of the wires, the weight of the snow and the blowing of the wind against the poles combined to cause the almost complete prostration of the whole telegraphic, telephonic and lighting systems of Brooklyn and the outlying districts.

The first information of disaster reached police headquarters at about 2:35 a. m., when a message was received that a pole had fallen at Warren-st. and Third-ave., and that the wires were aflame. Half an hour afterward the switchboard in the telegraph room at headquarters took fire, but no harm was done. From that time until noon there were continual reports of the destruction of circuits in Stuyvesant-ave., Prospect-ave., Atlantic-ave., Williamsburg and Greenpoint.

The damage was only a little less in other parts of the city. By good luck only one police precinct was entirely cut off from communication with headquarters. Either by use of the dials or telephones every precinct except the Seventh could talk with the Central Office.

The only damage reported to adjoining property from falling poles was to the house No. 652 Henry-st., which was damaged to the extent of $100 by being struck by a pole.

At 3 a. m. only one of the houses of the Fire Department was in communication with headquarters. That was the house of Engine No. 27, at Herkimer and Ralph aves. There are twenty-nine engine-houses, eight truck houses, and eight officers' quarters belonging to the Department, and with this one exception all were isolated. Chief Engineer Nevins and Deputy Engineer Dale sent out mounted men to every station, with orders to the foremen to ascertain the nearest telephone that could be used in case of need, and messages were sent to the police, asking them to send any messages concerning fires to headquarters at once. Fortunately no alarm was sounded, and by night communications were established with eight houses. Chief Nevins said last night that it would take two weeks to repair the lines, which had just been put in fine shape after the storm of a week ago.

Superintendent Magowan, of the Western Union Telegraph Company, said that scarcely any wires of his system were working, and that only one main wire to New-York was in use. That was heavily taxed, as the communications with Long Island and New-Jersey were cut off, and all messages from those quarters had to reach Brooklyn by way of New-York. Poles were down in Myrtle-ave., from Hudson-ave. to Adelphi-st.; in De Kalb-ave., between Lewis-ave. and Broadway; all along Broadway and throughout the Greenpoint district. The largest force of men that could be gathered together was put to work, but all that could be done was to clear away the wrecks.

The Edison Light Company was reported by superintendent Barstow to have had no trouble, as it had no overhead wires. This was fortunate, as the company supplied power to twenty-two church organs. They were all able to get what wind was needed for the music of the day.

T. F. Rockford, of the Postal Telegraph Company, reported that his company had no wires working, not even to New-York.

The American District and Brooklyn District Telegraph services were almost absolutely paralyzed, and only an occasional call was possible. Where calls could be heard, however, good service was rendered.

The New-York and New-Jersey Telephone Company usually has thirty-five linemen at work. Superintendent Coon told a Tribune reporter last evening that yesterday he had eighty men out, and reports came in that poles were down in Myrtle, De Kalb, Division, Third, Fifth and Ninth aves., Broadway, Sixteenth-st. and Greenpoint. He thought about 100 poles were down, and said it would take at least two weeks to get the system in perfect order again. He estimates the damage at fully $20,000, and says he hopes that the trunk lines will be in working order to-day, but is sure that few other wires will be.

The service of the Citizens' Electric Illuminating Company in the Western District, and the Municipal Electric Light Company in the Eastern District, was completely blocked. The circuits were cut and no public lights were in use. Commissioner of City Works John P. Adams gave orders that the companies should not turn on any of their circuits for fear of the damage that might be done by crossed wires, so the whole city was in darkness, save for some gas-jets here and there or an occasional incandescent lamp supplied by an underground wire.

Telephonic communications with Coney Island, Flatbush and Gravesend were cut off.

The electric railroads in the suburbs waited until the snow was cleared off in the morning, and then started up and ran without trouble.

The streets, which were badly blocked in the morning, were cleared off in the early afternoon, and after the gutters had been cleared so that the water could run off, walking was easy. It was interesting, however, to watch the care of drivers in going through the streets to avoid the numerous broken wires, coiled at the lamp-posts or trailing along the curbs.

One of the striking and beautiful features of the storm in Brooklyn was the sight which presented itself to the public yesterday of scores of graceful church spires completely shrouded in mantles of snow. Notwithstanding the comparative mildness of the afternoon the snow on the spires did not, apparently, melt at all, and all day people were treated to a rarer and more beautiful spectacle than any church architect probably ever dreamed of. The throngs of churchgoers especially were delighted.

HAVOC IN THE ORANGES.

POLES AND WIRES DOWN FOR MILES—LOSS OF OTHER PROPERTY.

The Oranges snow began to fall soon after midnight and at daylight the telephone and telegraph wires were huge ropes of glittering crystal. This enormous weight wrought havoc and destruction to the pole lines. The first pole to fall was in the rear of the Orange station, where 250 wires were strung. The pole broke short off close below the cross arms and crashed down on the freight house. The added strain was too much for the other poles to stand, and in quick succession, like a row of bricks, the main trunk line poles along the Delaware, Lackawanna and Western Railroad fell the whole distance to South Orange, a distance of three miles. In the meantime a similar scene was taking place along the line of the road east to Roseville. The paper and milk train from New-York, due in Orange at 5:30 a. m., was caught at Brick Church Station, and it was not till nearly noon that the wreck was cleared away so that the train could go on its way. A wrecking train followed to clear the track, and got caught between two falling poles and badly tangled up in the wire. Along the whole length of the road, as far as South Orange, nothing was to be seen but a tangled mass of wire with poles lying on and across the track in all imaginable positions. The crossing gates were smashed in nearly every case. The main damage was caused by the tall poles of the New-York and New-Jersey Telephone Company, 50 to 60 feet high, which fell across the tracks upon the lower lines of the Western Union Telegraph, crushing them in the fall.

All over the Oranges, wherever the trunk lines of the telephone company ran, the same destruction was seen. The damage was specially great in Day and Washington sts., and in Central and Park aves. The extent of the destruction may be judged from the fact that out of the 466 telephone circuits in the Orange system, only four escaped destruction, and these were short ones. The entire telegraph service was wiped out and Orange was cut off from communication with the outer world. The city fire alarm system was strung on the poles of the telephone company and was destroyed with the telephone system. The circuits of the Essex County Electric Company, which has the city lighting contract, were comparatively intact, on account of the lower poles and larger wires. But on account of the hundreds of broken wires crossing the lines, the company decided not to run its circuits and the city was in darkness last night.

Assistant Superintendent Frank J. Griffith, of the Delaware, Lackawanna and Western road, was early on the scene and directed the gangs of men who cleared away the wreckage. Osgood S. Wiley, the superintendent of the local telephone station, had a large force of men at work, but could do little beyond cleaning up the wreck in the most important places. Superintendent John Webber, of the Orange Cross-Town road, had a narrow escape from death. He was driving a snowplough to clear the track, and at the crossing of the Erie Railroad a huge pole fell across the street, smashing the plough and knocking Mr. Webber off. Had it fallen a second sooner he could hardly have escaped. Numbers of chimneys were toppled over by the wires in their fall and many houses were more or less damaged.

Aside from this the entire loss will fall on the telegraph and telephone companies. Conservative estimates place the number of poles down in the Oranges at between 300 and 350, and there are probably from 600 to 700 miles of wire hopelessly tangled and useless.

The Essex County Electric Company will make a strong effort to clear its lines from crosses so that the city can be lighted to-night. The manager of the New-Jersey Postal Telegraph sent a large force of linemen to repair lines; the Delaware, Lackawanna and Western road is making strong efforts to get a wire through by stringing it from trees till the poles can be restored, and the Western Union is actively at work repairing its lines. It is hoped that telegraphic communication will be re-established to-day. It is impossible to estimate even approximately the extent of the loss, but it will run high into the thousands of dollars.

WIRE SERVICE IN JERSEY CITY RUINED.

RAILROADS CRIPPLED IN THE HANDLING OF TRAINS.

No other storm in many years has damaged Jersey City and Hoboken so much as the one early yesterday morning. The fire and police wires were all down and no telephone or telegraph communication existed between the different stations. The cities were in darkness last night, for the electric wires were all down and the cities do not use gas. Everywhere the greatest inconvenience was experienced, and, with the exception of the submarine service between Jersey City and New-York, communication by wire with the outside world was absolutely shut off.

John B. Berthoff, manager of the Jersey City office of the Western Union Company, said last night that the storm had played havoc with the wires of his company.

"Our only communication," said he, "is between here, New-York and Brooklyn. We cannot use any of our Philadelphia wires, but we hope to be able to make communication with the city by the way of the New-York Central Company before morning. We are taking messages only subject to delay."

The Erie Railroad Company reported that all their wires between the Bergen Tunnel and "H. U." office at Provost-st. were down, and that service over the Hackensack meadows was very bad, not to be trusted. The wires of the West Shore Railroad line were reported as being in a badly crippled condition. The Pennsylvania Company appears to have suffered the most. Between Henderson and Monmouth sts. seventeen telegraph poles were carried to the ground by the heavy snow, and only one pole resisted the storm successfully. The meadow lines between Jersey City and Newark were all down, and the block system was abandoned by the company yesterday in sending the trains. Instead of the telegraphic block system, the trains were flagged all day and night. This is the first time that such action has been necessary in many years. The New-Jersey Central wires were also unfit for service. The New-York and New-Jersey Telephone Company has 300 wires in Jersey City. All of these with rare exceptions were broken. Between Warren and Henderson sts. in Newark-ave. 100 copper telephone wires lay on the ground, useless, all day. All the companies had at work all the linemen that could be procured to repair the damage. The Montgomery-st. overhead electric system cars could not run, and it will probably be Wednesday before the system is put in working order again.

The absolute lack of communication between the fire engine houses and fire headquarters made necessary a consultation between the Police and Fire Departments, which resulted in placing all policemen on duty. The policemen, in both Jersey City and Hoboken, were instructed in case a fire should break out to run to the nearest engine or truck house, give the alarm there, and then hasten to the towers and strike the alarm by hand on the tower bell. To-day at 11 o'clock the Board of Finance and the Fire Commissioners will meet and determine on the best manner to repair the ruined telegraph service.

WESTERN UNION'S ILL-LUCK.

THIRD CRIPPLING WITHIN EIGHT DAYS—EXTENT OF DAMAGE TO TELEGRAPH AND TELEPHONE WIRES.

This is the third time within eight days that the Western Union Telegraph Company has been crippled by the vagaries of the weather. On Saturday a week ago their wires suffered almost complete destruction from the attacks of rain, snow and sleet. The company had only recovered from that blow when a storm of wind and rain again laid the wires low. Then yesterday, when the work of repair was still in progress all along the lines, came a third and worse visitation to undo all the labor of days and wreak utter ruin and devastation.

"This is one of the worst crashes we have experienced in many years, and certainly the most disastrous since the blizzard," said A. E. Sink, the night superintendent of the Western Union Telegraph Company in the course of his graphic description late last night of the ravages on the wires wrought by the storm. "It has rendered us all but absolutely helpless. Our connection North, South, East and West is almost entirely destroyed. At the present moment we have only three wires running out of New-York—one to Chicago, one to Buffalo and one to Albany. All the rest are dead. South, our communication extends as far as Jersey City and Hoboken. Beyond Hoboken we are cut off from the rest of the world, and the big, black blank extends away beyond Philadelphia.

"Along the Jersey Central, Pennsylvania and New-York and Lake Erie roads there is nothing but ruin. East, we can run as far as Williamsbridge, but beyond that point all is chaos, and except for what we can get on our single wire to Albany, which connects with Boston, we shall remain blissfully ignorant of all that happens in New-England between now and to-morrow. North and West, as I have already told you, we have only three active wires—one to Albany, connecting with Buffalo and the West; one to Buffalo direct, and one to Chicago. For the rest we can run as far as Poughkeepsie, and there come to a dead stop. New-York people will perhaps find consolation in the fact that they are not cut off from Yonkers. Along the New-York Central and Hudson River Road, the Shore Line and the New-York, New-Haven and Hartford lines the smash is general. We are just now in this position—that we could get to London far easier and quicker than we could get to Newark, N. J. But for some expeditious patching-up, accomplished this morning, it is probable that we should have been left without even the three wires of which I have just spoken. We have one connection with the South—viz., on our single Chicago wire, via Cincinnati, connecting with Washington and Baltimore."

"When shall we be able to resume work?" added Mr. Sink. "I don't like to say. Everything is involved in doubt. We have got every available man at work on all points and you may be sure that no time will be lost. If I hazarded an opinion, I suppose another big storm would come along and knock us out again."

The Metropolitan Telegraph and Telephone Company had a tale of direful disaster to tell. As far as they were able to ascertain yesterday the wh