

VIEW ALONG THE OCEAN FRONT OF ATLANTIC CITY SHOWING THE BURNED DISTRICT.

THE WINDSOR.

TARLETON.

LURAY.

KENTUCKY-AVE.

STRATFORD.

BERKELEY.

ACADEMY OF MUSIC



ENTRANCE TO YOUNG'S PIER.

W. B. PARSONS APPROVES IT.

CHIEF ENGINEER PLANS TO BEGIN PRELIMINARY WORK ON EAST SIDE SUBWAY AS SOON AS POSSIBLE.

EAST SIDE NOT FORGOTTEN.

MR. PARSONS SAYS PREPARATORY STEPS SHOULD BE TAKEN AT ONCE.

"A subway on the East Side has got to come. As soon as everything is in readiness for work on the tunnel to Brooklyn plans will be drawn for an eastern branch to the subway, which will run east in Forty-second-st. and then north along one of the avenues, so as to drain this greatly congested district of the city."

This statement was made yesterday by William Barclay Parsons, chief engineer of the Rapid Transit Commission, when his attention was called to The Tribune's proposition for an East Side subway. Mr. Parsons went on to say that he believed that although actual work could not begin immediately on such a feeder to the rapid transit system already planned, nevertheless preparatory steps should be taken at once, so that the preliminary obstacles might be overcome without unnecessary delay.

With the approval and recommendation of the chief engineer, it is expected that the plan will meet with the approbation of the commission and that action will be taken by that body in the near future. From extensive inquiries made among the residents of the East Side who own property along Madison and Lexington aves. it is apparent that little opposition will arise from this source. The great majority of property owners, on the contrary, are openly in favor of such an improvement, and are ready to second any initiative which has for its purpose rapid transit for the East Side.

When Mr. Parsons was asked why the work of preparing plans and specifications for an East Side route north of Fifty-ninth-st. should not begin immediately, he replied:

"The Board of Rapid Transit Commissioners has already adopted resolutions for the construction of a tunnel to Brooklyn. This extension will be built south in Broadway from the City Hall to Bowling Green, then south in Whitehall-st., to South-st. and from there to the East River to Brooklyn. To this improvement the commission has committed itself, and, accordingly, its first duty is to bring about its completion.

"But the great East Side is not to be forgotten. As soon as it is possible for me to get to work on it, I will make those avenues east of Central Park which will afford the best route for such a branch as far as the Harlem River. Many testings as to the kind of soil and the street level will be necessary."

"What will be the expense of preparing such plans and specifications?" was asked.

"Practically nothing. The work will be done by our own engineers."

"Will not Lexington-ave. afford the most convenient route?"

"It has been so considered by some. I understand," replied Mr. Parsons, "but as to that I cannot say at this time. It will first be necessary to go over the ground carefully."

"Is it not a fact that there is an immediate demand for rapid transit in the district of the city to the east of Central Park?"

"I do not think that the needs of the East Side for a subway require any emphasis from me. We all know it is congested. It is unnecessary to say that it is necessary for the city to have rapid transit any longer than is absolutely necessary. I agree with The Tribune in holding that the preliminary work for such an east branch should be done as soon as our engineers have the opportunity."

INDEPENDENT ENGINEER NAMED.

RAPID TRANSIT COMMISSION TO MAKE SPECIAL INQUIRY REGARDING CAVE-IN.

It was learned that the Rapid Transit Commission yesterday took action on the report of Chief Engineer Parsons in regard to the cave-in in Park-ave. by choosing Theodore Cooper as a special engineer to consult with the engineers employed by the property owners affected by the landslide. The object of the selection of such an engineer was to get the opinion of a man acting independently of the commission, the contractor and the residents.

The commission considered the letter of Borough President Cantor asking for two additional tracks in the subway in Lenox-ave. between One-hundred-and-tenth-st. and One-hundred-and-forty-first-st. for the operation of express trains. Mr. Parsons reported that the additional cost would be \$1,000,000. Action on the matter was postponed until the terminal plans for this branch of the subway were settled.

At the request of the board Edward M. Shepard, counsel for the commission, will appear before Mayor Low to-day at the hearing on the bill which empowers the Rapid Transit Commission to supervise the construction of the Pennsylvania Railroad tunnel, and also at the hearing set at 11 o'clock on the bill permitting John B. McDonald to assign the contract for operating the Rapid Transit subway to another person or corporation. The commission is in favor of both bills.

OVERSUBSCRIBED A HUNDRED TIMES.

Berlin, April 3.—Subscriptions to the Russian loan were closed here at 4 o'clock this afternoon. The loan was greatly oversubscribed, but the exact figures have not yet been reckoned. The majority of the subscriptions were from Germans.

The total Russian loan is 235,000,000 marks. Of this amount 200,000,000 marks were offered for subscription in Germany, Holland and Russia. The loan is free from taxation, it is at 4 per cent, and the issue price was at 97 1/2 per cent.

THEATRE TRAIN FOR SYRACUSE, ROCHESTER AND BUFFALO.

Leaves New York 11:30 every night by New York Central; arrives Syracuse 7:10, Rochester 9:42, Buffalo 12 noon next day.—Adv.

PRESENT TUNNEL NO HELP

THOSE LIVING ON CROWDED UPPER EAST SIDE COULD NOT USE IT.

The construction of an East Side tunnel, as has been set forth in The Tribune, will bring a welcome relief to those residents of the eastern part of the city who are obliged to use the elevated lines in Second and Third aves. At present the crowds of homegoers who throng the stairs of the City Hall station at evening find the jam and crush at this point growing worse and worse as time goes on. In spite of a few changes made by the Manhattan Railway Company, the press continues, so that it is a wonder in the mind of a stranger why these thousands of people continue to endure semi-suffocation as well as semi-extinction in order to live on the East Side.

From personal observation it has been found that the crowds of men and women employed in the wholesale district of the city who live on the upper East Side are accustomed to board the Third-ave. elevated trains at the different stations in the Bowery. These trains are loaded to standing capacity when they leave the City Hall and South Ferry terminals, and yet by some means these additional passengers are crowded aboard, so that the platforms, as well as the aisles, are packed solidly with men and women and children by the time the trains reach Fourteenth-st. The cars of the surface lines leading to the upper East Side, the Lexington-ave., Fourth-ave., Third-ave. and Second-ave. lines, are also packed and jammed with humanity nightly.

TUNNEL NO HELP AS PLANNED.

As the downtown line of the tunnel is through Elm-st. and Fourth-ave., it will be of easy access to the mercantile district and that part of Broadway from Chambers-st. to Fourteenth-st., but with the opening of the tunnel as it is now planned no benefit will come to those living on the upper East Side, inasmuch as the subway trains will only take them as far as Forty-second-st. The consequence is that they will be compelled to use the elevated and surface lines, and continue to be subjected to the same inconveniences and annoyances as now, or move to the West Side, which will be next to an impossibility, because of the higher rents prevailing there.

The crush at the City Hall terminal has also become a menace to the health and safety of the public, because with the growth of the Borough of Brooklyn there is an ever increasing number of persons in business in Manhattan who at the end of the day take the elevated trains for the Brooklyn Bridge. Thus it happens that the two tides of humanity, one struggling to reach the upper part of Manhattan and The Bronx and the other bound for Brooklyn, strike each other at this terminal.

Some relief was granted to the public when an additional footway was built on the eastern side of the station for the exit of downtown passengers who are brought in on trains on the "State-Zeitung" Building is so small that the building of a footway is impracticable.

With an eastern branch to the rapid transit tunnel the rush for uptown trains would be substantially diminished, and it is the opinion of those who have studied the subject that the two tides of travel would to a great degree cease to clash, by seeking different channels.

It has been said that the opening of the Williamsburg Bridge will in some degree relieve the crush on the Brooklyn Bridge. While this may be true to a certain extent, the point is not controverted that the population in the southern part of Brooklyn, which is reached most directly by the present bridge, is increasing at such a rate that the new bridge will not relieve to any great degree the evening rush at the City Hall station.

Another reason that the jam at the City Hall terminal is increasing is that the construction of tenement houses on the East Side is being pushed with great vigor. The statistics at the Buildings Department show that after the enactment of the present Tenement House law the building of tenement houses on the East Side took a remarkable bound, because of the desire of builders to file plans before the law went into effect. On the East Side the houses are planned to accommodate three or four families to a floor, whereas on the West Side the large apartment house is the prevailing type. Builders say that if the average West Side apartment house were reconstructed east of the park as a tenement house such as is characteristic of that part of the city it would hold from five to seven times the number of people.

Thus while the number of homes increases far more rapidly on the East Side than on the West, and the population grows in an increasing ratio, the transportation facilities are improved much more slowly. The installation of electricity on the Lexington-ave., Third-ave. and Second-ave. lines has increased the carrying capacity of these roads only to meet with a still greater increase in the number of patrons.

SECOND WRECK IN A WEEK.

Cumberland, Md., April 3.—Baltimore and Ohio passenger train No. 5, on route for Pittsburg, was wrecked this morning for the second time this week. It was in collision with a helper at Philson.

Both engines of the passenger train, running double headed, were wrecked, but no one was injured. The same train was wrecked Sunday morning in the same locality, when four persons were injured.

TWO DIE BY STEEL AND LEAD

PROMOTER MURDERS WIFE, KILLS HIMSELF—HAD GIVEN BAD CHECK TO PAY BOARD.

Charles H. Worthen, a promoter, of No. 10 Barclay-st., and his wife were found dead in their room on the second floor of the boarding house of Mrs. Fothergill, at No. 49 West Ninety-fourth-st., yesterday. Worthen shot his wife, cut her throat and then his own. Both persons had, it is believed, been dead a few hours.

Worthen was fifty-five years old and his wife forty-five. They had lived at the Fothergill house for several months and appeared to be happy. So far as known, they had not quarrelled. On Wednesday night they went to their room, after talking with other boarders.

A servant sent to call the couple yesterday received no response, and informed her employer. She, after going to the room twice thereafter and getting no response, called Policeman Murphy, of the West One-hundredth-st. station, who was unable to gain entrance to the room until a locksmith had unlocked the door.

Worthen was on the bed, his throat cut from ear to ear. Near by lay a razor covered with blood, and in his hand was a revolver, one chamber of which was empty. An artery in his right leg was also cut.

The woman was on the sofa. Her throat was cut, and there was a bullet hole in her left ear. There were blood spots on the bed, floor and walls of the room, and from appearances it is believed that Fothergill had killed his wife. The woman, it is believed, was killed early in the evening. Worthen's body when he was found was very cold, and it is believed that he did not kill himself until the morning.

Financial trouble is believed to have been the cause of the murder and suicide. According to Mrs. Fothergill, Worthen and his wife came here from St. Paul a year ago. He was a company promoter, and was also identified with the Glens Falls Fire Insurance Company on Wednesday night. Mrs. Fothergill had a check for \$150 in payment of a board bill. This check was returned yesterday marked "N. G." Mrs. Fothergill also stated that she has a note for \$200 given her by Worthen.

Captain Schmittberger, of the West One-hundredth-st. station, said it was no doubt a cold blooded murder and suicide, and that he had been unable to find any motive for the act.

At No. 10 Barclay-st., where Worthen had a desk room, it was said that he was the agent for a calculating machine. His left leg had been amputated, and he was obliged to undergo another operation on the stump. This worried him, and he had been despondent for some time, it was said.

Charles Henry Worthen was a son of the late George W. Worthen, of Lebanon, N. H., formerly one of the oldest and best known merchants in Northern New-Hampshire. His wife was a daughter of the late John A. Stewart, of Lebanon in 1877. Mr. Worthen was well known throughout New-England on account of a railroad accident in Detroit many years ago, by which he lost a leg and was otherwise injured. His suit against the Grand Trunk Railway at that time was prosecuted by Benjamin F. Butler, and Worthen is said to have received \$40,000. He leaves one sister here and two in St. Paul, also a sister in St. Paul and another in Chicago.

A RUDE SHOCK FOR "BIG TIM."

JEROME'S FRIEND MEVOY ICILY AND CAUSTICALLY REPELS FRIENDLY ADVANCES.

The high and mighty "Tim" Sullivan received a rude shock to his political pride at Keeler's Hotel, in Albany, on Wednesday, according to a story that drifted down from the State Capitol yesterday. Dennis McEvoy, proprietor of the Harry Howard Hotel, in Canal-st., was the man who administered the shock, and henceforth there will be bitter war between the two men.

Mr. McEvoy assisted Judge Jerome in the last campaign, the Jerome headquarters being at the hotel. He is the Sheehan leader in the district. Senator Sullivan didn't like that, and it pained him still more deeply when Jerome cut the normal Democratic plurality in the VIII District almost one-half. On Wednesday afternoon, it is said, Senator Sullivan was holding sweet political converse with Michael C. Padden and Patrick H. Cody in the office of Keeler's, when Mr. McEvoy dropped in. Mr. Cody is the Greater New-York Democracy leader of the 1st Assembly District, and Senator Sullivan is looking rather actively after his fences these days.

Mr. Sullivan has been rather free in his comments on McEvoy recently. It is said, and the latter he felt it. As McEvoy hove in sight Senator Sullivan rose and extended his hand. "We might as well shake, I guess," Dennis, said.

McEvoy stared him coldly in the eye, and then, folding his hands behind him, remarked icily: "I don't want to shake hands with you."

"I ought to smash you in the nose," was the Senator's retort.

"Well," said McEvoy, "I suppose you would if you had me up some dark alleyway with some of your kinks with you."

Of course these unparliamentary remarks were not relished by Senator "Tim," who grew furious. To make it a little more grating, McEvoy continued:

"I want to say to you that I don't want anything to do with you or the likes of you. I'm going to fight you for keeps in the district, and you can't get me over, either."

GAGE PRESIDENT OF U. S. TRUST.

Lyman J. Gage, ex-Secretary of the Treasury, was yesterday elected a trustee of the United States Trust and Savings Bank, of New York.

He succeeds in the presidency John A. Stewart, who about two months ago, presented his resignation because of his advanced years—he is more than eighty years old—and his consequent natural desire to retire from active business.

STEWART MUST SHOW CAUSE.

A. S. Gilbert, counsel for the New-York Theatre, yesterday obtained from Justice Greenbaum, in the Supreme Court, an order directing Perez M. Stewart, Superintendent of Buildings, to appear before Justice Gilbert, in the Supreme Court, to-day and show cause why a writ of mandamus should not issue against him directing him to cancel orders pending against the New-York Theatre roof garden, which direct that the ceiling over the auditorium and the curtain drops, movable wings, border lights, etc., of the stage be removed. The affidavit alleges that the Superintendent of Buildings has no power to compel such action.

CAN'T USE GREATHEAD PLAN.

THE LARGE AMOUNT OF ROCK MAKES IT IMPRACTICABLE FOR EAST SIDE FEEDER.

It has been proposed by some engineers that the East Side feeder could be constructed at less cost and at the same time with less danger to buildings by the Greathead system, which has been used in the tunnels of London and which is now being utilized in the Boston tunnel to connect the peninsula with East Boston. By means of the Greathead system the excavation is carried on far enough below the surface of the ground to obviate tearing up the streets or in any way interfering with traffic.

The apparatus used is a great shield of circular shape, whose sharp edges are driven forward into the earth by means of powerful jacks. The shield used in the Boston tunnel weighs sixty tons, and the sixteen jacks used to force it forward have each a pressure equivalent to seventy-two tons. These jacks are operated in the Boston tunnel by compressed air.

After the pistons of these jacks are extended to their full length they are withdrawn. Then the shield is pushed forward by means of concrete to form the lining of the tunnel, and the process is repeated.

The tunnel constructed by the Greathead apparatus, however, has the disadvantage of being some distance underground, which makes necessary long flights of stairs for the passengers to climb at the operation of elevators, which are expensive.

The Greathead plan was considered at the inception of the scheme for a rapid transit underground railroad in this city, and after long consideration by William B. Parsons, the chief engineer of the Rapid Transit Commission, it was decided to be impracticable because of the great amount of rock which would be encountered in excavation. Instead the "dig out and cover over" system was adopted, in which the excavation is made by means of an open cut, in which the steel body of the subway is constructed. That is covered with earth and concrete. This kind of an underground railroad means saving passengers any unnecessary climbing of stairs. From the experience of the elevated railroad company it had been learned that with the improvement of the surface lines the traffic of the elevated roads fell off substantially for the reason that people do not want to climb stairs if they can help it.

When Mr. Parsons was asked yesterday by a Tribune reporter if the Greathead system could be used for the East Side branch he said:

"The construction of the East Side subway will be on the same plan as that of the present route. The Greathead system is not a shield-in-practice. Such a system could be used in building the tunnel to Brooklyn, however, for in that case the material encountered would be soft and porous."

AT WORK ON CENTRAL LOOP.

PLANS FOR CHANGING MOTIVE POWER PUSHED BY CENTRAL OFFICIALS.

The officials of the New-York Central, now that State sanction to change motive power in the Park-ave. tunnel from steam to electricity is assured, are pushing plans for constructing the loop under the Grand Central Station which will enable the road to use the side chambers of the tunnel for suburban trains solely. These suburban trains will be electrically propelled. This will remove much congestion in the yards and enable the company to handle many more trains with greater facility.

Some time ago, or before the plan for the underground loop and the substitution of electricity for a motive power on suburban trains was announced, the New-York Central bought great strips of land on both the east and west sides of its present yards, to be used in making these extensions and improvements. A plot extending from Forty-seventh to Fifty-sixth-st., west of Park-ave., and about seventy-five feet wide was acquired, while options were taken upon other property. Some speculation has been indulged as to what use the land would be put to. It was believed that the company would make an open cut through what is now Park-ave. and move the avenue westward to the site of the property acquired.

It was learned yesterday that the avenue would probably not be moved westward and that the company would not make an open cut. The plans are somewhat unsettled as yet, but engineers are at work upon them. It will be necessary to begin to depress the tracks for the loop tunnel somewhere in the neighborhood of Fifty-ninth-st. The plans provided for a tunnel under the property newly acquired, but the tunnel will be covered and the present surface will not be changed, and it will probably be open on one side for a part of the way, the opening entering into the present side tunnel.

On the east side of the present tracks the addition will probably be an open cut. The ground on the east side is to be used mainly for storing cars and providing more trackage facilities.

OPPPOSED TO THE REDELL BILL.

Alexander E. Orr, president of the Rapid Transit Commission, said yesterday that he was opposed to the Redell bill, which is now in the hands of Governor Odell and which provides for the improvement of the Grand Central Station. When asked at the close of the regular meeting of the commission yesterday if there had been any demand by the board for a hearing on the bill, he said that the board had not taken any official action.

WILL NOT RENEW FERRY CONTRACT.

President Truesdale of the Delaware, Lackawanna and Western Railroad Company, yesterday confirmed the report that his company had served notice upon the Hoboken Ferry Company that its contract with that corporation, which expires at the end of this year, would not be renewed. It is believed that the company which has been in contemplation for establishing a ferry service of its own, and the report is persistent that negotiations are in progress looking to the purchase by the railroad company of the Hoboken Ferry Company.

SPEED—SAFETY—COURTESY.

A perfect roadbed, automatic electric signal devices and carefully trained attendants place the Pennsylvania Railroad in the forefront of public opinion.—Adv.

ATLANTIC CITY FLAME SWEEPED.

TWELVE HOTELS AND MANY SMALL BUILDINGS BURNED—LOSS PLACED AT \$750,000—NO ONE KILLED.

ENGINES CALLED FROM PHILADELPHIA AND CAMDEN.

Atlantic City, N. J., April 3.—Twelve hotels here and more than a score of small buildings adjoining the board walk which is built along the ocean edge, were destroyed to-day by a fire which swept the beach front for two long blocks from Illinois-ave. to New-York-ave. The local board of insurance underwriters, after a meeting to-night, announced that the total loss would not exceed \$750,000, and the loss to the insurance companies would be about \$175,000. No individual insurance company, they said, would sustain a greater net loss than \$7,500. The loss to the municipality in damage to the board walk, etc., is estimated by the underwriters as between \$7,500 and \$10,000.

Charles Fraling, proprietor of the Academy of Music and a drug store in the building, to-night said he was the heaviest individual loser by the fire. He placed his loss at upward of \$125,000, and said he carried only \$10,000 insurance. He was not prepared to say whether he would rebuild. Most of the fire victims expressed a desire to rebuild as quickly as possible.

In respect to the money loss, the fire is the worst that has ever visited Atlantic City. Fortunately, no lives were sacrificed, though probably a dozen persons were slightly injured and burned. It was reported early in the afternoon that six men had perished in the flames, but the rumor was without foundation.

The origin of the fire is either Brady's baths or the Hotel Tarleton, which adjoins the baths at Illinois-ave. and the board walk. The city to-night is guarded by a company of militia, which was asked for by the municipal authorities to help the police in preventing robberies. About a dozen men have been arrested for robbery.

The hotels destroyed and their estimated losses are: The Luray and annex, the latter formerly known as the Norwood, owned by J. S. White & Son, \$125,000; the New Holland, Mrs. M. J. Lee, \$20,000; Stratford, Arnold W. Waldron, \$40,000; Berkeley, Bro. Brothers, \$50,000; Bryn Mawr, J. and E. Keffer, \$25,000; Stickney, Mrs. L. V. Stickney, \$20,000; Evard, James T. Gorman, \$20,000; Rio Grande, J. P. Kilpatrick, \$30,000; Mervine, K. Ellis, \$20,000; Academy Hotel and Academy of Music, Charles Fraling, \$25,000; Windsor, G. Jason Waters (partly destroyed), \$25,000; Tarleton, G. Jason Waters, \$20,000.

Charles Keeler, who had a drug store on the board walk at Kentucky-ave., estimates his loss at \$60,000, and Victor Freisinger, proprietor of an art store at St. James place and the board walk, says his loss is \$50,000. Other victims whose losses range from \$5,000 to \$10,000 are: James A. Brady, bathhouse; David John, drugist; Nabass & Kazarr, Oriental goods; Haines, florist; Shimamura & Co., Japanese novelties; Ching Hop Hing, Chinese novelties; John H. Flett, art store; Partridge & Richardson, millinery and dry goods; Women's Exchange; E. P. Quinn, hair dresser; M. Meyer & Brother, jewelry, and Richard Binder, barber. Besides these there were numerous smaller booths and several cottages on minor thoroughfares in the rear of the board walk which were either partly or entirely destroyed.

ENTIRE CITY THREATENED.

The fire was discovered shortly after 9 o'clock this morning, and for nearly five hours the flames raged with such violence as to threaten the city with destruction. All the burned buildings were frame structures, and the flames, fanned by a strong southwest wind, swept along the beach front with amazing rapidity. The Hotel Tarleton was soon a pile of smouldering debris, and the flames fed on the small stores and booths between Illinois and Kentucky aves. until they reached the Stratford Hotel, which was soon enveloped. The fiery tongues leaped to the Berkeley adjoining, and in a few minutes the New Holland, the Bryn Mawr, the Evard and the Stickney, all in Kentucky-ave. near the beach, were doomed.

The local fire department worked well and willingly, but was unable to cope with the flames, and it was found necessary to send to Philadelphia and Camden for aid. The former city sent three engines, and two came from Camden. They were brought here on two special trains furnished by the Pennsylvania Railroad Company, which made the run of nearly six miles in fifty-five minutes. They were of vast assistance to the local firemen, but it was not until an hour after their arrival that the fire could be said to be thoroughly under control.

Just as the special train bearing the Philadelphia firemen arrived a burning brand set fire to the centre of Young's Pier, near Tennessee-ave. Meantime, the Rio Grande, the Mervine and the Academy hotels had caught fire, as had the Academy of Music, at New-York-ave. and the beach. For a few minutes Young's Pier burned fiercely, but the firemen succeeded in confining the flames to Marine Hall, in the centre of the pier. This structure was entirely destroyed, bisecting the pier.

WILD EXCITEMENT AMONG GUESTS.

During the fire the wildest excitement prevailed among the guests of the hotels, which later became the prey of the flames. With the exception of the Tarleton and the Bryn Mawr all the hotels were open for the season, and most of them were fairly well filled. In most cases the guests had sufficient time to pack their trunks and grips. Those who did not do this carried their personal effects to places of safety in the best manner possible under the circumstances. The beach appeared to be the most suitable depository, and many nondescript heaps of clothing, bedding and furniture were to be seen on the sand. This rendered extra vigilance necessary on the part of the police. The members of the volunteer fire department acted as special policemen, and Company L, National Guard of New-Jersey, was called into requisition to preserve order. The Morris Guards, a local organization, were also sworn in as special policemen.

Extra efforts were made by the firemen to prevent the destruction of the Windsor Hotel, which was the last to take fire. The wind had been favorable to the firemen, but at 1:30 o'clock the wind of the Windsor nearest the blazing structures began to burn, and in half an hour was consumed. The flames, however, were confined to this section of the building, though the main part was badly damaged by smoke and water.

Nothing except the iron supports is left of the board walk from Illinois-ave. to a point within a few feet of Young's Pier. This is the part of the walk used mostly by promenaders. The Dunlop Hotel and the Black House, brick structures at Tennessee-ave. and the beach, were in grave danger when the fire was at its height. The employes of both houses played streams of water on the buildings from all sides, and in this way prevented the further spread of the flames.

THOSE BURNED OUT CARED FOR.

All of the guests of burned hotels who were forced to seek other quarters have been cared for. Those who were staying at the Luray were sent to the New Hotel Marlborough, which is under the same management. Others registered at various hotels and boarding houses.

It was 3 o'clock before the firemen were convinced that there was no further danger, and then the visiting engine companies returned to Philadelphia and Camden. To-night nearly every person in the city went to the scene of the fire, and policemen and soldiers were busy keeping the crowds at a safe distance from the smouldering ruins. Many express wagons, which early in the day, began carting recovered baggage to places more safe than the streets and the beach, were kept at work until a late hour.

Mayor Stoy was not in the city when the fire broke out, having gone to Trenton with a delegation from here to urge Governor Murphy to sign the new Atlantic City charter. He returned to the city immediately after the charter was signed, and to-night issued a statement deploring the calamity, but expressing satisfaction that it was no worse. A special meeting of the City Council was held to-night to take action on the fire, and arrange for the rebuilding of the burned portion of the board walk.

BOARD WALK RESPONSIBLE.

FRAME BUILDINGS DIRECTLY ADJOINING IT HELPED SPREAD OF FLAMES.

Atlantic City, N. J., April 3 (Special).—To-day's fire, the most disastrous in the history of Atlantic City, was made possible by what is at once one of the most attractive and one of the most dangerous features of the place. There is nothing about Atlantic City more widely known and more generally prized than the famous board walk—that unique elevated promenade along the ocean front of the city. It has been the ambition of most hotel proprietors and shopkeepers to have their establishments abutting directly upon the board walk—the Rialto, the Broadway, the Piccadilly, the Corso, the Boulevard des Italiens, of Atlantic City. The result is that while on one side the board walk is open, free and unobstructed, toward the ocean, on the other side it is solidly lined with buildings of every type, size and style, from the \$100 gimcrack booth to the \$1,000,000 hotel. At most other seaside resorts the hotels are detached, with some extent of sod or of sand between each and its neighbors. Not so here, save in a few cases. Along the board walk space was too valuable to be left vacant. Each building directly adjoins its neighbor at each side.

TRIPLE NEW YORK TERMINALS.

The commodious ferries of the Pennsylvania Railroad at West 23rd St., Desbrosses and Cortlandt Sts. are convenient to every section of New York.—Adv.

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