

AT THE WATERFRONT.

NEW-YORK AIDING THERE.

Message Reports Her Firemen Working Hard in Baltimore.

Helping Baltimore's worn out fire ladders, the pick of the New-York force, shipped from here before daybreak yesterday, went at once to the post of danger. They were all right and doing good work at the last report the department expects to have from them until they return. At 6:30 p. m. Acting Chief Kruger received a telegram from Battalion Chief Howe, in charge of the New-York detachment, which read:

We arrived safe and sound. Everything in good working order. We are now combating the fire on the water front. All our firemen are in good condition and working hard.

"They are that," added Chief Kruger. "They're in the southeast portion of the city, with a northwest wind, so you can see they're bucking it all right. Well, they'll show what New-York firemen can do. So far, from all I've heard unofficially, they've done great work, and not one of 'em's hurt. They're good lads."

The aid from this city consisted of nine engines and a hook and ladder truck, manned by 135 of the firemen, who almost fought in their eagerness to volunteer. They are picked men, with almost perfect records, the banner men of each engine company. It was the first time within the memory of old firemen when the department had been called on to send the fire fighters so far outside the city. The promptness with which arrangements were completed is a pleasing commentary on the efficiency of the city's force.

The first request for assistance came to Acting Chief Kruger at his Great Jones-st. headquarters on Sunday night. Mr. Smith, Director of Public Safety of Philadelphia, telephoned that Baltimore's men were worn out and needed all the help they could get. Philadelphia was sending engines, he said; couldn't New-York help, too?

Chief Kruger got word to the Mayor, and the Mayor, the Chief and Fire Commissioner Hayes quickly got in touch with each other. The Mayor ordered all the engines the city could spare sent. The Chief made the telephone wires to Jersey City hum, and there the railroads made up a flat car train for the engines, passenger coaches for the men and box cars for the horses.

Meanwhile Mayor McClellan got an official message from Mayor McLane of Baltimore urging that aid be sent. The Mayor telephoned to Chief Kruger to send the companies at once. At first it had been determined to send only six companies, but later messages so emphasized the urgent need of reinforcements at Baltimore that it was decided to send nine.

Orders were sent to engine companies No. 5, at No. 340 East Fourteenth-st.; No. 7, at No. 22 Charles-st.; No. 13, at No. 69 Wooster-st.; No. 16, at No. 223 East Twenty-fifth-st.; No. 27, at No. 173 Franklin-st.; No. 31, at White and Elm sts.; No. 12, at No. 261 William-st.; No. 26, at No. 220 West Thirty-seventh-st.; and No. 33, at Nos. 42 and 64 Great Jones-st. and No. 5 truck, at No. 96 Charles-st.

"Spare no expense," said the Commissioner, "and give the men every facility."

Secretary Downes said to each company commander: "This is not an official order, but the Commissioner wishes every man good luck, says he knows they will be a credit to the department and to themselves, and hopes they may have a safe return."

"Three cheers for the 'Commiss', the Chief and Downes" was the reply.

They were all from "double companies," that is, stations in which there are two engines and two companies. Between the two companies there is always a generous rivalry. When it came to volunteers for Baltimore this rivalry surged high and almost overwhelmed diplomatic relations. Both companies in every house volunteered a man, so the chiefs had to pick out men-honor men—from the two companies.

The first six engine companies named went under command of Chief Howe, of the First Battalion, while the last three and Truck No. 5 were in command of Foreman Behler, of Engine 33, until he should communicate with Battalion Chief Howe at Baltimore.

Out of the engine houses dashed the engines. Forgetting that they had been rivals in the fight to go, the stay-at-homes gallantly cheered the lucky ones, while the men departing shouted back messages "for the wife and kiddies."

"Oh, Danny!" yelled one, "tell the wife I've gone, will you, and be sure to tell her there's no danger."

To the nearest ferries they ran, then into the train yards in Jersey City. There was much delay. Trains weren't ready; derricks couldn't be got to hoist the engines; the cars for the horses weren't in shape. These difficulties were adjusted, however. The firemen rigged up plank gangways and shoved their engines up them to the flatcars.

Engine companies 5, 7, 13, 16, 27 and 31 were sent by special train over the Jersey Central Railroad. The other companies and Truck 5 were loaded on a special train of the Pennsylvania road, and departed about 5 a. m. The two detachments of apparatus expected to reach Baltimore at about the same time. It was said that every effort would be made by the two roads to land their trains there first. The two trains would have right of way over everything, and they would run to the burning city on express train schedule, it was declared by the officials.

Acting Chief Kruger at noon ordered Battalion Chief Shea to Baltimore. Shea has charge of the horses of the department, and will have charge of the horses taken there. Acting Chief Kruger said that when he heard that Philadelphia had been asked to aid he at once felt that New-York would be called on, and got his men in readiness. They were ready, he said, several hours before the call came. Commissioner Hayes and himself, he said, were up nearly all night, making plans for the relief of the Baltimore firemen. No fire boat would be sent. The rumor that one would be sent, he said, probably originated in the fact that the fireboat Havemeyer is being rebuilt at Camden, N. J.

He had hoped that she was finished enough to go, he said, "as it would be an excellent opportunity to test her with thirty-two pumps. But she could not go. We needed her badly here this morning, too, at the Joy Line fire."

Fire Commissioner Hayes said that he had decided to send his secretary, A. L. Volzmann, to Baltimore, that he might obtain first hand impressions and keep the commissioner in touch with the situation there.

The Mayor telegraphed his thanks to President Ramsey, and said he would cheerfully call on the Western Maryland Railroad Company when necessary.

Late this evening Mayor McLane visited the lower section of the burned district with the idea of familiarizing himself with the conditions existing there, and also endeavoring to learn what relief measures will be necessary.

BUSINESS MEN READY TO HELP.

Commercial Associations Send Messages of Sympathy.

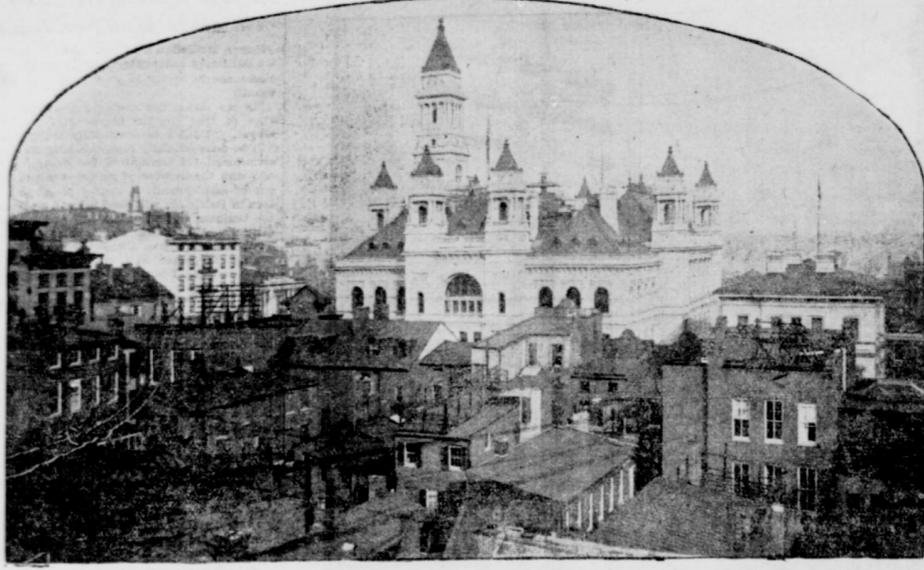
Messages of sympathy and offers of aid to Baltimore were sent by all the representative trade bodies and the leading commercial houses of this city yesterday.

Morris K. Jessup, president of the Chamber of Commerce, sent the following telegram to Mayor McLane of Baltimore:

The Chamber of Commerce of the State of New-York has heard with the deepest sorrow and sympathy of the appalling calamity that has overwhelmed your city, and on behalf of the chamber I tender you the heartfelt sympathy of its members. Should financial assistance be required, I shall be pleased to hear from you at once.

Up to the time of the closing of the chamber

THE POSTOFFICE BUILDING, BALTIMORE, WHICH WAS SAVED, THOUGH THE FIRE BURNED AROUND IT.



POSTOFFICE BUILDING.

PLANNING FOR RELIEF.

TEN DAY HOLIDAY PERIOD

Offers of Assistance Pour into the Stricken City.

Baltimore, Feb. 8.—In order to assist in straightening out the tangle of business affairs caused by the fire, Governor Warfield declared to-day a legal holiday. The Governor also called an extra session of the legislature to meet this evening to empower him to declare the city under martial law and suspend all business for ten days. The action was taken after a conference with Attorney General Bryan, when the Governor was advised that he did not have authority to relieve the city authorities of responsibility without the authorization of the legislature.

Mayor McLane to-night gave the following statement to The Associated Press:

I wish you would say for me that the fire is now under control. The people throughout the country have been very kind to us in our terrible calamity, and I cannot find words to express my appreciation. We have had offers of assistance from nearly every large city in the East, and several offers from the West. Of course, there has as yet been no relief system adopted, as we do not know just how we stand, but I am now in conference with the marshal on that subject, and will be better able to tell by to-morrow what relief measures it will be necessary to adopt.

It is absolutely impossible even to approximate the loss. It will be several days before anything like an accurate estimate can be given.

The Board of Insurance Commissioners also refuses to estimate the loss. A prominent member of the board said: "It is impossible at this time to give an approximate estimate of the loss. I would say from \$100,000,000 up. It is safe to say that the loss exceeds \$100,000,000."

Both branches of the City Council held a special meeting to-night and passed the following preamble and resolution:

Whereas, by reason of the great calamity that has befallen this city; and Whereas, His honor the Mayor has requested His excellency the Governor of the State to declare a legal holiday for the relief of the business community of this city; and Whereas, His honor the Mayor has expressed his intention of calling the City Council in special session as soon as the occasion may require; now, therefore, be it

Resolved, by both branches of the City Council, that when it adjourns it shall be to meet again on February 19.

The object of the resolution is to have the Governor declare a ten day holiday. This matter was brought to the attention of Mayor McLane and Governor Farfield earlier in the day by a delegation from the Chamber of Commerce.

Shortly after noon the board of managers of the Chamber of Commerce met at the Hotel Rennett. Manager James C. Gorman, of the Atlantic Transportation Company, called the meeting to order and explained its object. After a brief discussion it was unanimously agreed that, owing to the chaotic condition of business, it was necessary to ask the Governor to declare a legal ten day holiday, and also to ask for an extension of thirty days on all legal papers. A committee, composed of John C. Gorman, Robert Ramsey, Blanchard Randall, Charles W. Heuser and J. M. Wharton, was appointed to wait on the Governor and ask his co-operation in having the matter carried to a successful termination.

The destruction of the power plant of the United Railway Company, which furnishes electric power to the Baltimore and Ohio Railroad for its tunnel, caused serious inconvenience to the latter company within the city limits. Mayor McLane, however, granted the company the privilege of using steam as a motor power until other arrangements can be made.

Scores of telegrams were received by Mayor McLane proffering assistance. They came from Mayors of cities, railway and other corporations, and from prominent citizens all over the country.

President Ramsey of the Wabash and Western Maryland railroads sent the following telegram: The Western Maryland Railroad Company renders its services in handling or moving supplies of any kind to aid Baltimore in her terrible calamity.

Chairman Pierce of the board of directors and Vice-President Landstreet will be in Baltimore this afternoon. If there is anything the railroad company can do, advise them direct.

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no answer had been received, although one was expected momentarily.

The Merchants' Association was equally prompt in offering aid. Following a telegram expressing sympathy and sorrow, Clarence Whitman, president of the association, sent the following letter to Mayor McLane:

In confirmation of my telegram of to-day, I desire to express to you, on behalf of the members of the Merchants' Association of New-

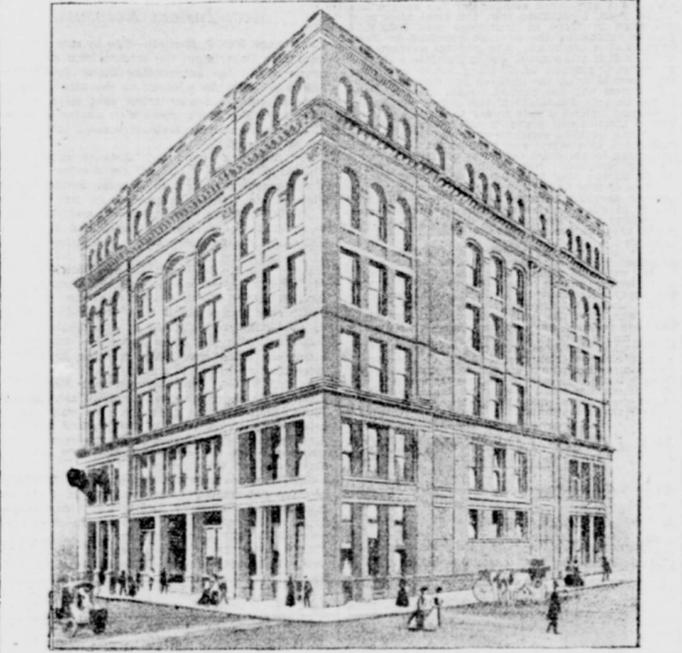
York, deepest sympathy in the misfortune that has befallen the people of the city of Baltimore as the result of the fire of yesterday. As stated in my wire, the association will be only too glad to co-operate to the fullest extent in such way as you may suggest.

To the Chamber of Commerce of Baltimore another telegram and letter were sent, expressing the regret felt by the association at the disaster to the commercial interests of Baltimore and offering to co-operate with the chamber in rendering any assistance that might be needed.

Chicago, Feb. 8.—Chief Musham of the Chicago Fire Department, a veteran of the Chicago conflagration of 1871, was an intensely interested reader of reports of the Baltimore fire, which suggested comparisons.

"Chicago's fire," he said, "swapt about the business district, jumped the river and swept north. It was not checked; it just burned itself out. It started at 9 o'clock on Sunday night, and was practically over by noon on Monday. The loss was \$200,000,000, and I do not think the loss in the Baltimore fire will exceed that, although it is an exceedingly bad fire. At the Chicago fire our department consisted of about 200 men, 17 engines, two of which were out of order, and 4 hook and ladder trucks. The Baltimore department is, of course, much larger, and Chief Horton is a big man and a capable fire fighter."

"I notice that when the Washington engines arrived in Baltimore it was found that the hydrant threads would not fit the Washington apparatus. It has long been agitated that all cities should have threads the same size and style, but each city insists that it has the best equipment, and no progress is made."



JOHN E. HURST & CO.'S BUILDING, CORNER OF HOPKINS PLACE AND GERMAN-ST., WHERE THE FIRE STARTED.

COMPARISON WITH CHICAGO FIRE.

Chief Musham Does Not Think Baltimore Loss Will Exceed That of 1871.

Chicago, Feb. 8.—Chief Musham of the Chicago Fire Department, a veteran of the Chicago conflagration of 1871, was an intensely interested reader of reports of the Baltimore fire, which suggested comparisons.

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SOME OF THE BIG LOSERS.

List of the Business Places Destroyed—Individual Losses.

Baltimore, Feb. 8.—The following is the latest list of the business places destroyed, with a rough estimate of the losses, where obtainable. Where several firms are grouped the loss given is the total to the building:

- John E. Hurst, drygoods, \$1,500,000; over \$1,000,000 insurance; vacant building, \$50,000; Hurst Storage Warehouse, \$150,000; William Koch Importing Company, toys, \$150,000.
- Samuel D. Goldberg, pants; F. & Charles Gurger & Co., clothing, \$75,000.
- The Daniel Miller Company, drygoods, \$1,500,000; more than \$1,000,000 insurance on contents.
- Dixon-Bartlett Company, shoes, \$175,000.
- Joyner, Wilz & Co., hats and caps, \$100,000.
- Spragins, Buck & Co., shoes, \$125,000.
- Cohen-Adler Shoe Company, \$125,000.
- L. S. Fitman, women's wrappers; Jacob R. Seligman, paper, and Nathan Rosen, women's cloaks, \$100,000.
- Morton, Samuel & Co., boots and shoes, and Straus Bros., storage, \$100,000.
- Baltimore Rubber Company, \$135,000.
- Guggenheimer, Weil & Co., lithographers and printers, \$125,000.
- Friedman & Sons, clothing, and F. Schleunes, cloths, \$150,000.
- Swarzkop Toy Company, \$100,000.
- A Federleicht & Sons, cloths, \$75,000.
- Whitaker's Saloon, \$15,000.
- C. J. Stewart & Sons, hardware, \$25,000.
- O'Connell & Bannan, saloon, \$25,000.
- National Exchange Bank, building, \$75,000; contents, \$50,000.
- S. Lowman & Co., clothing, \$125,000.
- Findlay, Roberts & Co., hardware, \$75,000.
- Lawrence & Gohel Shoe Company and Bates Hat Company, \$125,000.
- S. Ginsberg & Co., clothing, \$125,000.
- Winkelmann & Brown Dry Goods Company, \$125,000.
- R. M. Sutton & Co., drygoods, \$1,500,000.
- Chesapeake Shoe Company, \$100,000.
- S. F. & A. F. Miller, clothing manufacturers, \$150,000.
- S. Halls & Co., boots and shoes, \$140,000.
- Stratton Bros., drygoods, \$250,000.
- A. C. Meyer & Co., patent medicines, \$150,000.
- Matthews Bros., paper box manufacturers, \$75,000.
- Strauss, Eiseman & Co., shirt manufacturers, \$150,000.
- North Brothers & Straus, building, \$75,000; stock, about \$75,000.
- Standard Suspender Company and Daniel A. Boone & Co., liquors, \$60,000.
- Brady, Kirkman, Reese Company, papers, \$75,000.
- George A. Eitel, neckwear manufacturer; Charles L. Luvine and J. J. Murphy, sewing silks, \$75,000.
- McDonald & Fisher, wholesale paper, \$100,000.
- Wiley, Bruster & Co., drygoods, and F. W. & E. Demmann, cloth, \$125,000.
- Henry Oppenheimer & Co., clothing, and Vansant, Jacobs & Co., shirts, \$175,000.
- Joseph E. Stonebreaker & Co., liquors, \$75,000.
- Levin Launer & Co., shirts, \$100,000.
- Champion Shoe Manufacturing Company, and Diggs, Curwin & Co., shoes, \$100,000.
- Mendels Brothers, women's wrappers, \$125,000.
- Blankenburg, Gehrman & Co., notions, \$125,000.
- Leon Keene & Co., women's cloaks, and Henry Pretzfelder & Co., \$125,000.

A SAVING BANK SUFFERERS.

- Hopkins Place Savings Bank, \$75,000.
- Cohen & Samuels, hats and caps, \$75,000.
- Farnold & Sons, surgical instruments, \$50,000.
- Michael Ambach & Sons, clothing, \$250,000.
- Marburg Brothers, tobacco, \$100,000.
- United Shirt and Collar Company, \$50,000.
- Mack Brothers & Mack, clothing, and John A. Griffith & Co., tailors' trimmings, \$60,000.
- Standard Manufacturing Co. and Elias Coplan, neckwear manufacturer, \$75,000.
- Reliable Pants Manufacturing Company, clothing, and L. M. Levering, druggists' supplies, \$75,000.
- Simeon Nueberger & Bro., drygoods, \$100,000.
- S. M. Fleischer, men's and women's furnishings, \$75,000.
- D. S. Wallerstein, millinery, \$50,000.
- The Brainerd Armstrong Co., silks, and Carter, Webster & Co., white goods, \$75,000.
- Voets, Quast & Co., tailors' trimmings, \$75,000.
- Woodward, Baldwin & Co., drygoods, \$150,000.
- Bouldin Brothers, notions, \$150,000.
- Edward Jenkins & Sons, coach and harness makers' supplies, \$150,000.
- Johnson, Boyd & Co., notions, \$200,000.
- Lithicum Rubber Company, \$125,000.
- M. L. Blum & Bro., clothing, \$100,000.
- F. Kirson & Bro., clothing, \$100,000.
- Edward Jenkins & Sons, storage, and Lapley & Bro. Co., storage, window shades, \$75,000.
- Phillip P. Gehrman & Co., lace and embroideries, and Phillips Brothers Co., drygoods, \$200,000.
- Alison, Green & Co., cotton, and other offices, \$75,000.
- Sadler, Rowe & Co., books and stationery, \$50,000.
- George Mayo, manufacturer and proprietary medicines, \$50,000.
- Van Zandt, Jacobs & Co., shirts, \$50,000.
- Captain & Greenbaum, clothing, and Crucible Steel Company, \$50,000.
- Carey, Bain & Smith, drygoods, and F. R. Kent, wool cotton and thread, \$80,000.
- Cebus, Acme Hall, \$150,000.
- Consolidated Gas Company, \$100,000.
- Armstrong, Qator & Co., notions and millinery, \$500,000.
- Wiegart & Co., shoes; Steiger Brothers, trunks;

plumbing supplies, \$100,000; R. Jandorf & Co., boots and shoes, and James Robertson Manufacturing Company, storage, \$100,000.

- Reach & Gaynor, window shades, \$75,000.
- Fussellbaugh-Balke Company, wall paper, \$62,000.
- Aden Brothers, umbrella manufacturers, and Fendin & Hahn, cloths, \$100,000.
- Henry & Co., hosiery and underwear, \$75,000.
- L. Grief & Bros., clothing, \$150,000.
- Maas & Kemper, embroidery and lace, \$125,000.
- Florence W. McCarthy Company, notions and lace, \$150,000.
- Thalheimer Brothers, clothing, \$150,000.
- Fisher Brothers, liquors, wholesale, and Silbermann & Toden, notions, drygoods, etc., \$150,000.
- New building, not occupied, \$75,000.
- M. Moses & Son, merchant tailors, \$75,000; J. Goldsmith & Son, clothing, and Sugar & Shear, clothing, \$100,000.

SOME WHOSE LOSSES ARE UNKNOWN.

Others who suffered heavily by the fire, but are unable yet to give definite figures on their losses, are the following:

- Alexander Brown & Sons.
- D. Meredith Reese, Jr., hats.
- F. Roberts & Co.
- Stratton Furnishing House.
- Oscar E. Ross, druggist.
- Thompson & Thompson, druggists.
- National Bank of Baltimore.
- New-York Clothing House.
- Samuel Kirk & Son Company.
- Arthur W. Robson, ticket office.
- Remington Typewriter Company.
- Frank, Rosenburg & Co., bankers.
- N. Heza, shoes.
- Southern Phonograph Company.
- Rosenbush & Co., men's furnishings.
- J. Seth Hopkins & Co.
- Max Weinberg & Co., clothiers.
- W. C. Beckner.
- The Baker Underwear Company.
- Knabe Piano House.
- United States Dental College and Baltimore Rubber House.
- Joseph Rosenfeld, tailors' trimmings.
- H. L. Melvin, men's furnishings.
- William M. Justice, pants factory.
- Schulman & Co. House.
- The Reliable Jobbing House.
- James H. Armiger Company.
- The Hub, clothing house.
- Moore Building, Baltimore and Hanover sts., occupied by J. B. Binswanger, Jr. & Co., china lamps.
- Charles W. Spicker, tailors' trimmings.
- Cronhardt, Dumber & Co.
- Adams Express Company.
- International Trust Company of Maryland.
- Kirwan's shirt factory.
- Hennegan Bates Company, jewelry.
- Henry Schwarz, toys; William H. Lehmer, John Vogt and James T. Hughes, Nos. 11 to 19 East Baltimore-st.
- Baltimore and Ohio Building; Stag lunch room, Southern Railway office.
- J. Lananah, books and stationery.
- F. Lucas, stationery.
- Philadelphia dental rooms; Douglas shoe house.
- Weish & Brother Company, jewelry.
- John W. McPherson & Sons, men's furnishings.
- A. G. Spalding & Bros.; George W. King Printing Company.
- William Lehman & Co., jewelers.
- Henry Meyer & Co.
- William C. Dulany Company.
- John Murphy Company, books and stationery.
- Libes, Berwanger & Co., clothiers.
- The Cushing Company, books and stationery.
- Eichengreen & Well, boots and shoes.
- Albert Stern & Co., waist.
- Von Kapff & Ahrens.
- The American Soda Fountain Company.
- John Weikel, tailor.
- P. Kril.
- Marston & Fastner, out glass.
- Nelaton's Rheumatism Cure.
- Acme Printing Company; John W. High & Sa, coal, wood and coke.
- Campbell B. Royston, stationer.
- L. W. Marston & Co., cut glass.
- Hoern, Luckett & Co., stationers and printers.
- W. Irving Horsley, paper, twine.
- H. C. Curtis & Co., shirts, collars and cuffs.
- Kohler Manufacturing Company.
- Robertson, Kahn & Co.
- William C. Burgess, tailor.
- John Schmidt, tailor.
- Central Quick Lunch Room.
- Carrollton Chemical Company.
- J. W. Putts & Co., novelties.
- J. Reardon & Co., cigar manufacturers.
- F. W. Townsend, shoemaker.
- Riddlemeier Building, No. 13 to 21 West Fayette-st.—Occupants: Alstrom & Co., tailors; Consolidated Dental Manufacturing Company; Jennings & Horsey, tailors; the wholesale department of Libes, Berwanger & Co., clothiers, and the Griffith Manufacturing Company, neckwear makers.
- B. D. Swandauer, Nos. 23 and 25 West Fayette-st.—Occupants: Gas Regulating Association, the Colonial Fountain Pen Company and John H. Saumigen & Co., stationers.
- T. Stewart, laborer.
- L. Bass Raak, printer.
- Mrs. Maria Padgett, boarding house.
- James Bosley & Son, druggists.
- Robins Paper Company.
- Cogswell Owens.
- B. Cullison & Co., underwear.
- T. C. Cork, lunch room.
- Moulton Brothers, notions.
- Burt Shirt Manufacturing Company, of Tron N. Y.
- Structure of Amal Company, laboratory and offices.
- Sadler-Rowe Company.
- H. E. Crawley & Sons, smoking tobacco.
- Frank H. Sloan & Co., cabinet and hardware.
- Lapsley Brothers & Co., window shades.
- Philadelphia Dental Rooms.
- John W. Hood & Co., tailors.
- Fountain Specialty Company.
- Cohn Brothers, trousers; Adams & Le Brand Company, shirts; J. Kahn Company.
- H. E. Houck & Co.; Eagle Lunch Room.
- John W. Mealey & Co., jewelers.
- Walter Penner, paperhanger.
- A. C. Chase, sporting goods.
- Hanzsche & Co., printers.
- Foley Brothers, printers, No. 4 Light-st., upper floors.

DISPATCH TELLS OF RUIN.

The large factories of the only New-York wholesale drygoods houses which have manufacturing plants in Baltimore were not burned. They are the factories of Wise Brothers, manufacturers of underwear, shirts and overalls, at Nos. 128 and 132 West Fayette-st. and No. 166 to 118 North Liberty-st., with New-York offices at No. 4 Leonard-st., and the factory of Oppenheimer & Co., also in North Liberty-st., and New-York offices at No. 28 Franklin-st.

The following telegram, sent from Baltimore at 1 a. m. yesterday by Leo H. Wise, of Wise Brothers, to the main office in this city, was received at 10:30 a. m.:

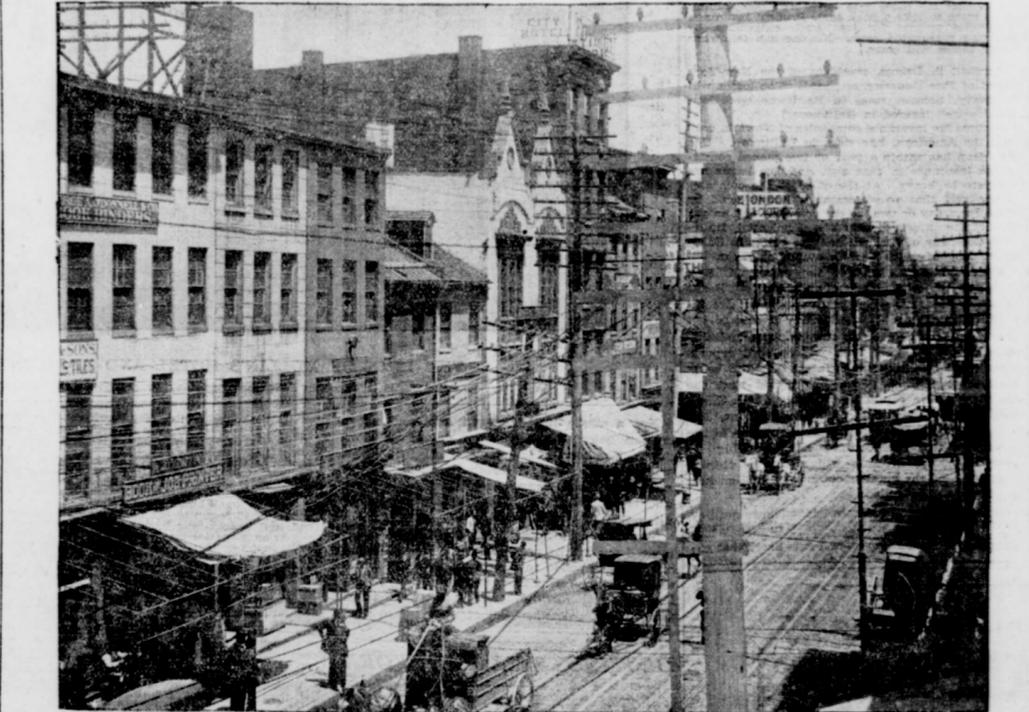
City under martial law; protected by militia. Fire still burning fiercely near harbor. Everything completely destroyed from Oppenheimer Building, Fayette-st. east to Gay-st. east to Broad-way. Telephone and telegraph buildings destroyed. No streetcars running. Devastation and ruin everywhere.

CHIEF HORTON FORTY YEARS A FIREMAN.

Chief George W. Horton of the Baltimore Fire Department, who had a narrow escape from death by the falling of an electric wire at the fire is a born fire fighter, his father, Harry Horton, being a well known volunteer fireman half a century ago. At the age of seventeen he became a volunteer



CHIEF ENGINEER GEORGE W. HORTON. Of the Baltimore Fire Department.



EAST BALTIMORE-ST., IN THE HEART OF THE BURNED DISTRICT.

Another offer of financial assistance was sent to Mayor McLane and Joseph R. Foard, president of the Baltimore Board of Trade and Transportation, by Oscar S. Straus, of the New-York Board of Trade and Transportation, on behalf of the local board. The telegram read:

The New-York Board of Trade and Transportation conveys its deep sympathy with the citizens of Baltimore in their great loss and offers it aid in any manner it can be of help.

At the regular two days' session of the administrative council of the Merchant Tailors' National Protective Association of America, which began yesterday, E. H. Snyder, of Washington, was appointed to go to Baltimore as the agent of the society to confer with the tailors of

ness district, jumped the river and swept north. It was not checked; it just burned itself out. It started at 9 o'clock on Sunday night, and was practically over by noon on Monday. The loss was \$200,000,000, and I do not think the loss in the Baltimore fire will exceed that, although it is an exceedingly bad fire. At the Chicago fire our department consisted of about 200 men, 17 engines, two of which were out of order, and 4 hook and ladder trucks. The Baltimore department is, of course, much larger, and Chief Horton is a big man and a capable fire fighter."

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James Robertson Manufacturing Company,

Dowell, Helm & Co., storage, and M. and J. Oppenheimer & Sons, jewelry, \$100,000.

H. S. Hecht & Co., millinery, \$100,000.

Liebig Company's

great grazing farms in Uruguay cover 1,100 square miles, where 145,000 cattle fatten. It is by the largest company in the world making concentrated beef foods only, and the principal product of this immense factory is the world known blue signature brand, Liebig Company's

Extract of Beef

TO GET GOOD TREATMENT. Readers are assured of good treatment if they will peruse the advertisements they see their ads. in The