

BLOOMSBURG, Penn., May 1.—The forest fires in Columbia County are gaining headway upon the fire fighters, and many hundreds of acres of timber are already burned over. Notwithstanding the efforts of 100 employes of the Pennsylvania Railroad who are fighting the fiery elements near Mainville, very little headway has been made.

In the vicinity of Missly Cross Roads, this county, very little timber remains, and it was only with the greatest difficulty that the fighters succeeded in keeping the fire from a number of dwelling houses.

The flames on the Knob Mountain in the vicinity of Orangeville are also spreading and the farmers are unable to cope with them.

TWO MORE TUNNEL CONTRACTS

One Section for Excavation and Viaduct Awards Made.

Two more sub-contracts for the construction of the rapid transit road were announced yesterday by Contractor John B. McDonald, on behalf of the Rapid Transit Subway Construction Company. One was for Section 6, which extends from Eighty-second Street to the centre of One Hundred and Fourth Street, on the Boulevard, the successful bidder being the Hayes Brothers Company of Janesville, Wis. The other sub-contract was awarded to the Terry & Tench Company of this city, and is for the erection and finishing complete of the iron work in the Manhattanville Valley viaduct, from One Hundred and Twenty-fifth Street to One Hundred and Thirty-third Street, and the elevated portions of the rapid transit system, one extending north from Hillside Avenue, Fort George, to King's Bridge, and the other in the Borough of the Bronx, from Brook Avenue and One Hundred and Forty-ninth Street through Westchester Avenue, Southern Boulevard, and Boston Road to Bronx Park.

The letting of the elevated structure work and that of the viaducts sets at rest the report that the original bid of the Carnegie Steel Company included not only the supplying of the material for the elevated portions of the road, but the construction work as well. The Carnegie Company will simply supply all the iron and steel structural material for the entire system, both subway and elevated, but do none of the work of erection.

There now remains to be let of the construction work the sections lying beneath the Fourth Avenue tunnel, from Thirty-eighth Street to Forty-first Street, from Forty-first to Forty-second Street, and through Forty-second Street to Broadway and up Broadway to Eighty-second Street. Of the rapid-transit route all but about three miles are now provided for in the sub-contracts which have been awarded.

The original plan in the Boulevard is to be carried out, that of building the four-track road through the centre of the Boulevard, so that the protest of the West Side Association, which desired a change whereby the trees on the central pathway should be preserved, is disregarded.

RAPID TRANSIT IN BROOKLYN.

The first definite plan for an extension of the Manhattan subway to Brooklyn was decided upon last night at a meeting of the Committee of Fifty of Brooklyn, organized by the Manufacturers' Association of New York to consider rapid transit matters. It was held in the rooms of the association on Montague Street. The committee has been invited to confer with President Alexander E. Orr and other members of the Board of Rapid Transit Commissioners in Mr. Orr's office on Friday.

It is proposed in this plan to extend the Manhattan subway from its City Hall terminus to the foot of Broadway, under Whitehall Street and the East River, to a point in Brooklyn at the foot of Joralemon Street; under Joralemon Street to the Borough Hall, at Fulton Street; under Fulton Street to Flatbush Avenue, and under Flatbush Avenue to its junction with Atlantic Avenue, where is located the Long Island Railroad depot.

The Brooklyn committee's investigation into the matter has satisfied its members that the proposed route is by far the cheapest and most practicable of any thus far suggested.

The committee adopted resolutions in which it was recommended that all subways within the City of New York should be located and constructed under the direction of the Board of Rapid Transit Commissioners.

The West End Board of Trade, an organization of South Brooklyn business men, also discussed the tunnel matter at a meeting last night. The members want the tunnel located in South Brooklyn.

New York's Ottawa Fire Fund.

Controller Coler has received to date \$783.25 in contributions to Mayor Van Wyck's fund for the relief of the sufferers by the Ottawa fire. The contributions received yesterday were as follows:

Malcom & Combe.....	\$50	B. H. O'Hare.....	\$1
H. Kohnstann & Co. 25		A Canadian girl....	2
Alexander Stott.....	5	James J. Coogan....	100
Orin S. Wood.....	10	Thos. S. Bassford...	25
R. T. Matthews.....	25		