

## FLAMES RAN HIGH

Standard Oil Company's Warehouse Was Consumed.

## HEROIC FIREMEN WORKED WELL

Fire Was Kept Within the Building by Efficient Work-Loss Estimated at \$20,000.

What threatened to be the most destructive fire in years raged all yesterday afternoon in the warehouse of the Standard Oil Company, on East Water street, near the Madison-street bridge, and was brought under control toward night with a loss of about \$20,000. That the flames did not communicate to the immense oil tanks whose sides they almost licked, exploded them and set millions of dollars' worth of property on fire, is solely due to the almost superhuman efforts of the members of the fire department, who, in the face of what for a time appeared to be certain death, stood at their posts and fought the fire with an energy that was only equalled by their heroism.

The fire began about noon, and at midnight was still burning, although well under control. All afternoon the flames curled over the warehouse, and a thick column of smoke mounting almost straight upward drew thousands of people to the scene. They stood on every elevated road way in the vicinity, packed the tracks of the Southern Pacific and O. R. & N. Co., adjoining, and even crowded on the piles of lumber in the immediate neighborhood of the mill, paying no heed to the repeated warnings of people of better judgment that their lives were in danger. Hour by hour they watched, expecting that one of the many tanks would explode, but, although there were moments when the firemen held the same view, the flames were beaten back each time they made a fresh advance.

Now and then a muffled report would announce that a smaller tank inside the warehouse had blown up, and a scurrying scamp would ensue. Once or twice the crumbling of the brick walls sent men chasing one another away like sheep before a storm. But in the main they stood their ground in comparative ignorance of their danger, now interfering with the firemen, by stupidly getting in the way, now encouraging a particularly daring piece of work with ringing cheers.

Such a fierce blaze has never been seen in Portland before, and those who witnessed the progress of the fire can hardly believe that human effort succeeded at last in overcoming it, and in preventing a catastrophe whose extent can hardly be estimated.

## Extent of the Fire.

The warehouse of the Standard Oil Company was entirely consumed, together with most of its contents. George C. Planders, the agent of the company, said last evening that the loss was not above \$20,000. The warehouse was valued at \$12,000 and its contents, consisting mostly of heavy lubricating oils, represented a value of \$800.

The fire originated in the warehouse, and through the tireless efforts of the firemen it was confined to that building, a brick structure located at East Main and East Water streets, and adjoining the Wolff & Zwicker iron works.

## Suspected Incendiarism.

There is a strong suspicion that the fire was started by an incendiary, as no fire was kept near the point where it originated. The workmen employed in the warehouse were absent at lunch, and George Raymond, who is employed in the office of the company, suddenly discovered a big body of smoke issuing from the northwest corner of the building. It rolled upon him so quickly as to almost suffocate him, but he managed to close the doors with a bang. There had been no symptoms of fire when he was there a few moments before.

## Flames Rolloed High.

The fire started in the northeast corner of the warehouse, and in a short time it burst through the roof, and the flames rolled up mountain high.

It was 12:30 when the alarm was turned in from private box 267, and the firemen were on the spot in a jiffy. By the hardest kind of intelligent work they forced the fire from the west side of the warehouse, and made it possible for men to carry out hundreds of cases of oil, whose wooden sides were already scorched and charred. The firemen mounded the roof of the west side of the warehouse and poured steady streams upon the oil tanks near by, which contained more than 1,000,000 gallons of kerosene and gasoline.

## In Great Danger.

It was a raw windy day, and the flames rolled right against the big tanks. The firemen heroically held their ground and poured every drop of water they could upon the tanks. It is probable that fire would have broken out had not the wind suddenly changed to the northwest and turned the flames toward the railroad embankment and the slough. Had the great tanks burst, the damage might have been incalculable. Burning oil would have been scattered over the firemen, the policemen and all others working in the vicinity, and it might have surged down the river and set fire to the shipping and the bridges and wharves.

## No One Hurt.

The flames, leaping high in the air, and the huge columns of smoke rolling upward, attracted an immense audience, and the people composing it approached nearer the flames than was consistent with safety. But soon the police roped off the streets and kept back at a safe distance all who were only onlookers. No one was injured. The rumor that two employees of the oil company had been cremated proved groundless, and the missing men turned up all right.

## How Fire Was Fought.

The alarm brought engine No. 1 and engine No. 2, and engine No. 3, and engine No. 4, and engine No. 5, and engine No. 6, and engine No. 7, and engine No. 8, and engine No. 9, and engine No. 10, and engine No. 11, and engine No. 12, and engine No. 13, and engine No. 14, and engine No. 15, and engine No. 16, and engine No. 17, and engine No. 18, and engine No. 19, and engine No. 20, and engine No. 21, and engine No. 22, and engine No. 23, and engine No. 24, and engine No. 25, and engine No. 26, and engine No. 27, and engine No. 28, and engine No. 29, and engine No. 30, and engine No. 31, and engine No. 32, and engine No. 33, and engine No. 34, and engine No. 35, and engine No. 36, and engine No. 37, and engine No. 38, and engine No. 39, and engine No. 40, and engine No. 41, and engine No. 42, and engine No. 43, and engine No. 44, and engine No. 45, and engine No. 46, and engine No. 47, and engine No. 48, and engine No. 49, and engine No. 50, and engine No. 51, and engine No. 52, and 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