

NEED OF FIRE BOAT

Stream From River Would Have Saved Bridge.

OIL TANKS MENACE PROPERTY

City Officials and Business Men Talk of Saturday's Fire and How to Prevent Another Like It.

LESSONS OF THE FIRE!

Need of a fireboat.
Importance of maintenance of adequate size in manufacturing districts.
Need of slips for engines along water front.
Menace of inflammable material stored inside city limits.

Not since the destruction of Welder's Mill, six years ago, have property-holders been so thoroughly awakened to the lack of adequate means to fight a great fire along the water front as now. The district which Saturday night and Sunday morning was reduced to a general level of desolation has been visited by serious fires three times in three years. Two years ago the office and one of the warehouses of the Standard Oil Company were burned and nothing could be done to save them. The fire started in the half dozen big tanks had ignited or become hot enough to explode. In the burned warehouse of the Standard Oil Company yesterday a large force of men were removing hundreds of cans of kerosene and gasoline whose contents had been burned, and while the flames did not come near enough to the tanks to blister the paint on their sides, as they did in the fire of two years ago, the danger was great enough to give Chief Campbell much to think about. He believes that in this way they can lessen the chances of a dangerous fire. Mayor Rowe, however, as well as other city officials and business men, believe that the presence of the tanks near the business portion of the town is a menace to the safety of other property, and favors their removal to some location where the explosion could not play such havoc as it would on East Water street.

In speaking of the fire yesterday Chief Campbell said that a fireboat would have enabled him to save the bridge and much of the other property. If he had been able to take the engines to the river, he said, before the fire was beyond control he could have confined it to the iron works, but the want of pressure made it totally impossible for him to do any effective work, and when at last he managed to get strong streams from brand new hydrants, the fire was so fierce that water could do nothing more than keep property that the flames had not yet reached from igniting. Chief Campbell pointed out that the tanks on the river, in the neighborhood of the Eastern and Western Lumber Company's mills, is poorly protected, as was the property along East Water street, there being only a six-inch tank to furnish water to the engines, and no opportunity to get the engines down to the river. "Some day," said he, "there will be a fire down there like the one, and then it will be seen how badly a larger main is needed there."

A number of leading business men were seen yesterday regarding the lessons taught by the fire. They were all of the opinion that the fire was a warning that they favored a fireboat, while most of them believed that the danger to property along the water front is heightened by the storage of so much oil in the heart of the city and so near the river.

Need of a Fireboat Emphasized.
"I know of no way effectively to fight such fires except with a fireboat," said Mayor H. S. Rowe. "I have put forth every effort within my power toward getting a fireboat, and this last disaster shows how badly one is needed. We have plenty of fire apparatus. Two new first-class engines have been purchased during my term of office; there is no difficulty as to hose and other equipment. All we lack is a first-class fireboat. We must have a fireboat in our fire department; the men work hard and effectively. Chief Campbell is without a peer in the state for the position he holds. The fire boat would have been checked if the property had been at hand. Even if a large main had been available much of the property would have been saved. The saving of the Standard Oil property was a considerable piece of work. Had the fire reached the oil tanks, there is no telling what the extent would have been. I have always thought that these tanks should be removed from within the city limits and that their presence there was a menace to property."

"Can the city afford a fireboat?" he was asked. "The last fire," he said, "would pay for two or three boats. The danger does not end here, however. The damage done is of such nature as can be repaired. Suppose our docks should burn in the fall of the year. At that time a large amount of wheat is being shipped from Portland. We are directly in competition with Seattle and other ports for this trade. Any damage that would impair our shipping facilities would turn a large amount of our trade to Seattle, and one we had lost it we could never recover it."

Had Water Supply Responsible.
Henry R. Everding, a member of the Board of Fire Commissioners, said: "I have been trying to get a 14-inch main where it would be available for the river front property for the past four years. The water company was putting one in, but it was too late. There is no criticism to make on the work of the fire department, and I do not believe any city has a better one. They could not get water, however, and without water nothing could be done."

"A fireboat would have been invaluable and the city should have one by all means. They must get a first-class fireboat, however, one that can approach close to the fire and not be damaged by the heat. It would probably cost \$25,000 or \$30,000, but would be a practical investment."

"Another thing that should be more carefully looked after is the clearing of the elevated roadways. After the fire started there was but one way to get to it. The condition of the cross streets was such that a team could not be driven over them in safety, not alone an engine. The property there was valuable enough to warrant better improvements, and the fire should be a lesson to the city. There are several places where

like conditions exist. About the yards of the Eastern and Western Lumber Company the streets are hardly passable. If a fire should break out there the fire department could not reach it. An ordinary team can hardly get through in the day time. Think of a heavy engine trying to get through. There are many such places in Portland. They are firetraps, and the costly experience of the East Side people should be a valuable lesson to those owning such property."

Fill in the Elevated Roadways.
"The first thing that should be done," said W. B. Chase, city engineer, "is to fill all the shallow streets with earth. They become filled with rubbish and all sorts of material that burns readily. They give a strong draught from underneath and are in every way conducive to flames."

"Then we should have a first-class fireboat. It would not only be serviceable as a fireboat, but could be used to clear away rubbish and to remove drifts from the bridges."

"Another precaution that should be taken is in the building of manufacturing buildings. The foundation and walls should be of brick or stone. In Eastern cities every factory is built of brick or stone, and that is the only safe way."

Owners Should Be On Watch.

Frederick V. Holman, who is well-informed on insurance matters, said: "I think one of the lessons to be learned from the late fire is that every person

should be made in clearing up the ruins. F. Wolff, of the Phoenix Iron Works, had fully got started in business, and the \$5000 insurance he carried on the plant will go but a little way toward re-establishing him, but he declares his intention of rebuilding and getting at work again as soon as possible, as there is plenty of business for machine shops and foundries just now, and the prospects for the future are brighter than ever. The Phoenix Iron Works had the contract for the hydrants which were to be put in along East Water street to give the fire engines access to the new 14-inch main, and a number of hydrants now lie apparently undamaged, in the ruins of the foundry. Arrangements will probably be made to have the machine work done by some other shop, so that the new main, which will follow the railroad embankment just east of Water street, is ready to be laid."

Mr. Wolff said yesterday that the report that the fire started from a spark from the foundry was erroneous, as there was no casting done the day of the fire, and consequently no fire in the foundry. He says he thinks the fire started in an unoccupied part of the building, and intimates that some one set it, although he says he knows no one who would be likely to do such a thing.

In a pile of rubbish on one side of the machine shop site is the boiler which supplied steam to the iron works, and which exploded and sent that big column of fire skyward Saturday night.

WINNERS OF FIRST AND SECOND PRIZES IN SCHOLARSHIP AND MATHEMATICS.



At the commencement exercises of the Portland Academy, held last Friday evening, Miss Marguerite Labbe, '32, was awarded the first Helen Lund-Curtis prize of \$50 for scholarship and the first Nichols prize of \$25 for excellence in mathematics. Miss Labbe is a daughter of Hon. John Labbe.

Bruce Honeyman won second honors in both scholarship and mathematics at the Portland Academy this year, receiving cash prizes of \$50 and \$15, the second awards of the Helen Lund-Curtis and the Nichols donations. Young Honeyman is a son of Mr. and Mrs. W. J. Honeyman.

who has property which is liable to burn should see that there are facilities near which can be used for the extinguishment of fires where that is possible. If there had been slips running down to the river or other convenient ways by which the engines could have obtained water from the river, the fire might readily have been confined to the Wolff & Zwicker Mill.

A fire occurred about a year ago across the street from where the recent fire originated, and yet nothing has since been done to give the fire engines a chance to properly fight a fire. While a fireboat would undoubtedly have been of use at the fire, I have been led to believe by expressions I have heard that if we had had a fireboat the fire would not even have started. In my recent letter to The Oregonian I did not take grounds against a fireboat, but I did object to the arbitrary and unwarranted action of the Pacific Insurance Union in raising the rates along the river front on the west side of the river to compel the construction of a fireboat.

"The water committee has been very busy in putting down the new main, which is to afford protection from fires on the east side of the river south from East Stark street. The fire a year ago showed that such a delay is dangerous."

"So long as Portland is in the wooden state, we must expect occasional disastrous fires, but I am not prepared to say that the time has arrived when all warehouses on the east side of the river should be made fire-proof, for the reason that it would interfere largely with the business which is transacted in the present warehouses by reason of the expense. Although twice within the past year have been near, but have not affected the plant of the Standard Oil Company, I believe that it is the duty of the city to see that such a quantity of combustible material should not be in so dangerous a place. A brick wall would have driven the firemen away from protecting the oil tanks, and in such case the result might have been very disastrous."

Views of Councilmen.

"The city should have a fireboat," said Councilman Brunaugh, of the committee on health and police, which regulates the fire limits. "It has always been my opinion that a boat should be built, but I have not means of raising revenue sufficient to pay for the cost of construction and operation. Authority for the building of a fireboat must be obtained from the Legislature, and to the Legislature, I presume that if the new water main had been in operation the extent of the fire would have been greatly reduced. The Council has made an appropriation for the hydrants, all along the water front, and the new main, when completed, will be an effective safeguard against the repetition of such disasters."

"What we need," said Councilman-elect Rummel, of the First Ward, "is authority to make an appropriation for the building of a fireboat and for the purchase of land, horses and other equipment for the fire department. A fireboat would probably cost from \$25,000 to \$30,000. The housing of combustibles should be regulated so far as to jeopardize the industries of the city. If in the next Council anyone should propose that combustible plants be placed outside of the city I should give the matter careful consideration, but I do not think I should change my opinion that they endanger other property."

"The Council," said Councilman Mulkey, "has the opinion that we need a fireboat, but we have no authority to raise special funds for such a purpose. In my judgment the tanks of the Standard Oil Company should be removed, and I see no reason why the city should ever have allowed them to be placed where they are. They are a constant menace to property, and in event of a fire every adjacent building is in danger. The tanks could, I think, be removed by an ordinance declaring them a nuisance or a menace to property."

CLEARING WRECK AWAY.

Scenes and Incidents Around Burned District.

A large force of men is at work on the various properties destroyed by the fire, and much headway has already

been made in clearing up the ruins. F. Wolff, of the Phoenix Iron Works, had fully got started in business, and the \$5000 insurance he carried on the plant will go but a little way toward re-establishing him, but he declares his intention of rebuilding and getting at work again as soon as possible, as there is plenty of business for machine shops and foundries just now, and the prospects for the future are brighter than ever. The Phoenix Iron Works had the contract for the hydrants which were to be put in along East Water street to give the fire engines access to the new 14-inch main, and a number of hydrants now lie apparently undamaged, in the ruins of the foundry. Arrangements will probably be made to have the machine work done by some other shop, so that the new main, which will follow the railroad embankment just east of Water street, is ready to be laid."

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BALTIMORE AND OHIO.

One Hundred and Seventy-Nine Battles Were Fought on or Adjacent to the Baltimore & Ohio R. R.

(The Baltimore & Ohio Railroad and the Civil War, 1861-1865.) It was the first and most desirable point of vantage coveted by both the Federal and Confederate armies. In May, 1861, the four Federal regiments of the 1st Maryland Infantry, 1st West Virginia Infantry, 1st Pennsylvania Infantry, and 1st New York Infantry, were stationed at Harper's Ferry, Va., and at Washington.

To retain the advantage, the Federal Government established block-houses along the railroad from the Monocacy to the Ohio River, besides forts at Winchester, Harper's Ferry, Cumberland, Piedmont and New Creek (Keyser). The B. & O. was the base of operations for the Federal Army for nearly four years, and from which the Government could not take advantage line earlier than November, 1864. The B. & O. was the means of communication between the West and the Army of the Potomac, and was consequently in a continual state of siege. Harper's Ferry, the key to the Shenandoah Valley, first famed through the fanciful attempt of John Brown in defying the laws and arms of his country, was captured and recaptured eight times in three years. The Government Arsenal and armories which were located there were destroyed by the Confederates. The B. & O. was the Government's great artery for the movement of troops and supplies. One hundred and seventy-nine battles of greater or less importance were fought on or adjacent to the Baltimore & Ohio Railroad, not taking into consideration the innumerable skirmishes.

All through trains from St. Louis, Louisville, Cincinnati, Chicago, Columbus, Cleveland, Wheeling and Pittsburgh to the East run via Washington. Send stamp for battlefield map. D. B. Martin, Manager Passenger Traffic, Baltimore, Md.; B. N. Austin, General Passenger Agent, Chicago, Ill.

VERY LOW RATES.

On June 25 and July 1 and 3 the Oregon Railroad & Navigation Company will offer extraordinarily low round-trip rates to St. Paul, Minneapolis, Chicago, Kansas City, Chicago and all points East. Details at O. R. & N. office, Third and Washington.

Good's Sarasapilla cures Summer weakness, because it makes rich, pure blood.

FOR EXHIBIT IN JAPAN

MR. DOSCH ADVISES OREGON TO HAVE REPRESENTATION.

Great Fair to Be Held There Next Year and Trade Relations May Thus Be Cultivated.

Henry E. Dosch, Oregon's commissioner to the Buffalo and Charleston exposition, appeared before the Board of Trade yesterday afternoon and presented an argument for an exhibit at the Japanese exposition to be held next year. He argued that it would be in the interests of Oregon to have a representation in Japan. Portland's trade to make a display at that exposition of such wares as are consumed in the Japanese empire, and he was armed with an array of figures to support his position. A. B. Townsend, J. M. Moore and J. W. Goring were appointed a committee to ascertain the sentiment of Portland merchants and manufacturers relative to making an exhibit at the Japanese fair, and to have charge of the arrangements for such a display if there shall be found to be reasonable support for it. It was agreed that the benefits to accrue from representation in Japan would not be such as would appeal to the

Unable to bear up under the indignity, he hid out his head. This is the first suicide ever reported among the Acoma Pueblo, and the old tribesmen attribute it to the education received by Micaba at the Government school.

TRAVELS OF A STOWAWAY

Crossed the Atlantic Hidden in a Boiler on the Umbria.

NEW YORK, June 23.—Rivalling the tale of other stowaway-hunters is the experience of a little Austrian stowaway in one of the boilers of the Umbria, which has just come into port. After the lad, who is 18 years old, had traveled 15,000 miles in quest of America, he at last was put in the hands of a friend, who promised to care for him. His name is Bono Gacino, and he comes from Dalmatia, a province of Austria. He began his wanderings more than a year ago, when his father, a small farmer, gave him 100 florins and told him to seek America.

With great glee the little Austrian left the village of Sebenico, and he and his elder brothers quarreled continually, and he had a friend in America whom he longed to join.

After spending 30 of his florins he reached Trieste, the seaport, where he fell in with an obliging fellow, who for the remaining 70 florins agreed to embark Bono for America. Bono gave up his florins and the stranger disappeared, leaving a discouraged little lad to return to Dalmatia. Gacino's father then apprenticed him to a druggist, but the boy soon weaned of long hours and small wages and ran away to Trieste, where he hid in a steamship bound for Egypt.

In Alexandria he stowed away in the Fabian and reached Liverpool a week later. Then he crawled into the hold of the Cunarder Saxonia. Upon reaching this port last Spring he was speedily deported after he had a fleeting glance at the busy harbor. When he was taken back to Liverpool he evaded the English immigration officials and for 30 days lived off crusts found in the gutters, but always keeping a weather eye open for an American-bound vessel. Fortune smiled upon him on the night of June 13, just before the Umbria sailed. He crept upon the deck looking for a hiding place. A lantern was flashed in his face, and the sailor, believing that he was one of the cabin boys, ordered him below. Without realizing his danger, the boy crawled into a boiler which furnishes steam to the "donkey engine." This boiler was not used throughout the voyage, otherwise the boy would have been burned to death. Some friendly stokers discovered his presence, but instead of disclosing his secret they fed him during the voyage. On Thursday, however, McKeehan, the refrigeration engineer, climbed on top of the boiler and proceeded to hang up some of his washing to dry. Just as the engine was preparing to start, the boy was startled to see a head bob up out of the opening in the boiler and then disappear again. McKeehan peered into the darkness inside the boiler. He could dimly discern the outlines of a person, and he shouted to him to come out. Receiving no response, the engineer attempted to reach and grab the boy's clothing, but was severely bitten on the palm of his hand. The engineer, satisfied that something was wrong, went to Chief Engineer Hardy, displayed his bleeding finger and reported the occurrence. Hardy, thinking he had a madman to deal with, called for volunteers to descend into the boiler, and two of the stokers responded. Dr. Charles Burland, the ship's surgeon, was called and helped by the stokers. He found the boy crawling underneath the tubes on top of the furnace. After a struggle they managed to get their prisoner up the manhole entrance, where he was quickly pulled out.

All laughed when they saw the supposed madman. He was holed up in the steamship's hospital, and when the vessel reached port a vigorous search for the lad's friend was made. He was soon located in Harlem, and signed papers which permitted the young Dalmatian to remain in the United States.

TRIBUTE TO CUMMINGS.

Memorial Service by Typographical Union of New York.

NEW YORK, June 23.—Tribute has been paid to the memory of Congressman Amos J. Cummings by a large gathering at Carnegie Hall. The meeting was held under the auspices of Typographical Union No. 6, of which Mr. Cummings was a member. The great hall was nearly filled. On the platform were seated the speakers and representatives of the Typographical Union and other labor organizations. Music was furnished by an orchestra selected from three New York theaters. Senator William E. Mason, of Illinois, who was to have delivered the oration, wired that he was unable to be present because of illness in his family. There were addresses by Menden G. Scott, the Rev. Philip Markham Kerridge, Congressman John S. Williams, of Mississippi; John Keller, James Robinson, Congressman David H. Mercer, of Nebraska; the Rev. J. L. Evers, Owen J. Kinkaid and General James R. O'Brien.

Mr. Kinkaid spoke of Mr. Cummings as a union printer. He said that although for 30 years of his life it was not necessary for him to earn a livelihood as a printer, Mr. Cummings never forgot his fellow craftsmen at the time of his death. There was found in his pocket a card of membership in Typographical Union No. 6, paid up until August, 1905. Mr. Cummings, a general dealer in the trade union as the greatest civilizer invented by man, because, as he had said with it the expression, "the equality of man," ceased to be a figure of speech and became a statement of fact.

General O'Brien's address was on the subject, "Amos J. Cummings as a Union Soldier." He spoke in high praise of his bravery at the front, and told how Mr. Cummings acquired the Congressional medal of honor while a Sergeant-Major of the Twenty-sixth New Jersey Volunteers, in adding in the recapture of a battery and its replacement under a torrent of fire from the enemy's guns.

"He was never faithless in anything," said General O'Brien. "There was no breath of scandal or wrong attached to his name. He was the friend of all, and he was the champion of the rights of the laborer's rights in the truest sense of that term."

BUYING CANADIAN LAND.

Americans in Winnipeg to Investigate Colonization Project.

WINNIPEG, Man., June 23.—A party of wealthy Americans will be the guests of the Corporation at Winnipeg on coronation day and, after participating in the public functions here, will go several hundred miles into the interior of the country. It is said that their purpose is to purchase a large tract of land in Prince Albert Park and to colonize it with American settlers.

The party includes Governor S. B. Van Sant, of Minnesota; Governor Cummins, of Iowa; G. Thorne, of the National Park Bank; J. H. McDonald, of the Hanover National Bank, New York; James B. Forgan, of the First National Bank of Chicago; E. D. Hulbert, vice-president of the Merchants Loan & Trust Company, of Chicago; Robert Stuart, president of the American Exchange National Bank of Chicago; James H. Eckels, ex-controller of the currency, now president of the Commercial National Bank of Chicago and a number of others.

Atrocities in the Philippines.

Chicago Tribune.

Yesterday's dispatches from Manila report that the bodies of the five American soldiers who were killed off by Indonesians on May 20 have been found. They were so mutilated by blows that it was impossible to recognize four of the dead, and they were so dismembered that the search-

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Keep Your Insides Cool



Here's a man who thinks he has heart disease, and is scared half to death. His face is all drawn out of shape from fear and agony. Every time he eats, his heart "palpitates"—that simply means that his stomach is swelled up with gases from fermenting undigested food, and his heart thumps against his diaphragm. Nothing the matter with his heart. In the summer time, this gas distention is much worse, his whole body and blood get over-heated, and his heart and lungs get so crowded for room, that he gasps for breath. There he is, look at him! Every minute he expects to drop dead. As a matter of fact, all he needs is to stop that souring and gas forming in his stomach and bowels, help his digestion along, and keep cool inside. You all know that whenever something rots or decays, heat develops. Same in the body. Keep cool inside! Take a candy cathartic CASCARET every night at bed-time. It will work while you sleep, clean up and cool your insides, give you a regular, comfortable movement in the morning, and you'll be feeling fine all day every day. Heart Disease! Fudge!

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"Know Thyself," a book for men only; regular price, 50 cents, will be sent free (sealed postpaid) to any male reader of this paper who sends for it. Address: The Peabody Medical Institute, 4 Bullfinch street, Boston, Mass., established in 1892, the oldest and best in America. Write today for free book, "The Key to Health and Happiness."

Editor's Note: For 40 years the Peabody Medical Institute has been a standard as American Gold. Medical Institute has many imitators, but no equals.—Boston Herald.

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ALL HAVANA FILLER

INAUGURATION OF REGULAR BEACH SERVICE.

June 23, at 12:30 noon, the steamer T. J. Potter will leave Ash-street dock for the beach. The service will continue during the July and August. Low round-trip rates good for season. Saturday rate good for return Sunday night only \$2.50. Ticket office Third and Washington.

RECREATION.

If you wish to enjoy a day of rest and pleasure, take the O. R. & N. train from Union depot at 9 A. M. and a short trip up the Columbia, returning, if desired, by boat from Cascade Locks. Tickets and fares at O. R. & N. ticket office, Third and Washington.

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