

FIRE RIPES OUT MANY BUILDINGS

Whole Blocks Swept Out of Existence and Great Loss Entailed.

BARR HOTEL HEAVY LOSER

Worst Damage Is Done in the Kierman Block Bounded by Fifth and Sixth, Glisan and Hoyt. Little but Ruins Left.

Among the heavy property losses of the fire was that on the Kierman block, between Sixth and Fifth, Glisan and Hoyt. The entire block, with the exception of a barber shop, a vacant store, a saloon and cigar store on the southwest corner, was swept clean. Almost the whole block was covered with stables owned by the Oregon Transfer Company, and sublet to the Overland Transfer Company, a horse-trader named J. Kelly, C. J. Kirby's blacksmith shop and storage-room had been leased to the Baggage & Omnibus Transfer Company, and the Portland Carriage Company, which had moved property saved from the recent fire at Fourth and Ankeny. Horses were removed in safety. Losses in the block are approximately as follows: Oregon Transfer Company, \$40,000; Overland Transfer Company, \$15,000; J. Kelly, \$1200; C. J. Kirby, \$200; R. & O. T. Co., \$4000; Portland Carriage Company, \$12,000. Insurance on the block will total \$18,000.

Barr Hotel Is Gutted.

The Barr Hotel, in the block south of the Kierman property, made the most spectacular fire of any building in the district. The brick hotel was completely gutted by the flames, the loss to the property being about \$60,000. Of this sum, \$5,000 falls on the hotel manager, J. M. Tomney, whose insurance on his furnishings and personal effects expired yesterday morning. The hotel property is owned by the S. M. Barr estate.

The California Oyster-House, Tom Paulsen, proprietor, loss \$50, and a barber shop, owned by J. H. Murphy, loss \$30, closely adjoin the hotel on the west side of the block. The Union Transfer Company was completely gutted by the fire, the loss on the building amounting to \$200, with insurance of \$300. This building was owned by the Barr estate. Horses housed in the stable were saved but a quantity of harness was consumed, loss to the company being about \$300 with small insurance. Next to that building was the tailor shop of Way Ting, Chinese tailor, who estimates his loss at \$100, with insurance at \$100. Adjoining the tailor shop, at 124 North Sixth street, was the shoe store of J. B. Welland, with a rooming-house above. The building was gutted, although the stock was saved, the loss being not over \$500. Horses housed in the stable on Flanders street is the confectionery store of W. R. Jacobs, a brick building which withstood the flames. There was small damage to the building. On the east side, at 213 Flanders street, was a Japanese barber shop a Japanese laundry, the Pacific Tailoring Company, also run by Japanese, with a rooming-house above. As the occupants had plenty of warning that the fire was coming their way, practically everything was saved. The row of buildings, including the modern, two-story structures, still stand, the rear portions of several being damaged to some extent. The loss on these buildings is \$2000, practically all of which is covered by insurance.

Brick Block Unhurt.

The brick building at the northeast corner of Fifth and Flanders, owned and occupied by the Oregon Casket Company, was not hurt, the blank walls on the two sides endangered by the fire being effectively stopping the flames. On the east side of the Casket Company is the shop of Tilton Brothers, roofers and furnace makers. The building was damaged to the extent of the contents, which were saved, but the contents were by water only and was slight. Insurance covers the loss on the structure and the contents. The northeast corner of the block has an old stable and a vacant lot. The stable housed wagons and horses that were not consumed, the loss being slight.

One Store Escapes.

F. Haradon & Son, confectioners, 104 Fifth, adjoin the glass company, and, although the building was right in the path of the fire, it was not damaged at all. The Harper Brass Works, 108 North Fifth, was damaged not to exceed \$500, and the loss was covered by insurance. The Standard Stables, corner Fifth and Glisan, owned by Brown & Foster, building owned by R. L. Glisan, was completely gutted by the fire. Insurance of \$200 carried on the building will almost cover the loss, while damage to the property of the stable owner will not be extensive, probably about \$1000, and is covered by insurance.

The Centennial Iron and Steel Works, owned by W. G. Hartman, at 225 Glisan, was burned together with four automobiles that were there for repairs. The loss is \$10,000, which is about half covered by insurance.

Across the street from the machine shop, 225 Glisan, the North Pacific Wagon Works, owned by Charles Wackraw, was burned, the loss being about \$12,000, with insurance of \$15,000. Buildings destroyed on the portion of the block swept by the fire were old frame structures of little value. A storeroom owned and occupied by the Portland Railway, Light and Power Company, was not worth more than \$1000, the loss being covered by insurance. The Merchants Express Company building was worth as much more, with half the loss covered by insurance. The contents of both buildings were not at all valuable.

The fire was so hot that buildings on the west side of Sixth street caught fire and considerable damage was done in the block between Glisan and Hoyt streets. Joe Clouett, who owns the north quarter block, containing five stores, estimates the loss to his buildings at \$6000, with insurance to that amount. The Butte lodging-house, 125 1/2 Sixth, owned and run by Mrs. C. G. Schmokel, was damaged by fire and water to the extent of \$1000, but the loss is covered by insurance. Other small buildings adjoining were damaged to a small extent.

There were quantities of materials

TUMBLING WIRES ENDANGER LIVES

Thousands Watch Spectacular Fire Many Hours Without Thought of Risk.

FIGHT FOR CLOSER VIEW

Police and Firemen Forced to Rope Off Conflagration District to Hold Throng Back to Points of Safety.

Until a late hour last night hundreds of persons crowded the thoroughfares in the burned district. During the early part of the night, the fire raged furiously for a long time. This was true on all sides of the area devastated during the conflagration.

Fire Chief Campbell has pleaded with the City Council and members of the Water Board to allow him to purchase more fire hydrants, but not until three weeks ago did he succeed in securing any action. At last the Council, inasmuch as the Water Board refused to purchase any, authorized an appropriation of \$30,000 with which to buy 500. However, it requires a long unending of official red tape before these can be secured, and in the meantime the city goes unprotected.

The matter of a water tower has long been discussed by Mayor, the Fire Commissioners and Chief Campbell talked it over at their meeting last Thursday afternoon. Chief Campbell expressed the wish that the piece of apparatus be purchased immediately and brought to Portland for use, but as it requires a special house in which to store it, and there being none such here at present, it was decided to wait awhile.

There have been numerous fires in Portland where a water tower could have been used to great advantage, but scarcely ever more than at yesterday's fire. In the Abington building fire, also, the tower would have been of inestimable value, and Chief Campbell so stated to the Mayor and Fire Commissioners last Thursday. Now that the absolute necessity of a water tower has been so completely demonstrated, it is believed that it will be added to the city's fire equipment in the near future.

Building Inspector Dobson was among the first to arrive at the fire. He remained during the whole time, and considered valuable aid in the work of fighting the flames. The first thing he attempted to do when he reached the scene was to have the shutters on the south side of the Barr Hotel closed. However, the heat was so intense that this could not be accomplished. Had it been possible, Mr. Dobson declared later, none of the buildings to the south of Sixth street would have been injured. The shutters were ordered put on only two months ago by the Building Inspector, but they were valueless because no one closed them.

WANTS FIRE-PROOF STABLES

Ordinance Calling for Concrete Buildings Has Been Drawn.

In view of the numerous fires, originating in or consuming livery stables in the burned district, the city engineer, J. B. Hey, has drafted an ordinance, embracing sanitary clauses, but in reality calling for fire-proof buildings for horses. He completed the draft of the new measure yesterday, and it will be submitted to the City Council committee on health and police at its next meeting. Its provisions require modern sanitation devices and, if the ordinance is passed as it stands, it will eliminate frame structures for stables.

Starts Incipient Blaze.

An aftermath of the big fire was one which caused an alarm at 9 o'clock last night in the Tivoli lodging-house at 215 Burnside, conducted by John Dunn, also proprietor of the Dewey House which adjoins it. This fire was caused by a large brand which had dropped on the roof of the Tivoli and had smoldered there for several hours finally igniting the tar-paper with which this roof was covered. The fire was put out with a chemical apparatus and the damage will not exceed \$20.

Crowds Linger for Hours.

Engines were kept at the scene of the fire until an early hour this morning, though the flames had been under control for several hours. As long as the engines remained crowds of persons also remained. In the afternoon streetcar

MONSTER CROWD SEES FIRE

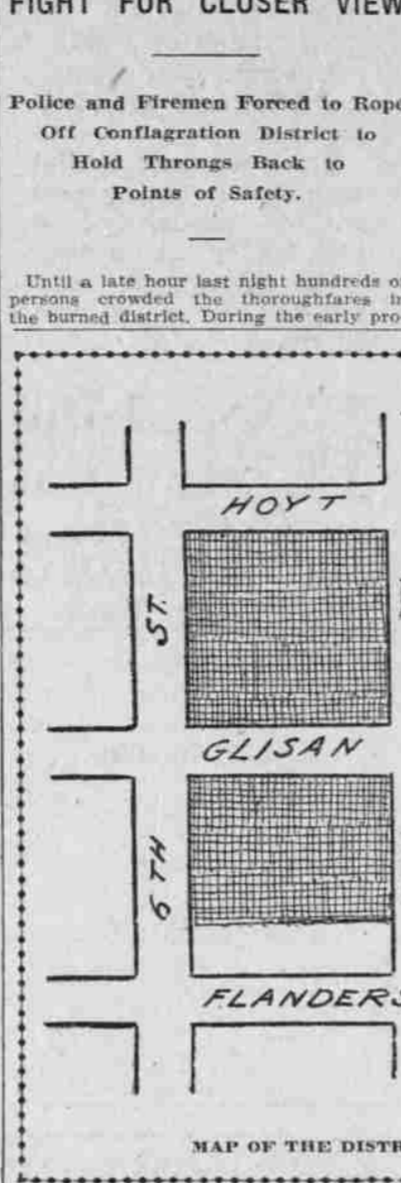
Police and Firemen Have Difficulty in Keeping Them Away.

It is estimated that between 40,000 and 50,000 people gathered to witness the spectacle furnished by the ravages of the flames. All the streets leading to the burned area were black with people who were banded into vast human walls. Sidewalks and streets alike were impassable. Within thirty minutes after the alarms had been spread the entire uniformed police force then on duty, consisting of 42 men, was withdrawn from their respective beats on both sides of the river and sent post haste to the scene of the disaster.

Captain Slover of the first night relief, dispatched Sergeant Cole to the scene to assume command there. He kept with him but one assistant, Patrolman Graves, and between these two the jail and police telephone calls were looked after. Captain Slover was not only sent all his own men but succeeded in reaching by telephone about a dozen men belonging to the other two reliefs, so that altogether there were more than 50 uniformed policemen at the fire.

Although this is half of the entire department there were not enough police to properly look after the many

MAP OF THE DISTRICT SWEEPED BY FIRE.



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TRAFFIC IN THE NORTHERN PART OF THE CITY WAS AT A STANDSTILL FOR SEVERAL HOURS.

River Traffic Was Also Blocked for a Time by the Closing of the Bridges.

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Blind Wals Save District.

Just one thing prevented Portland's most disastrous fire and what might have been one of the serious fires of the Northwest. That was the presence of big brick buildings on the course of the flames. No force of firemen could have stopped the onslaught had the fire not been checked on the east by the Union Meat Company walls and on the north, at Flanders street from Fifth to Fourth, by the Oregon Casket Company's building, the Povey building and a new brick structure that is being erected for occupancy by Chinese at Fourth and Flanders streets.

In each instance the fire struck against a blind north wall and got no further. This obstacle to the progress of the fire gave the firemen a basis from which to work, and Chief Campbell was not slow to seize the opportunity. Concentrating his forces, he drenched the fire with thousands of gallons of water and chemicals.

There was a thrilling contest here for mastery of the situation. Still aided by a strong northerly wind, the flames fought persistently to get across Flanders street. Tongues of fire played on the walls of the Oregon Casket Company's building at Fifth and Flanders, and a veritable furnace raged behind the Povey and Chinese buildings which guarded Flanders between Fourth and Fifth streets. Once the fire reached full ground in front of the casket establishment and caught in the casements. The firemen played half a dozen streams on the danger point and won.

Flames Finally Give Way.

Unable to get nourishment, the fire slowly gave way. Its only course being with the wind, and this course blocked. The fire apparatus began withdrawing at 6:30 o'clock and recall was sounded at 9:30 o'clock. The first alarm was sent in at 5:30 P. M. by Patrolman Hirsch.

Valuable buildings scorched but not damaged have an aggregate value of more than \$1,000,000, contents included. In this list comes the Oregon Casket Company, Povey Brothers block, the Walhams & Kerr Co. building, the Luth Manufacturing Company building, the Pacific Coast Riscuit Company place, the new Chinese quarters and a row of frame buildings extending from Glisan to Hoyt on Sixth street, and the Pacific Construction Company's building. All these structures flank the burned area.

Great Throng in Streets.

Fifty thousand people thronged the entire North End district and watched the progress of the fire. Fire lines were established and people surged as near as possible, packing the streets where the lines were stretched so densely that a panic would have resulted in serious loss of life. Fire apparatus had difficulty in getting through, and several times the police had to charge the curious multitude and clear passageways for the firemen.

Hundreds of men and boys volunteered their services to the work of dragging heavy lines of hose into the burning district. An ambulance was kept at Fifth and Glisan ready for any emergency, but strangely enough no serious mishaps were recorded.

Starts in Loft of Hay.

Starting in a section of the Oregon Transfer Company's barn used by the Baggage & Omnibus Transfer Company, the fire got its first strength from a loft of hay and burst shortly across to the

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Street Tailor

141 SIXTH STREET

Pacific Wagon Works, at the northeast corner of Fifth and Glisan streets. Containing this place and falling to the ground through the Union Meat Company's walls, it worked back to Hoyt street and leaped across Glisan to the rear of the Pacific Construction Company as consumed. At this point, the Coolidge Wagon & Carriage Works and moved on the Barr Hotel, at the southeast corner of Sixth and Glisan.

Although a brick structure, the Barr Hotel was not fitted with a blind wall and the fire worked in through the windows, caught the curtains, carpets and furnishings and in short time it was seen the hotel could not escape. Inside of an hour the hotel had been reduced to four vacant, blackened walls.

Burns Way to Flanders.

While working into the Barr Hotel, the fire took hold of the frame buildings in the rear and to the south and burned its way up Sixth to Flanders, where a small brick structure withstood the siege. Working behind this, it gobbled up several frame buildings near the southwest corner of Fifth and Glisan and assaulted the Casket Company, but not successfully.

Incendiarism in the city and every bit of apparatus, including the fireboat, was pressed into service. The first alarm at 5:05 was responded to by one hose company and a line of hose was played on the fire while it was yet confined to the Oregon Transfer Company's place. The flames gaining, a second alarm was sounded and a third with a few minutes then went to the scene in person, and seeing that a fire of most serious proportions was threatened, ordered a general alarm.

Fourteen engine companies, five hose wagons, three chemicals, five trucks and the fireboat were thus made available. Chief Campbell found this force not any too large, as the fire had to be fought from a dozen different points. In all, 236 firemen were used.

Water Pressure Is Low.

Low water pressure and four-inch mains proved a serious drawback, and unquestionably resulted in the loss of much property which might otherwise have been saved. The big new Metropolitan steamer was stationed at a fire hydrant at Fifth and Glisan, where it was able to supply but one line of hose with water from the small main. From a normal main, this engine drives two powerful streams.

Lines of hose not reinforced by steamers, gave forth pitifully weak streams, in several cases reaching not more than a dozen feet beyond the nozzle. Three lines were laid up Flanders street, from the fireboat, and these gave forth much stronger streams.

The fire-fighting force was divided, the larger number thrown into the burning area, and the others assigned to prevent an unexpected spreading. The flames were attacked from every vantage point, although the strongest force was centered along Flanders street, which was regarded as the last line of defense. Had the fire gotten south of Flanders it is certain the big area of wooden shacks occupied chiefly by disreputable classes would have been swept away.

Valuables Piled in Street.

Hundreds of people, throughout the north end, began hustling their belongings into the street when the fire seemed to threaten the district south of Flanders street and west of Sixth. Pawnbrokers, second hand dealers, saloonkeepers, small merchants and shopkeepers began getting their more valued belongings together, and express wagons were in demand.

From the rooming houses of the district poured excited men and women carrying bundles and grips, and even trunks. Wretched women, surprised without their paints and rouge, flitted excitedly about, pale, ghastly, revolting in the unaccountable light of day.

Occurring at an hour when the shops and stores were just discharging their thousands of employees for the day, the fire attracted more people, it is believed,



GREAT CROWD WATCHING THE FIRE. THE VIEW IS LOOKING NORTH ON SIXTH STREET.

that ever before attended a fire in Portland. The police, under Chief Gritzmacher, did effective work in handling the vast crowd so as to prevent mishaps.

FOUR COSTLY JULY FIRES

THREE START IN STABLES SUGGESTING INCENDIARY.

Total Loss Is Estimated at \$650,000 and Abington Block May Also Have Been Set.

During the month of July there have been four disastrous and costly conflagrations in this city, entailing a property loss aggregating \$650,000. The origin of three of these fires was mysterious and the fact that they all started in livery stables warrants the suspicion that an incendiary has been at work. The fourth fire in the Abington building was supposed to have been caused by crossed electric wires although tenants of the building report having found evidences of incendiary origin the following morning.

The first of this series of fires occurred Thursday night, July 23, when the stables of the Baggage & Omnibus Transfer Company and the Portland Carriage Company, including the Raymond restaurant and the Eldora rooming-house, were burned at a loss estimated at \$50,000. This fire has an unexplained origin in the stables of the Baggage & Omnibus Transfer Company and spread to the adjoining frame buildings.

The second serious livery stable conflagration was that which destroyed the Dexter stables, Fifth and Ankeny streets, on the night of July 7. In this fire probably 50 horses were burned to death, bringing the total loss up to \$15,000.

Thursday night, July 23, shortly after midnight, a serious fire was discovered in the Abington building. The flames spread to the building occupied by W. J. Van Schuyver & Co., resulting in a total loss of about \$75,000.

Adding the losses in yesterday's fire to those of the three preceding fires brings the total up to \$650,000.

EXPENSIVE JULY FIRES.

July 2—Baggage, Omnibus & Transfer Company's stables	\$35,000
Fifth and Irving	15,000
July 7—Dexter Stables, Fifth and Ankeny	15,000
Third near Washington	875,000
July 23—Burning four blocks between Fifth and Sixth, Flanders and Glisan	225,000
Total	\$650,000

SPECIAL GLOVE SALE.

Extra fine pure silk gloves, elbow length, double-tipped fingers, all colors, special \$20; short silk gloves, 35c; long lisle gloves, 57c and 75c; short lisle gloves, 35c and 35c. McAllen & McDonnell. Parasols at less than cost.

Expect to Float Anubis.

SAN FRANCISCO, July 23.—The steam schooner Falcon returned from San Miguel Island today with part of the cargo of the stranded steamer Anubis. The latter vessel has been considerably lightened and it is expected to float her within a few days. The steam schooner Bee is taking off more cargo and the revenue cutter Manning is standing close by to render aid, if necessary. The Falcon will take three pumps to the scene of the wreck to reduce the water in the hold of the Anubis.

Rosenthal's windows are money-savers.