

Delightful Days at North Beach

Ask at Third and Washington Streets for O. R. & N. Summer Book



"T. J. POTTER," O. R. & N.'s BEACH EXCURSION STEAMER. Copyrighted by Webster.

Very Low Rates in Effect to This Popular Ocean Resort

Ask at Third and Washington Streets for Particulars About This Most Delightful of All River Trips
C. W. STINGER, City Ticket Agent

OIL TANKS NOT BUILT ACCORDING TO THE LAW

Fire at Portsmouth Reveals Fact That City Ordinance Was Not Complied With When Tanks Were Constructed

The fire early Sunday morning at the tanks of the Union Oil company demonstrated several things. One of these was that in the construction of the tanks some one erred, for the ordinance granting the Union Oil company permission to locate their tanks at Portsmouth has not been followed relative to providing an embankment around the tanks of sufficient capacity to hold the contents. Another thing demonstrated was the necessity of another fireboat, and one with a steel hull, for in the oil fire the fireboat George H. Williams caught fire and would have been destroyed but for the heroic work of its crew.

Portsmouth a special ordinance was passed by the city council on May 4, 1904, and approved two days later by the mayor, providing under what conditions the oil tanks could be so located. The manner of construction provided by the ordinance was as follows: "Each tank or tanks shall be constructed of steel of substantial workmanship and placed upon a firm, solid foundation and shall be provided with a ventilating pipe of not less than two and one half inches in diameter, inside measure; provided that no oil shall be stored in tanks between the railroad, which crosses said site, and the Willamette river and that on the portion of said land where tanks are located an earth embankment shall, on or before one year from the passage of this ordinance, be made and maintained around said tanks of sufficient strength and the inside of which shall be of sufficient capacity to hold the combined contents of all tanks located therein, and the top of which embankment shall be above the extreme high water mark of said river."

Special Ordinance Passed. When the Union Oil company was given permission to locate its tanks at

GET OUT YOUR FURS

Did you ever know such weather since the day that you were born? Cold enough for skating—it has frozen all the corn. Iceless hanging from both men and women's chins. Slippery streets responsible for heaps of human sin. Only happy people are the ones of our house. Snuggled up to hot machines all day just like a mouse. Keep as warm as pie, they do, from morning until night. Oh, this laundry work's delightful when the mercury's out of sight. Our wagons fly around the town as fleet as any bird. Each driver singing like a lark his gay emotions stirred. Happy because happiness they bring to every home. Though frost and snow and blizzards blow from Podunk up to Nome. **THE UNION LAUNDRY** 2nd Main St.

fire, said: "The embankment surrounding the oil tanks was not sufficiently large to hold the burning oil. If there had been more oil in the tanks I do not see how the plant of the Peninsula Lumber company could have been saved. Not only would it have gone, but the burning fluid would have gone down to the drydock and other places along the river. In addition to this the oil would have gone out on the river in a great volume, and floating around on top of the water as it does would have menaced shipping and river front property for miles.

"When we got there we put out three lines of hose. The oil at that time was boiling all around the tank and it was impossible and would have been foolhardy to put any water inside the embankment. That would have only raised the oil higher and caused a greater overflow.

protected Tank Crew. "My first thought was of the tank crew. They were smoking hot when we got the first stream on them and the water hissed as it fell on the hot iron sides. We cooled them off until they were pulled out of the way. All the time I kept my eye on the embankment. Every now and then a stream would come over the side. When this occurred I had my men cut it off and drive it back. I could not bore directly into these running paths of flames for I feared that if I did the stream would bore through the bulkhead, make an opening in the sand embankment and scatter a burning trail everywhere.

Oil Tank Zoned Slough. "That the embankment was too small even to accommodate the oil even when boiling was evident, for despite our efforts to cut off the streams of fire the oil ran down into the slough. It came down there in such quantities that the permanent boom of the Peninsula Lumber company has across the slough was not sufficient to confine it. It jumped this boom and was making toward the mill when I advised the throwing across of another boom. A larger one was hastily rigged and thrown across, and this held the burning oil at the upper end of the slough. If the tanks had been anywhere near full this boom would not have been sufficient to confine the oil and it would have surely drifted down to the plant of the Peninsula Lumber company.

"While we were busy at the west end I looked around and saw that oil was starting over the south embankment. Before I had taken two steps it was coming over the bank and across the railroad tracks like a river. Before I had taken two more steps it was down on the river. The fireboat was my only thought. I ran out on the pier to tell the men to cut loose and back out into the river. The oil beat me in, reaching the boat and suddenly I found myself out on the pier surrounded by flames.

a sort of peninsula along the front of the slough. Jumping down from the wharf to this little strip of land the men all gathered together and we walked out on this strip and down to safety at the lumber mill. We had to abandon everything. We lost between \$50 and \$60 feet of hose and I lost my fire service coat, but we were thankful we got out of that place as we did.

"The fire has taught several lessons but one of importance is that the embankments around the oil tanks should be made as large as the ordinance provides and even larger, for when the oil boils it will run over a very high bank. This was demonstrated early in the fire, long before any great part of the sides of the tank had caved in. The tanks should be set well down in the ground and the embankment built of sand so it can readily absorb the oil and if any bulkheads are used in holding the sand they should be of stone or concrete and not of wood."

The Dalles Will Celebrate. The Dalles, Oregon, will hold a monster Fourth of July celebration this year. As an inducement for this and other celebrations that day the O. R. & N. Co. will sell one and one third fare tickets July 1, 2 and 4 with final limit July 5.

The Real Estate Columns of The Journal are interesting to buyer and seller alike.

"I yelled to the crew to cut loose and without waiting to unhook hose or heave off lines, but cutting both with axes, they backed out into the river. As they did so I could see, as the flames around me parted, the boat afire. The men on board worked with a will with the small hose and drove the flames back, otherwise the boat today would have been a wreck. That one fire shows the necessity of another fireboat and one with hull constructed of steel.

SEES BIG FUTURE FOR COAST

New York Banker Declares Magnates Know What Northwest Will Do Next Ten Years.

ARE PREPARING FOR IT TODAY, HE SAYS

Railroad Activity Means That Financiers Are Looking Ahead and Realizing Pacific Northwest Will Be Most Productive Section Soon.

"The railroad builders are getting ready, not for today or tomorrow, but for 10 years from today on the Pacific coast. They see at the end of that time a tonnage double that of the present in and out of Pacific coast ports, unless some world-wide catastrophe checks the wonderful tide of commerce," said a New York banker after making a tour of the Pacific coast cities. He said that before he came west he was amazed at the burst of transcontinental railroad building toward the Pacific coast. He could not see how the Milwaukee, the Northwestern, the Canadian Northern, the Grand Trunk Pacific, the Western Pacific, the Kansas City, Mexico & Orient, all more or less genuine projects to reach the coast, had any real justification. Now he sees that these big main arteries of transcontinental traffic will be wonderful earners

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Special Sleeper for Elks. On Saturday morning, July 14, the O. R. & N. Co. will run a special standard sleeper, Portland to Denver, by the way of Huntington and Union Pacific, for the Elks, account the annual convention of the grand lodge of Elks of Denver, July 17, 18 and 19.

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