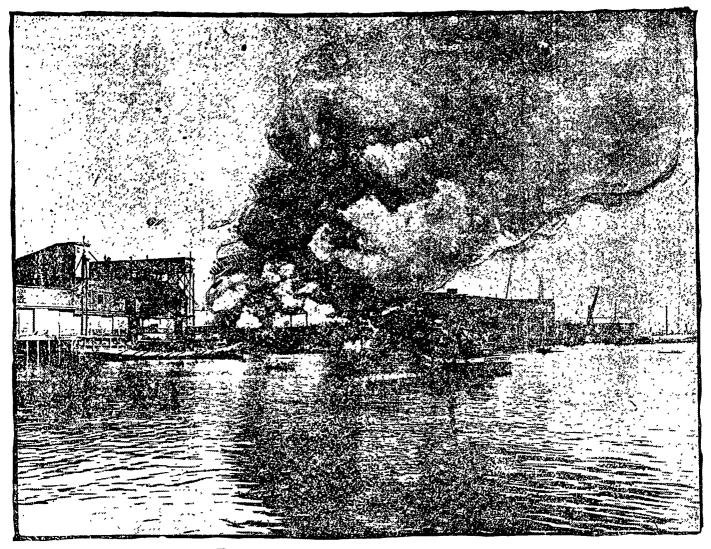
## MAMMOTH GRAIN ELEVATOR SAVED. Boston Daily Globe (1872-1922); Jul 2, 1901; ProQuest Historical Newspapers Boston Globe (1872 - 1927)

## pg. 7 MAMMOTH GRAIN ELEVATOR SAVED.

## Superior Fire Fighting Keeps the Loss at Pier 5, Hoosac Tunnel Docks, Charlestown, Down to \$150,000.



PHOTOGRAPH OF THE FIRE AT PIER 5, HOOSAC TUNNEL DOCKS.

Fire at pier 5, Hoosac tunnel docks, barlestown, vesterday morning de-Charlestown, yesterday morning de-stroyed property valued at \$150,000. The pier was occupied by the Warren line. Four men were missing for two hours

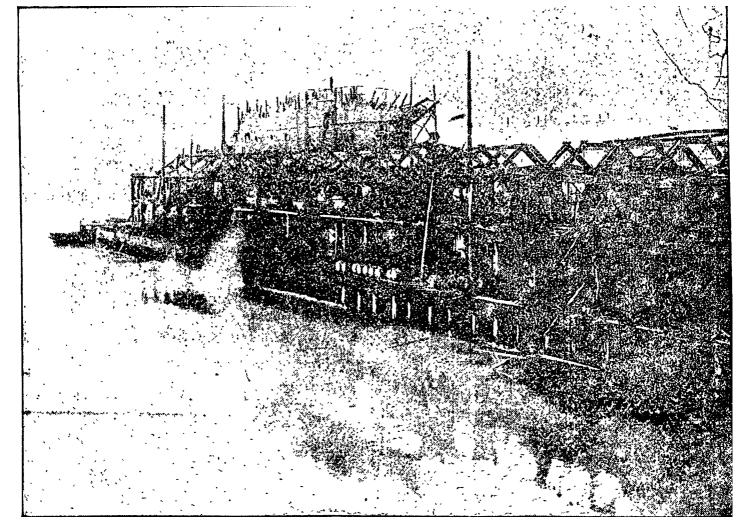
after entering the burning building, but turned up later. There were four alarms, the first automatic No. 52, followed by bell automatic No. 92, followed by bell alarms from box 443 at 8 45, 8 55 and 8.57 a m. An immense crowd was attracted to the burning pler, the location on the water iront presenting an interesting spectacle.

plers extending in a line from a point near the new Charlestown elevated bridge and running to the new dock of the navy yard At its head, connected by gulleries, is the immense grain ele-vator of the Boston & Maine railroad. The discovery of the irre was attended with the greetest excitement. The first premonition of danger was shortly after \$30, when immense volumes of flame rolled out of the upper loft at the end of the pler on the southerly side, Watchman John Flun of the Boston & Maine notified the power house elec-triclan, O. A. Temple of the Fitchburg division, and he immediately rang in the alarm.

The big elevator at the head of the pier, which contained 1,000,000 bushels of wheat and corn and other cereals in-tended for export, was threatened with destruction. A score of streams were directed on the side of the building fac-ing the head of the pier. By cutting the elevator galleries the elevator was saved.

The Wilson line pier was thought for a time to be in danger, and the Do-minion line steamer Commonwealth, lying at pier 7, was made ready to be towed away at a moment's notice, but such action was not found necessary. The fire was under control an hour after the alarm was given, but burned

must be borne by the Boston & Maine railroad, Fitchburg division, which owned them. They were leased to the Warren line. They were fully insured. The blaze started, as nearly as can be learned, in Swift's storeroom, where oils and varnishes were kept. Dennis O'Neil, the boss of the freight handlers, and his assistant, Thomas Casey, were in one of the lofts, and were attracted by smoke and a protracted crackling noise. They discovered flames shooting from the building over the water. It is generally thought among the work-men of the Warren line that spontaneous combustion was the cause of the fire. The fire boat, known as engine 44, did



THE FIRE HAD AFTER BEEN EXTINGUISHED.

The inflammable nature of the merchandise on the pier, which include 500 bales of cotton, four carloads of hay and large quantities of lard, dairy prodand large quantities of fird, dairy pro-ucts, straw and clockery goods, fur-nished an easy prey to the flames, which, accompanied by great clouds of black smoke, rose high in the air.

harbor, almost to the line of the chan-nel. It is about 300 feet in width. On its entire area was a series of long connected building

The fire had gained great headway, and in less than five minutes nearly 200 feet of the building was a roaring mass of flames. The Warren steamship Sachem, which was lying at the pler, seemed to be doomed. She had began to discharge her cargo early in the morning, and the work had so far proceeded as to cause the ship to list to starboard. By the bereuleu (flot is of her contain

black smoke, rose high in the air. Pier 5 extends about 500 feet into the harbor, almost to the line of the chan-hel. It is about 300 feet in width. On its entitre area was a series of long connect-buildings. The pier is in the center of five great the ship to list to starboard the ship to list to starboard By the herculean (fiots of her captain and erew and other assistants the steamship was saved While the fire-built work soon had the steamship out of the vessel exposed to the fire, hait a of the vessel, and by sharp and per-els in the stream.

in the spot to which it was confined for a couple of hours afterward. By noon the fire was extinguished, and Chief Cheswell felt gratified to have han-died such a threatening fite with a loss that was comparatively small, in view of the locality, where so much inflam-mable property existed.

in the spot to which it was confined for a couple of hours afterward. By noon the fire was extinguished, and Chief cheswell felt gratified to have han-tiled such a threatening fite with a loss that was comparatively small. In view of the lorality, where so much inflam-mable property existed. W. R. Henderson, for J. C. Paige & Co, insurance, estimates the R & M's loss between \$107,500 and \$117,500 The loss between \$107,600 and \$117,500 The process with the force of her streams. For which the railroad issued insured for which the railroad issued insured mange to the pler and buildings of until of lading, between \$30,000 and \$40,-coduction probibited without pormission

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