

THE ORIGIN OF THE FIRE.

Bucket of Water at a Time
When it Was Not Needed.

Clairmont's Glue Pot Deserves
Equal Fame With Mrs.
O'Leary's Kicking Cow.

Several statements having been made as to the origin of the fire, a Post-INTELLIGENCER representative yesterday called on several of those who belonged in the shop at 922 Front street where it started. The first interviewed was James McGough, a painter whose workshop was just overhead above the one where the fire started. He stated as follows:

"My shop was in the flat just over where the fire occurred. At that time I was at work at a building at the corner of Fourth and Terrace streets, and hearing the alarm and being a fireman of Company No. 1, I quit work and hastened to join my company, not knowing the locality of the fire. From my best information the fire broke out in the shop of Clairmont & Co. cabinet makers, who occupied the ground floor basement, just beneath me. I am told several men were working there at that time. The one who caused the conflagration is a Swede named Berg. He threw a bucket of water over a burning glue-pot on the stove, which spread the flames at once. A heavy draft swept through the room from the two wide doors at its rear and front."

Calling upon Mr. Clairmont, who owned the place and employed the men where the fire started, he at once brought the reporter in the presence of two of them. They were Charley Stoll and a young man named Kittermaster. The former one stated as follows:

"When I went into the basement, I saw the glue on fire in the pot upon the stove. There were four others in the room, and I told them to pack up and get out. Kittermaster went after something to put over the flames and just then the Swede named Berg picked up a pail of water and dashed it over the pine kettle and stove. That sent the fire all through the shop. It was a sheet-iron stove with a hole in its top for this glue-pot, and the water seemed to explode it and scatter the glue and fire together. The place was

Two sloops carried full cargoes of freight to Appleton Cove yesterday. The tug Augusta took the place of the tug Juan yesterday for that place. The large V. A. Buck was towed to account yesterday by the tug Rainier. The steamer Willamette left last night for San Francisco.

The steam schooner Leo is expected to arrive today from Port Madison.

The steamer Delta after being overhauled, commences today to resume her regular trips, twice a week, between Seattle, Union City and all points on Hood Canal.

The Pacific Coast Steamship Company's steamer George W. Elder came in early yesterday.

The steamer Rainier was yesterday engaged towing in around the harbor.

The Violet is yet busy towing in cows of brick from West Seattle.

The steamer Halys from Tacoma arrived yesterday for Amadorien.

Two cows laden with stone for the Builders' Material Company, were towed in at Vine street wharf yesterday.

Main, Parsons & Co. yesterday sold a boom of piles to the Hopkins Wharf company.

Schwabacher Bros. & Co's. wharf is overcrowded with general merchandise.

A new wharf is projected adjacent to Manning's wharf at North Seattle.

Work is rapidly progressing at the new dock warehouse of the Oregon Improvement Co. foot of Main street. Twenty men are employed there on the new warehouse, the floors of which are now laid. In restoring the pier to make this work solid, the old piles were cut off where they were found to be sound and good. They were then capped by 12x12 inch caps, not less than about four or six feet high were put on above upon the tops of which similar caps, 12x12 inches, are placed. This brought them up to the final level. This was done beneath the flooring of this dock warehouse by the usual method adopted in re-tilting or lengthening burned tops of piles all along the water front.

Another force of men is at work clearing and constructing the way approaching from the foot of Main street to the new warehouse, which will be completed in twenty days. The piling on Main street but there, will be finished in the course of one week.

The repiles of the elevated track of the coal bunkers is well under way, and all the space between the depot and that place is driven with piles braced with timbers.