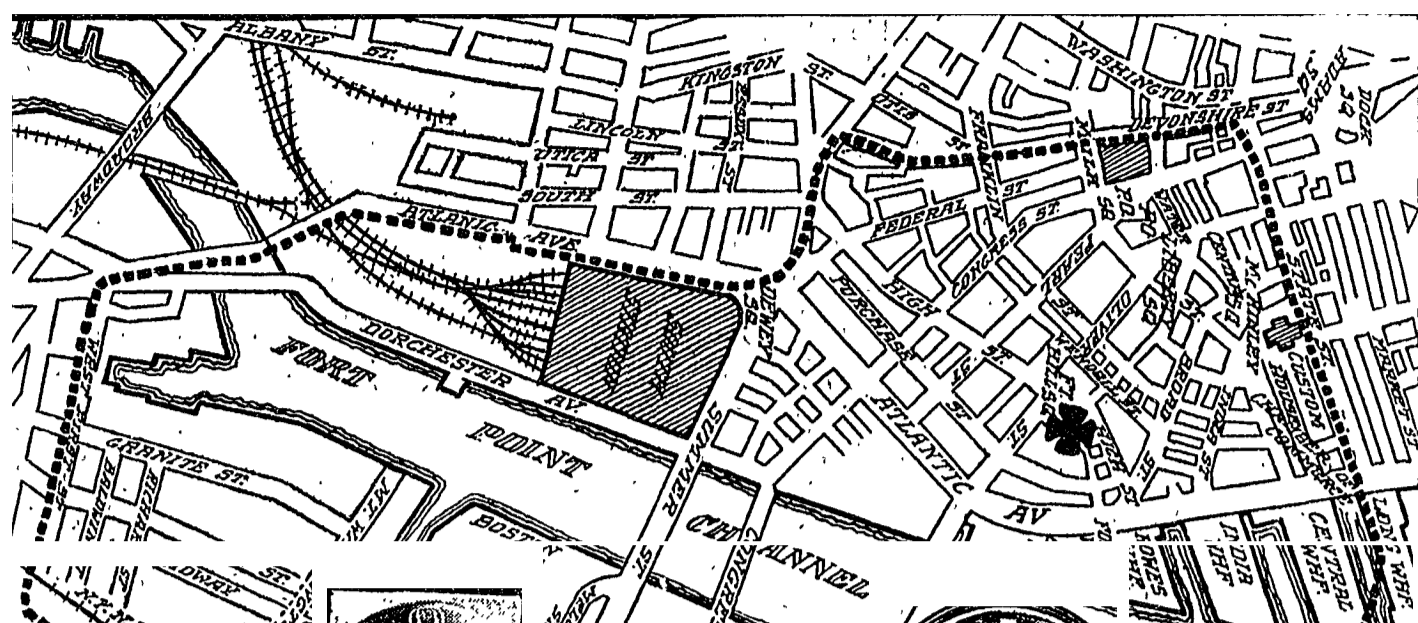


# BOSTON'S THIRD FIRE DISTRICT.

Within Its Confines is the Area Swept by the Great Fire of November, 1872—Keen Precautions Taken to Prevent Fires Kindling and Going Wild—Engines, Trucks, Hose Wagons and Houses—Men Who Command the Companies—The Big Aerial Truck, Its Commander and Helmsman.



CAPT. COULIER



LT. HICKEY



DEPUTY CHIEF GRADY



DIST. CHIEF TABER



LT. O'BRIEN



CAPT. CAINE



CAPT. O'BRIEN



CAPT. MACDONALD

**B**OSTON'S 3d fire district lies in the heart of the wholesale tract where cluster the great warehouses of oil and leather. Within this district occurred the great fire of 1872, when on Nov. 9, 65 acres of the wholesale territory, containing nearly 800 buildings, mostly of granite construction, disappeared causing a loss of \$70,000,000. Thirteen firemen lost their lives. From that day to this every precaution has been adopted to prevent a fire getting beyond control. Now practically every building in the district is protected by stout party walls, and many of them by watchmen, and by automatic devices for giving alarms by the thermostat system as soon as sufficient heat is generated.

A fire in this district generally means a long hard fight for the firemen. No box struck on the city's fire gongs causes great apprehension among them than the alarm from box 47, Fort Hill sq.

This box is located on the outside of the fire station, and the ringing of its bell is heard by three companies of firemen and the first deputy chief. In addition to those companies three other engines, another truck, one fireboat, one water tower, one chemical engine, at least one protective company, two district chiefs and the chief of department—11 companies and four chiefs in all—respond on a first alarm.

The irregular lines of this district are

bounded north by State st, east by the water front to B st, southeast by B st, south by West 1st st, across Dorchester av and Cove st bridge to Atlantic av, and west by Atlantic av, Dewey sq, Summer st, Church Green and Devonshire st.

The hazardous conditions may be inferred from the fact that it is the only fire district in Boston that has an extra safeguard in a salt water high-pressure system. This consists of one mile of 12-inch piping running from the berth of the fireboat at Central wharf, round through Exchange and Congress sts, Postoffice sq, Congress st and Atlantic av. On this pipe are set 12 hydrants, through which the fireboat can furnish the power required.

The district contains three engines, three ladder trucks, one water tower and the usual fuel wagons. The seven pieces of apparatus are contained in three houses, making two double and one triple company, though each company has a different running card. The chief of the district is John O. Taber, headquarters ladder 18, Pittsburg st, South Boston. Before entering the department District Chief Taber served in the U S navy on the frigates Constitution and Minnesota. He entered the Boston fire department in 1888, and for seven years served with ladder 8. Promoted lieutenant in 1895, captain in 1900 and district chief in 1906. April 23, 1910, he was assigned to his present district.

Chief Taber has served through all ranks of the department and is thoroughly familiar with its workings. He is widely known among firemen for many meritorious deeds, and in particular for the daring exhibited at the "Johnson" fire, when he, with Deputy Chief Grady, performed the hazardous service of removing gunpowder from the burning building.

Though the first deputy chief has his headquarters in this district, District Chief Taber is the responsible head of the district. His headquarters house is that of ladder 18, South Boston. This truck is under the command of Capt Allan J. McDonald, who previous to becoming a fireman went mate of some fast packet ships. That his many years of fire service have not greatly diminished his sailorlike activity was evident when at a recent drill for officers Capt McDonald scaled with a pomper ladder to the top of the formidable drill school tower in but a fraction less than record time.

The lieutenant of the truck is W. H. McCorkle, and laddermen C. J. Crowley, J. F. Bailey, J. F. Haley, driver D. F. Crowley, F. J. Dobbrat, D. J. Hurley, J. H. Coakley, G. B. S. Kewer, P. H. Burke, Morris Swart, the chief's driver James Tiernan Jr and tillerman D. J. Leary make up the company.

Water tower 3, the giant of the fire fighters, is quartered in the house of ladder 18, and is under the command of Lieut D. J. O'Brien, well known as a former drill master of the department. He is assisted by hoseman D. F. Sheehan, P. F. Dowling and J. H. Roche, all experts in handling the big machine.

Engines 38 and 39, one a horse-drawn engine and the other a steam self-propeller, are in this district with quarters on Congress st, South Boston. This double company, on the "Dump," as it is familiarly called, is under the command of Capt James J. Caine, formerly of the U S navy. Capt Caine is another of Boston's fire captains who combines the power of discipline with the happy faculty of making life pleasant for those under his command.

Capt Caine is ably supported by Lieuts Thomas J. Hines and Peter A. Mathews. The powerful battery of engines necessitates the attendance of five engineers, William F. Crowle, George C. Baumelster, P. J. Ryan, a veteran of the Spanish war, through which he served with the 9th Mass infantry; Eugene H. Alexander and Henry S. Marden. Railroad and marine engineers are especially in demand for the self-propelled type of engine, and assistant engineer Mandon has had experience of both these kinds of machinery.

The chief reinsmen of the double company are John J. Ryan, John C. Lombard and Matthew J. Welsh. The hosemen of the company are G. H. Hine, W. J. Johnson, W. F. Quinn, J. F. Cullen, J. G. Berringer, Stanislaus F. Mikolajowski, P. J. Smith, W. J. McCarthy, J. J. Murphy, Otto P. Paul and Francis Murphy.

By far the best-known house in the district is that in Fort Hill sq. This house is the headquarters of Deputy Chief John Grady, and beside his huge automobile the house contains three companies, two ladders and one engine. There is no finer sight in Boston than the response of the different companies in the "Square" to an alarm of fire,

when, following the deputy chief's powerful car, come the aerial ladder 14, ladder 8 and the engine and hose wagon of 25.

Aerial truck 14 is under the command of Lieut C. J. Hickey. The senior ladderman is Thomas Gallipeau, G. A. Schultz attends to the steering and the ribbons are held by drivers B. Turley and P. J. Smith. This truck is of the machine-raised type and is intended for service on the high buildings. It responds to nearly all the boxes down town. From its extreme length it is a difficult piece of apparatus to handle, both on the street and in the air, but it never fails to afford firm footing for the down-town fire fighters in their hazardous work.

Ladder 8, also in the "Square," is one of the hardest working companies down town. The truck is under the command of Capt William Coulier, whose tall form is conspicuous wherever there is hard work for the laddermen. He is assisted by one of the best companies a captain has ever had. His second in command is Lieut F. Donahue, and his senior man, W. Davey. Drivers J. W. Ryan and S. W. Baker swing the heavy truck to perfection. Axman Tom Darcy is one of Boston's most powerful firemen.

"Nat" Boutillier, chauffeur to the deputy chief, is in this company and is an expert on automobile driving. He is also well known in fistiana, having taken more trophies at the B. A. A. tournaments than he knows what to do with. Carl P. Franks, who also drives the deputy when necessary, is another wizard of the flying cars and a fine type of the American fireman. He served in the American navy and

through the Spanish war. His comrades intend to put him at the head of the Russell fire club in the near future. Laddermen T. F. Twomey, S. R. Klag, D. Crowley, C. J. Greeley and the agile "dog-man" Carl S. Bowers make up the rest of the company. Ladderman Bowers is also a veteran of the Spanish war. Ladderman M. J. Gilligan of this company has charge of the transportation and handling of powder and explosives through the city.

Engine 25, the largest and most powerful of the horse-drawn engines in Boston, is the engine of the "square." It is under the command of acting district chief Cornelius J. O'Brien. That he has been selected for this post is sufficient indication of his ability as a fire fighter, as the command of this company is never given but to men specially selected. His lieutenant is George A. Carney, "Red Stuff" Carney, as the boys call him, from his fondness for seeing the good clear fire spouting out of every window. When it is said that Lieut Carney served 12 years in engine 6 in the West End, enough has been said of his experience. J. P. Mahoney and S. F. Wren handle the ribbons of the powerful team, and the big engine is under the care of engineers J. Williams and Dick McLaughlin.

Saul E. Aaron of this company is widely known as an inventor, and principally for his invention of an automatic pump for motor boats. Hoseman W. F. Bryan is senior man and hoseman M. J. Griffin, who is also a very capable engineer, E. J. Coveney, C. E. Clougherty, W. F. Quigley and J. J. Cronin make up the rest of the company.