B. F. D.
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B. F. D.

The Annual Reception and Ball Tonight.

Brief Sketches of the Numerous Engineers and Foremen.

Many Years Spent in Honorable and Meritorious Service.

Tonight the annual ball of the fire department will take place at the Charitable Mechanic's Fair building, on Huntington avenue, and the proceeds will be devoted to the benefit of active members of the department who may temporarily be incapacitated from work by reason of illness or accident. It is a noble movement and well deserves the support of every business man and citizen in Boston.

Subjoined will be found a brief sketch of the engineers and foremen of the department, many of them grown gray in service, and the heroes of many a hard-fought fire.

Chief Engineer William A. Green.

William A. Green was born in Clarendon, Vt., and joined the Boston fire department May 16, 1847, on Boston, 15. In the year 1851, at the time of the reorganization, he was elected foreman and served in that capacity until 1856, when he was obliged to leave the department, suffering from a severe attack of rheumatism. He rejoined the service in February, 1858, and was elected assistant engineer, an office which corresponds with the present district engineers. In 1860 he was employed by the underwriters as superintendent of the protective department, retaining at the same time his office of assistant engineer. In 1874 he resigned his position on the protective department, and accepted the office of chief engineer of the Boston fire department, succeeding John S. Damrell, which position he now holds.

Chief Green has been present at all the large fires in the city, and has probably run more desperate chances in the performance of his duty than any other man in the service. At the time he joined the department first all the engines were run by hand, and the old pride which the "lads" of one company took in "laying out" those of another, by getting the first and best stream on, still stirs the chief up when he recalls the days when he ran with Boston, 15.

District Engineer Joseph Dunbar,

in charge of the East Boston fire wards, was born in Boston in 1824. First joined the fire department in 1848, when he became connected with hand engine Old North, 19. He was elected assistant engineer in 1853. On the formation of the commission in 1874 he was appointed district engineer, which position he holds at the present time. Captain Dunbar has served with every chief from Captain Barnicoat to Chief Green, and has never been absent from a single fire since joining the department where his duty called him. At the time the Maverick, or Sturtevant, House, as it was then called, was burned in 1857, Captain Dunbar had sole charge, the men suffering great hardship, as the thermometer stood eight degrees below zero. The entire force in this district at that period consisted of two hand-engines, one hose-carriage and ladder-truck. The night of this fire the river was almost entirely frozen over, and considerable difficulty existed in obtaining assistance from the city proper. The North ferry-boat kept a track open sufficient to run one boat, the boat of the South ferry being frozen solid in the middle of the river. Captain Dunbar has fought several large fires in his district, among them the Glendon Oil Mills, December 24, 1860, Nickerson's wharf, extending over eleven acres, on July 4, 1861, Bennett's planing mill, July 25, 1870, burning several churches and extending over an area of eleven acres; the National Dock warehouse on Lewis street, July 31, 1873, entailing a loss of $535,000. Captain Dunbar, during his service with the department, has attended all the large fires in the city proper.

District Engineer John T. Bartlett

was born in Charlestown in 1831, and ran away to sea when only 13 years old, shipping aboard an English brig. He followed the sea until he was 18. Returning again to Charlestown he learned the boilermaker's trade, and soon joined the volunteer fire department, serving in it and in the succeeding department with but short intervals up to the present time. In 1849 he went to California by the way of Cape Horn, being nine months on the voyage. After a three years' absence he returned once more to Charlestown, and, serving in the fire department, was at various times foreman of old Howard 3, Franklin 7 and of the hook and ladder truck. He served in the last war in the Thirty-second Massachusetts Volunteers and received wounds which incapacitated him for service for some years. In 1868 he was appointed on the Charlestown Board of Engineers, and, at the time of the annexation of the city to Boston, received his present appointment.

Engineer William H. Cunningham

of the third district was born in South Boston in the year 1830, and followed the trade of carriage-smith until joining the fire department in January, 1851, on Mazeppa, 17, as hoseman. Later, the company was reorganized, and changed to Engine 1 of South Boston. Mr. Cunningham served as clerk, assistant foreman and foreman of this company, and in 1859 it disbanded and a new company was formed of which he acted as foreman. This was called the Rob Roy, but later was changed to the Mazeppa. In 1861 he enlisted in the army, going away with the Forty-first Infantry as a private, serving with Sheridan in the valley and returning as captain, having been promoted through all the minor offices. In 1874, when the department was reorganized, he rejoined in his present position of district engineer. Captain Cunningham first joined the department under Chief Barnicoat, and during his serving time has been present at all the

Engineer William T. Cheswell

of the fourth district was born in Boston in the year 1843, and joined the fire department under Chief Bird in April, 1863, as hoseman of Engine Company 7. He was transferred to Engine 4 June 1, 1864, as driver. January 1, 1871, he was promoted to assistant engineman, and to engineman April 4, 1874, and to foreman April 6, 1874, serving only two days as engineman. This short term is accounted for in the following manner: He received an offer of the position of foreman while holding the position of assistant engineman, and on accepting, asked that he might first be commissioned engineman, as he then would have held all the offices. He received his commission of engineman which was followed closely by that of foreman. In July, 1880, he was appointed district engineer, which position he now fills.

Engineer John Regan

has seen years of service in the department. His well-known modesty, however, would not admit of his giving any facts of his fire experience for the public's benefit.

Engineer George C. Fernald

was born in Boston, September 21, 1834. When 15 years of age he learned the printer's trade, serving six years as an apprentice with Havin & Dexter, and at the expiration of his time worked with the firm as journeyman for twenty-six years, part of the time having full charge of the business on the death of the junior member. He joined the fire department as a volunteer on Suffolk Engine, No. 1. November 1, 1855, he was appointed a member of Suffolk Hose Company, No. 5, and in January, 1856, he was elected assistant foreman of the company, and held that position until the drag-rope was abolished, and the company was reduced to nine men, when, he being senior hoseman, acted second in command. In 1869 he was elected foreman, which position he filled until the reorganization of the department under the Board of Fire Commissioners, when he was elected engineer of the seventh district, which position he now holds. Captain Fernald has had several severe accidents and narrow escapes. At the fire in the establishment of John H. Pray, Sons & Co., January 31, 1862, he slid off the roof and broke a leg and arm. May 11, 1866, at Snow's wharf, he, with members of his company and Engine 7, were cut off by a falling wall and had to make their escape in boats. Several other accidents are on file in which he has been an active participator, and at the Commercial wharf fire in 1869 he received a severe rupture.

District Engineer Louis P. Abbott

of the South Boston fire district is 44 years old and was born in Maine. He entered the department as ladderman on Hook and Ladder 3, where he remained until May, 1874, when he went out under the reorganization. In September 1875 he reentered the service and was appointed foreman of Engine 22, which position he retained until September 1876, when he was transferred to Hook and Ladder 3, where he remained till October 1882, when he was appointed engineer and assigned to duty in the sixth district, which comprises South Boston. Captain Abbott gives perfect satisfaction to the public and his superior officers in the responsible position which he now fills.

Engineer John Colligan

was born in Watertown, Mass., in 1828. At the age of 8 he went to work, and before he was 9 years old he was a mail carrier between Boston, Roxbury and Brookline, when the Boston Post Office was in the Old State House building. He entered the fire department over forty years ago, and at the same time worked at his trade as a carpenter. Passing through all the grades of office in regular order he was made assistant engineer of the old Roxbury force in 1859, and when Roxbury became a part of Boston in 1868, he held the same rank on the city force, and was assigned to duty as assistant engineer and given charge of engines 13, 14 and 29, hook and ladders 11 and 12, hose 7 and chemical 3 and 6. Captain Colligan was through the great fire in 1872, and for twenty-four hours was in the thickest of the fray on Chauncey, Kingston and Summer streets, where the fire raged fiercest.

Engineer James Munroe

is an active, pleasant gentleman, who bears his 64 years with the air and step of a man of two score. He was born in Charlestown in 1818, and after attending the common schools for a time, went to work in a morrocco factory, where he remained until he became a member of the fire department in 1836, as one of a company on the old-fashioned hand tub No. 6 of Roxbury. Soon after he became foreman of that engine, which position he held for nine years. He was made assistant engineer of the Roxbury department in 1855 and chief in 1859, and remained as such until Roxbury was annexed to Boston, in 1868. At that time he was made assistant engineer of the Boston department, and put in charge of Engines 12, 17, 21 and 24, Hook and Ladder 4 and 7 and Chemical 5, where he has ever since been stationed.

Engineer J. Foster Hewins

was born in Dorchester in 1840, and is consequently 43 years of age. He has been connected with the fire department in almost continuous service for the past twenty-five years. In 1856 Captain Hewins organized a volunteer company to "run" in connection with the regular company of Torrent Engine, 3, Dorchester. He was connected with this company as foreman until 1862, when he went to the war with the Forty-sixth Massachusetts Volunteers, returning the following year, at the time of the reorganization of the Dorchester department. When the town was annexed to Boston he became foreman of the new steamer company, and on the reorganization of the department in 1874 was appointed to his present position, which he has since filled with marked ability. The apparatus under his command includes five steam fire engines, two hook and ladder trucks and two chemical engines, covering the section included in the former towns or villages of Neponset, Dorchester, Mattapan, Dorchester Lower Mills, West Roxbury, Jamaica Plain and Roslindale. His headquarters are with Company 18, and he is well and popularly known throughout the district.

Captain James F. Rogers,

who ranks as call engineer in the West Roxbury section of Captain Hewins' district, was formerly chief engineer of the West Roxbury fire department. He was elected to that position May 1, 1871, in consequence of the reorganization of the department and the choice of a new board of engineers. During his administration the handsome quarters now occupied by Engine 28 were erected. He occupied this position one year, retiring from service at the end of that time. After the annexation of West Roxbury, and upon the reorganization of the fire department the fire commissioners appointed him to his present position, dating from January 20, 1875. Captain Rogers has charge of the fires in his district until the arrival of Captain Hewins, and is held in high estimation by firemen and all others who know him personally. His business is that of Superintendent of the Jamaica Plain Gas Light Company, and it is probable that his liking for the department more than the pecuniary advantage derived from it keeps him still in the service.

Captain C. A. Fuller,

call district engineer of the Brighton fire district, was born in Brighton, is about 47 years of age, and of the firm of G. Fuller & Son, lumber dealers. He was for many years connected with the fire department of the town of Brighton, having been captain of Charles River Engine Company, 2. He also served on the board of engineers. After annexation he was appointed captain of Ladder 11 in June, 1874, and served as such until January, 1876, when he was appointed call engineer, in place of the Rev. C. E. Holbrook, resigned.

Captain Robert E. Bartlett,

foreman of Engine 1, was appointed call-hoseman June 13, 1874, April 29, 1876, he was transferred to Engine 4, and August 8, 1881, was promoted to the position of foreman and assigned to duty with Engine 1.

Captain George A. Jones,

call foreman on Engine 2, entered the department as call hoseman on Hose 12, June 17, 1874, and was appointed call foreman December 29, 1881, of the same company. May 10, 1882, he was transferred to Engine 2, and still holds the position.

Captain Lewis P. Webber,

foreman of Engine 3, was born in New York November 18, 1843, and was a carriage builder until he joined the department in 1863, on the hand engine Tremont, at Roxbury, as hoseman. In 1864 he was transferred to Dearborn, 1, in the same capacity. Upon the annexation of Roxbury the Dearborn became Engine 14, and in 1868 Mr. Webber was promoted to assistant foreman and in 1870 to foreman. In 1873 he was made permanent foreman of this company, and May 13, 1880, transferred to Engine 3 as foreman, where he has since served.

Captain Aaron D. Smith,

foreman of Engine 4, was born in Eastport, Me., in the year 1844 and joined the fire department in 1867 on Hook and Ladder 3. In 1873 he was promoted to assistant foreman, and in 1876 he was transferred to Engine 22 as foreman. July 1, 1880, he was again transferred to Engine 4, also as foreman, where he now serves. Before becoming a member of the department he learned the trade of a carpenter.

Captain C. A. Tucker,

foreman of Engine 5, was born in Salisbury, Mass., in 1831, and is a ship carpenter by trade. He entered the department with Old North, 19, in 1848, and afterwards joined a new hand-engine called Dunbar, 10, being foreman of it for two years. He was connected with steamer Saratoga, 5, in 1868, also with engine Lucius Smith, called after the chief engineer. Mr. Tucker is the oldest foreman in the department at the present time, and has taken part in all the heavy fires in the city proper, including the National Theatre, Gerrish Market, etc. He has been with the department since he joined, except some eighteen months when the iron ordinance imposing so many restrictions on the men was passed, which caused a change in the department. Mr. Tucker is at present call foreman, and has never been complained of for any breach of discipline since joining the department.

Captain Martin B. Kimball,

foreman of Engine 6, joined the department under Chief Smith in 1855 on Barnicoat, 11, then lying under City Hall. In 1856, when steam was first utilized by the department and confined in the cumbersome engine Miles Greenwood, he joined Washington, 5, of Charlestown. In 1861, when the war broke out, he enlisted, and served three years in the army, and did not again join the department until September, 1873, under John S. Damrell on Engine 6. April 1, 1874, he was promoted to assistant foreman and to foreman May 1, 1874, in which capacity he has since served.

Captain Daniel T. Marden,

foreman of Engine 7, was born at Rye Beach, N. H., in 1838, and joined the department on Barnicoat, 11, in April, 1856. He was transferred in April, 1858, to Tremont, 12, and served until 1860, when he left the department for about two years, rejoining in September, 1862, on Engine 7 as foreman, which position he has held since. He has been present at all the "big" fires, from the burning of the old Gerrish market until the present day. He was a blacksmith by trade before becoming a fireman.

Captain William Childs

foreman of Engine 8 has probably seen as little "shifting" as any one on the department, joining Engine 8 about 1867 and running with her until about 1874, when he was promoted to foreman, which office he now holds.

Captain Gershom Sherman,

foreman of Engine No. 9, was born in Marshfield, Mass., in 1828 and joined old North hand Engine, 19, in October, 1848, Captain Nat Seaver being the foreman. He was afterwards removed to Webster Engine, 13, and from thence to Engine 10. He joined Steamer 5 in 1860. At the fire of the City Flour mills on Commercial wharf, June 26, 1872, he received severe injuries, the ladder on which he was standing breaking, and precipitating him from the fourth story window to the sidewalk. November 1, 1872, he became driver of Hose 11, and in 1874 was promoted foreman of Engine 9. He has participated in all the big fires in the city proper.

Captain George W. Warren,

foreman of Engine 10, is well known as a fireman of large experience.

Captain Clarence O. Poland,

foreman of Engine 11, was born in Winchendon, Mass., in 1848, became a regular member of the fire department, February 1, 1873, joining Hook and Ladder 3, then located on Wareham street. He was promoted to Engine 11 as foreman in 1881. Mr. Poland was a substitute during the great fire of 1872, and has at several times been honorably mentioned for many acts of bravery. At the burning of the tenement house on Shawmut avenue in June, 1877, he succeeded in rescuing a Mrs. Davis from a fourth-story window, which service was duly recognized by the citizens in a substantial manner.

Captain W. A. Gaylor,

foreman of Engine 12, was born in Boston in 1844 and entered the department as hoseman on No. 5 in June, 1865. He was assigned as driver to an extinguisher wagon in 1872, and became chemical engineman on Engine No. 2 shortly after. In April, 1881, he was made foreman of Engine No. 12, which position he now holds.

Captain Andrew Freeman,

foreman of Engine 13, is over 60 years old, and has been a member of the fire department of Roxbury and Boston for more than thirty years. He rose through all the lower grades of his calling, and finally was made foreman of No. 13 in 1874, and has been there since that date.

Captain Charles F. Poor

of Engine 14 came to Boston from the fire department of Charlestown, where he and his ancestors have been stationed in the various grades of that force for several generations. He is a faithful, earnest man, about 30 years old, and has served for a while as assistant foreman of No. 3. On the 14th of last June he was promoted to the rank of foreman and placed in command of No. 14.

Captain John A. Mullen,

foreman of Engine 15, is 33 years of age, was born in Boston and entered the department June 12, 1874, as call-hoseman. May 8, 1876, he was appointed permanent hoseman and assigned to duty on Engine 23. August 8, 1881, he was promoted to foreman and transferred to Engine 15, where he now is.

Captain E. R. Merrill,

foreman of Engine 16, is a New Hampshire man, and was first connected with 16 in 1872, shortly after the annexation. His first connection with 16 was as driver of the hose carriage, and he was subsequently promoted to the position of foreman.

Captain Alexander Glover,

foreman of Engine 17, was born in Dorchester and is about 36 years of age. Before becoming connected with the fire department he worked at his trade of cabinet making. He was initiated into the department as hoseman, and for good conduct and efficiency was soon promoted to the position of foreman which position he has held during the past eight years.

Captain Henry Forbes

of Engine 18 is also a Dorchester man, and has been connected with the fire department for the past thirty years. He was first identified with the old Dorchester department before it was made a part of Boston. In 1872 Mr. Forbes was made foreman, vice J. F. Hewins, promoted to the position of district engineer.

Captain George F. Fenno

is call foreman of Engine 19, and has held that position since 1870. He is rated one of the best firemen in the department.

Captain William C. Blanchard,

call foreman of Engine 20, was appointed hoseman on Engine 20 in April, 1870, and promoted foreman May 21, 1882. He is exceedingly popular in the department.

Captain John A. De Sorgher

of Engine 21 is under 40 years of age, and has been in the department for half a score of years. He has been attached to No. 21 for six years, four of which he has been foreman. "A man who knows his business," is the verdict of those who are acquainted with him.

Captain Charles C. Willard,

foreman of Engine Company 22, was born in Boston in 1850, and for many years followed the sea; September 19, 1874, he joined the fire department permanently as hoseman of Engine 4, and January 3, 1877, was promoted to assistant foreman. July 1, 1880, he was made foreman and transferred to Engine 22, where he has served in that capacity since. The hose carriage is stationed at this house, of which he also has charge. This company is said to have the longest running card in Boston, and within a year fires in the district have increased to a large extent.

Captain W. L. Hussey,

foreman of Engine 23, was born in Boston in 1848, and joined the fire department as substitute on Engine 3 in 1862, when but 17 years old. He learned the mason's trade. In 1870 he joined regularly as hoseman and in 1874 was promoted to assistant foreman. February 1, 1875, he was transferred to Engine 23 as foreman, where he now serves. In the discharge of his duty, Mr. Hussey has received many hard knocks and severe bruises.

Captain Joseph S. Bolton,

foreman of Engine 24, is 41 years old, and was for some time connected with Hose No. 3. He has been on continuous duty at No. 24 for seven years, of which time he has been foreman five

Captain George W. Frost,

foreman of Engine 25, was born in Hancock, Me., in the year 1838, and at the age of 12 started to follow the sea, serving in the merchant service twelve years and in the United States navy three years, when he learned the trade of gas-fitting. In the year 1868 he joined the fire department on Hook and Ladder 4 in Roxbury, and in 1869 was promoted to foreman. In April, 1874, he was transferred to Engine 25 as foreman, and has served in that capacity with the same company since.

Captain Charles Henry Knox,

foreman of Engine 26, was born in Boston March 14, 1842, and joined the department in July, 1869, on Hook and Ladder 1 as ladderman. He served until the reorganization of the department May 2, 1874, when he was made assistant foreman. November 27, 1874, he was transferred to Engine 26 as foreman and has served there since. He was by profession a plasterer before becoming a member of the department.

Captain W. E. Delano,

foreman of Engine 27, was born in Charlestown in 1832, joining the fire department in 1850 as a member of Warren, 4, of which company he soon became clerk. He remained in the company until 1865, when he was transferred to the steamer, serving as foreman of the latter until 1867. At that time he was appointed on the Charlestown Board of Engineers, serving until 1871, when he was elected chief engineer, and was the last chief of the Charlestown department. He was offered a position on the Boston Board of Engineers at the time of the annexation, but declined it and accepted his present position. Captain Delano has been in the service of the fire departments of Charlestown and Boston for thirty-two years.

Captain George B. Riley

is now the foreman of Engine 28. He was appointed as ladderman on Hook and Ladder 4, September 21, 1874. He was transferred to Hook and Ladder 3, March 6, 1775. He was made foreman of Engine 12 in June, 1878, and April 4, 1881, was transferred to Engine 28 as foreman.

Captain Charles H. Champney,

foreman of Engine 29, was born in Brighton, August, 1834, and served in the town department from 1852 to 1862, being elected foreman of the Butcher Boy Engine and acting as such during the years 1861 and 1862. Resigning during the latter year, he enlisted in the Eleventh Massachusetts Battery for nine months. At the expiration of the nine months, he re-enlisted and served until the close of the rebellion. He was appointed captain of Engine 29, June 8, 1874, and is considered a most excellent officer and fireman.

Captain George A. Scott,

commander of the fire boat William A. Flanders, was born in Pembroke, Me., and joined the Boston fire department in July, 1853, on Perkins, 2, of South Boston. He was transferred to Hook and Ladder 1 about 1854, and to Engine 6 as driver in 1859. In 1863, when the William A. Flanders was built, he was commissioned as captain of her in the fire service, and has held that position since. Captain Scott was a sailor by profession, and left his vessel at Constitution wharf to join the department.

Captain Daniel C. Bickford,

foreman of Hook and Ladder 1, was born in Richmond, Me., in 1827, and choosing the profession of blacksmith when of sufficient age, carried on that trade in this city on Beverly street until he joined the department in 1861, under Chief Bird, as ladderman on Hook and Ladder Company 1. He has served on that truck up to the present time. He was made assistant foreman in 1871 and foreman in 1872, in which capacity he has since acted. He has never lost a day or a fire since the company was made permanent in 1874. During the "big" fire in 1872 he suffered so much from over exertion that he was necessarily laid up for two weeks, but though receiving many hard knocks in the performance of his duty has never been away from his post with this exception.

Captain John H. Elliot,

foreman of Ladder 2, was born in Ware, N. H., in 1838, and joined the department in 1858, when he was appointed to Webster Engine, 13, which is disbanded, the last fire it responded to being the one at Gerrish market. Mr. Elliott, after remaining with Engine 13 some six months, joined Hook and Ladder 2, and was appointed foreman in June, 1877.

Captain Eugene Cummings,

foreman of Ladder 3, is a Boston boy. He was born June 9, 1851, and joined the fire department as ladderman of Hook and Ladder 8, June 6, 1874. September 10, 1880, he was transferred to Hook and Ladder 3, and promoted to assistant foreman April 21, 1882, and to foreman October 2, 1882, in which capacity he has since served. Mr. Cummings was by trade a teamster. He has received some hard knocks during his service, and at the Winthrop square fire, December 28, 1879, was so badly injured by falling through the floor that he was confined to the house for about nine weeks. This company is mostly composed of "veteran" firemen, which signifies that a man has served seven years in the department.

Captain John M. Powers,

foreman of Ladder 4, is 48 years old, and is familiar with all branches of the service. He has been a member of the company nine years and foreman five years.

Captain John B. Hill,

aged 58 years, call-foreman of Hook and Ladder 5, entered the department July, 1851, and served through the grades of clerk, assistant foreman and foreman of Perkins Engine, 2. Left the service in December, 1859, and in January, 1870, reentered as foreman of Hook and Ladder 5, which position he still holds. He has served under Chief Engineers Barnicoat, Smith, Clark, Bird, Damrell and Green.

Captain Henry Grove

is foreman of Ladder 6, receiving the appointment in January, 1870. He is an old and experienced fireman, and has done much hard service.

Captain Louis P. Bird,

foreman of Hook and Ladder 7, is 50 years old and has been connected with that station for twelve years, and foreman of it three years.

Captain C. F. Griffin,

foreman of Hook and Ladder 8, was born in Gorham, N. H., in the year 1837, and in 1863 went to the war and upon his return learned the trade of a carpenter, at which he worked until joining the fire department in 1869 on Hook and Ladder 1. In October 1, 1873, on the organization of Hook and Ladder Company 8, he was appointed foreman, and has served there since.

Captain C. H. W. Pope,

foreman of Truck 9, was born in Boston in 1845, joining the Charlestown Fire Department some fifteen years ago. At the time of the reorganization of the department he was appointed foreman of the ladder truck, an appointment which was confirmed at the time of annexation to Boston. He has served seven years in the State militia in both cavalry and artillery.

Captain Mark C. Davis,

foreman of Ladder 10, is an old member of the Roxbury department. He was appointed foreman of Ladder 10, January 20, 1875.

Captain E. H. Sawyer,

foreman of Ladder 12, is an old soldier, and, besides fighting for his country, has done excellent service in the Boston Fire Department. He is about 40 years old, and was formerly on Hook and Ladder No. 4; from there he was transferred to No. 12 as foreman in July, 1880. He is said to be one of the best firemen in the city.

Captain George S. Rich,

foreman of Hose 1, was born in Boston St. Patrick's day, 1848. He joined the Charlestown department about 1865 as a member of Bunker Hill, 2, becoming assistant foreman of the company in 1871. He was appointed foreman of Hose 2 upon its organization from the engine company in 1872, and retained his position at the time of annexation and organization of the company as the present Hose 1.

Captain George E. Tyler,

foreman of Hose 2, was born in Charlestown in 1832, joining the fire department in 1850 as a member of Bunker Hill, 2. He was elected foreman of the company in 1864, serving five years, and was re-elected in 1873, holding his position ever since. With the exception of a year and a half, when he was unfit for active duty, his term of service in the department has been continuous

Captain Owen Tully,

foreman of Hose 3, was born in Kings county, Nova Scotia, in 1847, and has lived in Charlestown the last eighteen years. He joined the fire department in 1871 as a member of Massachusetts Hook and Ladder 1. He was transferred to Hose 2 in 1872, and was appointed assistant foreman in 1874. In October, 1881, he was transferred to Hose 3 and appointed to his present position. He has served three years in the Charlestown City Guards, under Captain Drew.

Captain George Getchell,

foreman of Hose 4, was born in New Bedford, Mass., in 1850, coming to Charlestown in 1860 and joining the fire department in 1867 as a member of Hose 4. He was elected secretary of the company in 1869, assistant foreman in 1870, and foreman in 1873.

Captain William Lovell,

foreman of Hose 5, was born in Boston in 1826. He joined Suffolk Engine, 1, in 1843. In 1851 this piece of apparatus was changed to Hose 5, and he ran with it until the introduction of steam in 1868, when he joined the Miles Greenwood. About 1860 he was transferred to Hose 5, and continued in active service until 1880, when, at the fire at Blackman & Shepard's, September 17, 1880, his eyes were injured by smoke, and he has since been almost totally blind. He is still the foreman of this company officially, although his brother Silas, the driver of the carriage, has full charge of the house during his forced retirement. Silas Lovell has been running from this house for thirty-five consecutive years.

Captain Charles C. Green

of Hose 7 is 43 years old and has been in the department for more than twenty years. Formerly a member of the old Roxbury department, he has been foreman of No. 7 since its organization thirteen years ago.

Captain John Knights,

foreman of Hose 8, was born in Boston in 1847, and became a member of the fire department as substitute in 1870, and in 1873 was driver of Engine 3. In 1874 he joined Hose Company 2 as driver, and in 1875 went back to Engine 3 in the same capacity. He was made foreman of Engine 14 in 1880, and in 1883 shifted to his present company, where he ranks as assistant foreman, but has full charge, there being no foreman connected with this company.

Captain Albert Schell,

call foreman of Hose 9, is twenty-six years of age, and is a native of the "Hub." He was appointed call hoseman in this company, October 2, 1875, and was promoted to his present position in March, 1882.

Captain Henry D. Bowers,

foreman of Hose 10, aged 48 years, was born in Albany, N. Y., and joined the department in 1861, and was appointed steward of Hose 10. He resigned in 1862, and joined the navy. In 1865 he was elected a member of Hose 10, and December 15, 1879, was promoted foreman. He has seen nineteen years' active service as fireman.

Captain David Smith

is call-foreman of Hose 12. He entered the department in May, 1852, and served as hoseman in Mazeppa, 1, where he remained till 1857, when he resigned. In 1858 he joined Spinney, 14, and stayed until Steam Fire Engine 2 was put in commission in 1860. In 1869 he was promoted to call-foreman and served three years in that capacity, then followed one year as hoseman, and in 1873 he again went in as call-foreman, which position he filled on Engine 2 until 1882, when he was transferred to Hose 12.

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