

MANY SHIFTED.

Complete Turn-Over in the Fire Department.

Promotions Announced by the Commissioners.

Two New Companies Made Up by Them.

Captains are to Take Their Places Today.

Aerial Soon to Be a Fixture of Ladder 4.

The changes and transfers in the Boston fire department were announced by the commissioners last night, and will take effect at 10 o'clock this morning.

By the provisions of the new orders, two additional companies are to be organized and known as engine 41 of Allston, and engine 42 of Egleston sq.

Capt. George F. Griffin of ladder 8 has been appointed to take charge of the former company, and Capt. William Childs of engine 24 is transferred to the latter.

Capt. E. F. Martin of engine 7 is transferred to engine 18, Capt. John Colligan of that company being retired.

Capt. C. O. Pollard of engine 25 goes to take charge of engine 10, Capt. Knights retiring.

Capt. John F. Ryan of engine 38 is to take charge of engine 26, as Capt. Willett may not be able to return to active duty for some time.

Capt. J. H. Lefavor of engine 3 takes command of engine 24.

Capt. J. M. Littleton of ladder 4, Roxbury, has been transferred to ladder 8, which Capt. Griffin is leaving for a berth nearer home.

These are the most important changes to be made.

For several weeks the firemen have been anticipating these changes, and it was taken for granted that when the promotions were made public last Monday, the consequent changes and transfers would be announced a day or two later. But they were not, and for the past three days the firemen have been surmising what might be.

That the changes were not announced before is due to the fact that the members of the board have been unusually busy, and did not have the time to complete the list.

All of yesterday, Chairman Fitch and Commissioner Murphy, in the privacy of their office, pondered over the long list of names before them, striving to place the men where they could best serve the department and promote its efficiency.

Visitors and business callers came and went and still the two commissioners kept at work

Revising their Lists.

Commissioner George Innis was absent, being in attendance at the G. A. R. encampment.

It was after 5 o'clock when the waiting firemen and reporters were apprised of the fact that the session of the board was over and a final decision reached.

The firemen were furnished with the letters and documents for their respective companies, and lost no time in reaching their houses to hear the result of the board's deliberations.

The most important decision is the formation of the two new companies. Both of the engine-houses have been ready for occupancy for some time, containing the apparatus, horses, etc., and the companies will take possession at once.

Engine company 41 of Allston will be made up as follows: Captain, George F. Griffin, transferred from ladder 8; engineman, E. E. Jeffrey, transferred from engine 24; assistant engineman, M. F. McDonald, transferred from engine 26; hosemen, W. A. Rathburn, transferred from engine 34; C. H. Rodd, transferred from ladder 12; F. J. McLaughlin, from engine 26; permanent substitute, W. H. Gillis.

The make-up of engine company 42 at Egleston sq. will be as follows: Captain, William Childs, transferred from engine 24; engineman, Charles Windham, from engine 28; acting assistant engineman, M. J. Lamb, from engine 8; hosemen, J. A. Haley from engine 26, E. Amsden from engine 23, J. H. Thorburn from engine 7, L. Murdock from engine 22, H. M. Laskey, also from engine 23

Lieut. J. H. Victory of engine 6 is made first lieutenant of engine 26.

Lieut. N. J. Gaffey of engine 26 is transferred as lieutenant in command of ladder company 13, which is without a captain.

Besides these there are seven other lieutenants who were promoted to captaincies and whose names appeared in THE GLOBE of Monday and Thursday.

Another promotion announced is that of Assistant Engineman Batchelder of engine 15, who becomes an engineman on engine 4.

The List of Transfers

of general men, including hose and ladder men, is as follows:

- P. J. Walsh, Jr., from engine 18 to engine 3.
- John McCarthy, from chemical 8 to engine 26.
- M. J. Dacey, from engine 3 to engine 12.
- C. F. Eaton, from engine 12 to engine 26.
- J. A. Kelley, from engine 27 to engine 22.
- J. J. McCarthy, from engine 23 to engine 12.
- D. W. Mahoney, from engine 38 to engine 23.
- J. B. Solari, from engine 35 to engine 4.
- J. D. Gillen, from engine 24 to engine 23.
- P. E. Walsh, from engine 11 to engine 40.
- J. Nolen, from engine 40 to engine 11.
- Charles Miller, from engine 22 to engine 28.
- W. J. Killion, from engine 4 to ladder 12.
- J. J. Burke, from ladder 7 to engine 38.
- E. J. Calde, from ladder 1 to ladder 5.
- J. J. Spillane, from ladder 5 to ladder 1.
- F. J. Lynch, from ladder 12 to engine 34.
- George F. Fitzgerald, from engine 28 to ladder 1.
- J. T. Weston, from engine 3 to engine 19.
- E. E. Lathrop, from engine 4 to engine 3.
- H. M. Hebard, from engine 7 to engine 22.
- D. J. Murray, from engine 32 to engine 7.
- William Martin, from ladder 1 to ladder 3.
- W. E. Riley, from engine 9 to engine 6.
- T. J. Leary, from engine 1 to chemical 8.
- J. E. Donoghue, from engine 10 to engine 3.
- E. A. Whitehead, from hose company 8 to engine

- 18.
- W. R. Smith, from engine 4 to engine 3.
- A. J. Doherty, from engine 13 to engine 38.
- E. F. Denehey, from engine 6 to engine 32.
- T. J. Hurley, from engine 7 to engine 40.
- C. J. O'Brien, from engine 40 to engine 7.
- G. P. Coleman, from engine 37 to engine 4.
- H. F. Flynn, from engine 38 to engine 9.

Permanent Substitutes Appointed:

- John McCann, ladder 8.
- John J. Sullivan, chemical 1.
- C. F. Driscoll, engine 22.
- J. H. Clemens, engine 38.
- George A. Carney, engine 24.
- S. T. Kennedy, ladder 7.
- A. J. McKee, engine 19.
- J. T. Foynee, engine 38.
- L. D. Merrill, engine 1.
- F. J. Munster, engine 10.
- J. H. Mullen, engine 13.
- William A. Baldwin, engine 1.

Promotions, retirements, changes and transfers all take effect today, and for a while the average engine house in the city will present a busy scene.

The changes have not been confined to any one section, but will affect almost every engine and ladder house in the city.

All the men are well pleased with their

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appointments, and will enter upon their new duties with renewed zest and vigor.

Capt. Griffin, the head of the new company at Allston, is a courageous fireman and an officer thoroughly capable of assuming charge of the new company. He served in the civil war, and, being honorably discharged, entered the fire department in 1868. He began his duties as a call man on ladder 1, and five years later became captain of ladder 8. For several years he has had charge of the manufacture and repairing of the ladders of the department.

Capt. William Childs, who takes command of engine 42 at Egleston sq., is a well-known fireman and an able officer.

Capt. James M. Littleton, who relieves Capt. Griffin of ladder 8, has been in the department since 1871. He was for several years a lieutenant on ladder 1, and is well acquainted with his new surroundings.

Capt. Lefavor, Martin, Poland and Ryan, all of whom are transferred, are all well known as fire fighters and men of good executive ability.

It was thought that in view of the recent death of Capt. Champney and the wholesale scale on which the fire commissioners were making changes, that the captaincy of engine 29 would be filled, but the board has decided to let the position remain as it is for a while, at least.

In the matter of engine 43, at South Boston, the new house has not yet been completed, and the company which is to be located there will not be created until the house is ready for occupancy.

Lieut. Webber, who today takes charge of ladder 4, will soon have an aerial instead of the present apparatus, which will be used as a spare truck. The new ladder is now at Fort Hill sq. and will be sent to Roxbury at an early date.