

SEVEN CAPTAINS.

Promotions to be Made in Fire Department.

Numerous Changes Scheduled to Go Into Effect Soon.

West Roxbury May Have a Permanent Chief.

Three New Companies are to be Formed.

Some of the Apparatus May be Transferred.

Independent of the criticism of the Boston fire department since the last big fire and the possibility of an investigation, there will shortly be some changes.

One feature of these is the list of promotions which have been sent to the mayor for his approval, but it is said they form a comparatively small part of those that are to be made.

The list of promotions follow:

Matthew Walsh, lieutenant engine 3, captain engine 3.

F. E. Hibbard, lieutenant engine 22, captain engine 21.

J. M. Garrity, lieutenant engine 26, captain engine 7.

C. H. Leary, lieutenant ladder 8, captain engine 25.

H. J. Hart, lieutenant chemical engine 8, captain engines 38 and 39.

James P. Dean, lieutenant engine 4, captain engine 11.

C. H. Webber, lieutenant ladder 13, captain ladder 4.

M. J. Mulligan, hoseman engine 7, lieutenant engine 22.

H. Sawyer, hoseman engine 12, lieutenant engine 26.

J. J. Flanagan, hoseman chemical engine 1, lieutenant chemical 8.

M. Cronin, ladderman ladder 3, lieutenant ladder 12.

J. S. Cleverly, hoseman chemical 8, lieutenant ladder 15.

John Ready, hoseman engine 26, lieutenant engine 6.

W. M. Heffernan, ladderman ladder 3, lieutenant engine 3.

P. Callahan, hoseman engine 6, lieutenant engine 4.

It is noticeable that not a few of the men named are among those who performed yeoman service at

The Federal Street Fire,

as a result of which at least four were sent to the hospital from injuries received while on duty.

Lieut. Matthew Walsh of engine 3 joined the fire department in 1884, being assigned to duty on engine 7. Two years later he became a permanent member and was assigned to engine 22 in 1887, and shortly was given a lieutenantancy on engine 3.

Continued on the Second Page.

SEVEN CAPTAINS.

Continued from the First Page.

Lieut. F. E. Hibbard of engine 22 joined the department in 1873. A year later when it was reorganized he became a permanent fireman. He was transferred to engine 26 in 1878, and on June 1, 1892, was appointed lieutenant and assigned to engine 3, being transferred to engine 26 a little later.

Lieut. Joseph M. Garrity, now of engine 26, began duty on ladder 12, became permanent in 1887, and went to ladder 3. On June 25 of that year he was assigned to engine 26, and a short time later became a lieutenant on engine 7. He assumed the duties of his present position June 18, 1891. Owing to Capt. Willett's absence the past year Lieut. Garrity has had entire charge of engine 26.

The next man to enjoy promotion is Lieut. C. H. Leary of ladder 8. He became a fire fighter in 1884, doing duty on engine 3. He was made permanent in September of that year and for a considerable time past has been a lieutenant on ladder 8.

Lieut. H. J. Hart of chemical 8 joined the department 20 years ago. In 1874 he became a permanent member and went to engine 7. In 1888 he became a lieutenant on 26, and later on chemical 8.

Lieut. James P. Dean of engine 4 joined the force of fire fighters in '83, and did duty on engine 26. He was transferred to engine 14 four years later, but went back to 26 in July of '88, being promoted to a lieutenant in December of that year, and assigned to his present position.

Charles H. Webber of ladder 13 is the next and last lieutenant to be honored with a captaincy on the list presented to the mayor. He joined the department in 1881 as a call man, became a substitute in 1885 on engine 22, and was made a permanent member and assigned to ladder 13 in 1887. After being made a lieutenant he still remained with this company.

Hoseman M. J. Mulligan of engine 7, who will soon become a lieutenant on engine 22, joined in 1885, became permanent in 1886, and was transferred to engine 7.

Hoseman Hadwin Sawyer of engine 12 first donned a fireman's suit in 1874, when he was assigned to engine 14. Ten years later he was made permanent and transferred to engine 12.

Hoseman John J. Flanagan of chemical 1 became a fireman in 1885, was made permanent two years later, and in 1888 was assigned to chemical 1.

Mortimer M. Cronin of ladder 3 joined the department in 1885 as a call man on ladder 5, and was transferred as a permanent member to his present position in 1887.

Hoseman John S. Cleverly of chemical 1 entered as far back as 1879, going to ladder 3 as a permanent man in 1880. Two years later he became a hoseman on chemical 2.

Hoseman John Ready of engine 26 became a fireman in 1882, doing duty on ladder 11. He was made permanent and assigned to engine 7 in 1883 and was transferred to the Mason st. house two years later.

W. M. Heffernan of ladder 3 became in 1886 a substitute on engine 3 and was made a permanent member and assigned to ladder 3 in 1888.

Hoseman Peter Callahan of engine 6 became a substitute on engine 6 in 1887, being retained on that engine when made a permanent member of the department a short time later.

All these promotions are to take effect on Friday next.

At the same time the firemen's pension bill goes into effect.

Retiring the Following:

James F. Rogers, call district chief, West Roxbury.

John Colligan, captain engine company 18.

George W. Warren, captain engine company 11.

Thomas W. Gowen, captain engine company 21.

L. M. Knox, hoseman engine company 19.

B. F. Thayer, hoseman engine company 23.

M. B. Kelton, call hoseman engine company 31.

A. A. Bostwick, call hoseman engine company 23.

E. B. Hebard, engineman company 19.

Besides these, there is Capt. Knights of engine 10, who was retired last week.

There are but four captaincies made vacant, yet seven new captains have been appointed. This evident over-supply of heads of fire companies is explained by the fact that there are three new companies soon to be created; one in Allston, engine 41; another, engine 42, at Egleston sq., and the third, engine 43, at South Boston.

The houses for engines 41 and 43 are already fitted up with apparatus, horses, etc., each having a man in charge until the appointment of new companies. It was thought that they would be formed immediately after the completion of the new houses, some months ago, but the matter was delayed until after the passage of the appropriation bill.

In the case of engine 43 of South Boston, the new house has not yet been turned over to the fire commissioners, so that the creation of that company will be a matter of some weeks yet.

Only engines 11 and 21, the captaincies of which will soon be made vacant by the operation of the new pension law, are supplied by promotions, they to be in charge of Captains-elect James P. Dean and F. E. Hibbard, respectively.

The five remaining newly chosen captains will take the places of the captains now in charge of the engines to which they have been respectively promoted, and the latter will undoubtedly be distributed around among the three new companies and the two remaining companies whose captains the pension act retires.

The New Companies

will in all probability, and in pursuance of a long established policy, be made up of experienced firemen from the several houses, while many of those now on the waiting list may be given a chance to assert their ability as fire fighters.

In the list of promotions no provision is made for the appointment of a new chief at West Roxbury, which will be made vacant next Friday by the retirement of Call Chief James F. Rogers. It is said, however, that the commissioners have been considering the advisability of making this position a permanent one, and should this be done it is probable that one of the captains will be appointed to the position.

It is said that the commissioners are about to create a new position that of aid to the chief--and to also make the position of drill-master a permanent one. Capt. John Grady of ladder 3, on Harrison av., may be the fortunate one, and in the event of his promotion Capt. Littleton of ladder 4, Roxbury, may succeed him.

Capt. Ryan of engine 38 may be chosen to captain engine 26.

Perhaps the most important change in apparatus will be the transfer of the aerial ladder, now located at Fort Hill sq., to ladder 4's house at Roxbury. Ladder 4 will then be sent to South Boston or some other place where it is urgently needed. The longest ladder which this truck carries is but 65 feet, and the large number of tall buildings in Roxbury make an aerial a necessity.

A new ladder company may be established at the Monument st. engine house, Charlestown, with Fireman Joseph Reilly as foreman.