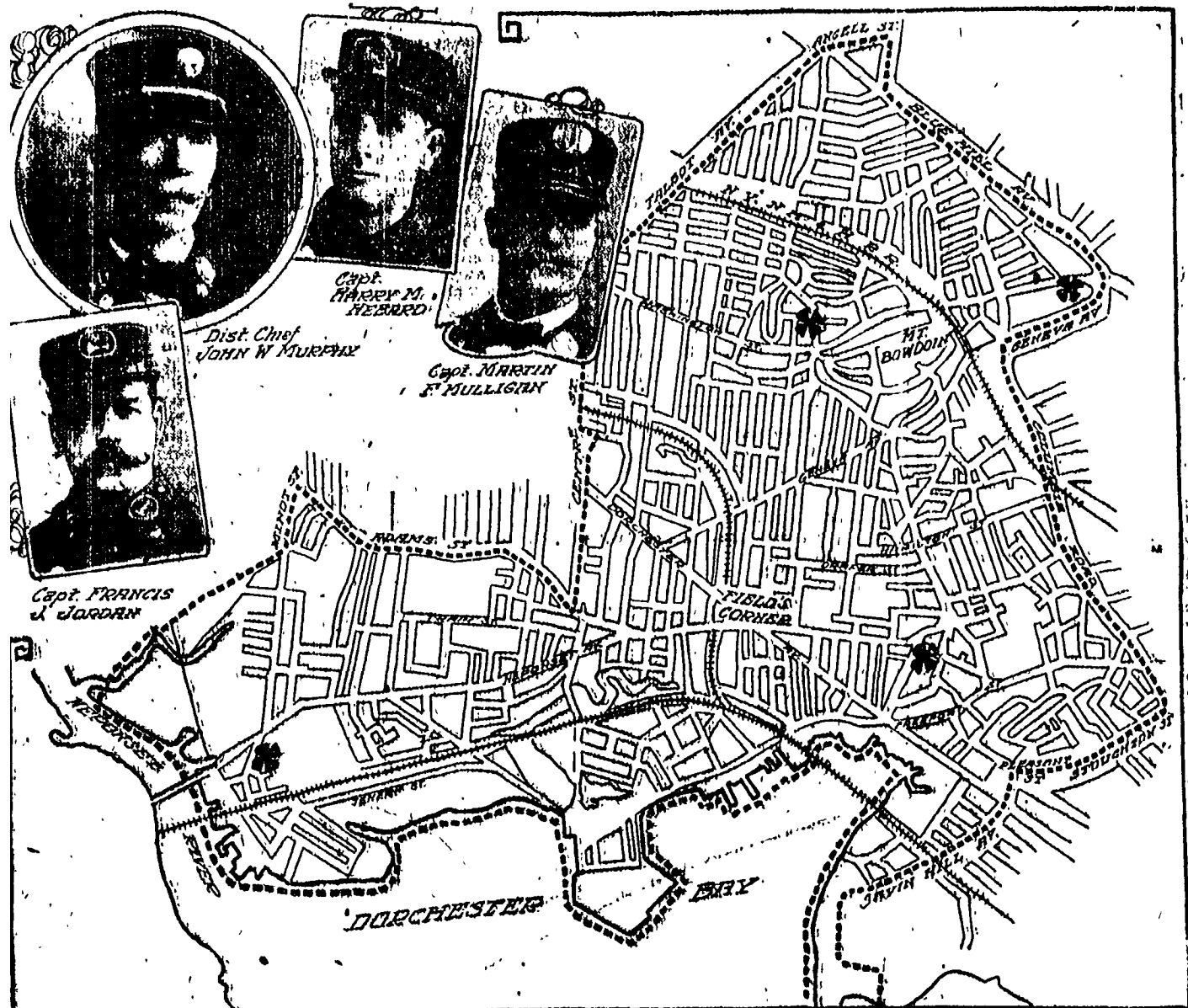


ONE OF BOSTON'S DANGER SPOTS.

The Tenth Fire District Includes the Dorchester Section With Its Many Wooden Structures and Lumber Yards—Every Fire There Lets Loose the Flying Brand Hazard, Which Is Always Dangerous—How the District Is Manned and Organized.



THE TENTH DISTRICT AND ITS DEFENDERS.

THE tenth fire district of Boston runs north and south from Upham's Corner to the Neponset river, and east and west from Dorchester bay to Franklin park, touching Dorchester Center at Copman sq. and includes Meeting House Hill at Bowdoin, Fields Corner and Neponset. This tract includes nearly all ward 20 and a large part of ward 21. The great area of wooden buildings of this immense residential tract is looked upon with the greatest apprehension by the fire commissioners and the board of underwriters, and very justly, for this is a district of the "flying brand hazard," of which the fire hazard commission had so much to say, and this was fully exemplified by the fire of July 13 of the present year, for this fire was already more threatening when the flames arrived than was the Chelsea conflagration in 1908. The chief of this district received deserved commendation for his prompt measures in controlling that dangerous fire.

Officially, the tenth fire district of Boston is bounded: on the north by Geneva av; Columbia road, Stoughton and Pleasant sts, Savin Hill av, Evansdale terrace to the water front. On the east by Dorchester bay and the Neponset river. On the south by marsh land to Minor st, through Adams and Center sts, Talbot av and Angell st. On the west by Canterbury st and Blue Hill av.

The lines of this district were thus laid down when the immense territory covered by the 9th, 10th and 12th fire districts of Boston was divided into four parts to make the 10th fire district, on Sept 5, 1900.

Besides a fine residential section, this district has a large water front and lumber yard area. Some of Boston's largest wood-working establishments are in this district.

The line along Freeport av has a peculiar fire hazard of their own, and fires of that sort are some of the most difficult that the fire fighters have to face. It was at a lime fire in March of the present year on one of the wharves on Freeport av that so many men of this district were badly burned.

This district is guarded by engines 17, 18 and 20, ladders 7, 22 and 27, and is building up so fast that from an average of 30 runs a year the present chief of this district now responds to an average of 800 fires a year.

The 10th fire district is under the command of District Chief John W. Murphy.

He was appointed to the fire force Jan 6, 1888, and since then has served with the following companies: Engines 3, 2 and 34, combination wagon, 7 and ladder companies 5, 7, 8 and 18. He was promoted lieutenant Dec 23, 1896; captain Oct 25, 1902; acting district chief, March 6, 1908, and chief of this 10th fire district Sept 5, 1910.

District Chief Murphy has had an interesting career as a fire fighter, and has several times been hurt. One of his most exciting experiences occurred when with engine 3 he was one of the first to roll in to the great "Albany-st fire" on Aug 8, 1910, and found his hands full in working effectively and yet keeping men out of the onrush of fire that repeatedly drove them from one position to another.

Exciting experiences began early for District Chief Murphy, for he had been a fireman barely three months when while working into a fire he was fairly blown out of the building in which occurred what is known among firemen as the "Port Hill-explosion," April 30, 1888. All the men caught in the building were badly burnt, and District Chief Murphy so severely that he did not leave the hospital for a month.

The headquarters house of the 10th fire district is that of engine 18, Harvard st, Dorchester. This house is under the command of Acting District Chief Francis J. Jordan, who assumes charge of this district in the absence of the district chief.

Capt Jordan was appointed to the department May 18, 1891. Promoted lieutenant of engine 9 Oct 25, 1900, and captain of engine 6 March 2, 1904. He has served with engines 6, 9, 18, 25 and ladder company 7.

Lieut Thomas J. Muldoon of engine 18 was appointed to the department March 10, 1894, and was promoted lieutenant of chemical company 8 June 14, 1901. He wears the medal of honor of the Massachusetts Humane Society for saving the life of a woman at a fire on Gold st, South Boston, in February of 1901 when he was a member of chemical company 8. His name is also inscribed on the "Department Roll of Merit" for the same heroic deed.

The engineers of engine 18 are Joseph M. Holland and William A. Ploard. The drivers are Patrick H. Jennings and Daniel A. White. The hosemen are John T. Donahue senior hoseman, George B. Burckhart, John H. Wleemann, James K. Lettman, John Griffin a veteran of the Spanish war, and James F. Shea, driver and telegrapher for District Chief Murphy.

The territory in which engine 18 responds to fires is bounded by Blue Hill av, Roxbury; Peabody sq, Ashmont; Walk Hill at Mattapan, and Uphams Corner, Dorchester.

Engine company 20 and combination ladder 27 are stationed in the same quarters on Walnut st, Neponset.

Engine 20 is under the command of Capt Harry M. Hebard. Capt Hebard is one of the few engineers who have gained higher rank in the fire service. His recent promotion by Fire Commissioner Daly is strongly indicative of a determination to recognize merit wherever it is found among his subordinates.

Capt Hebard was appointed to the fire department July 17, 1891, and was soon made assistant engineer, and on Feb 15, 1897, was promoted engineer of the self-propelling engine 38. He was promoted lieutenant June 29, 1906, and for many years served with engine 23 on Warren av. Of late, previous to his promotion, he held the responsible position of department engine school instructor, and on Friday, July 14, 1911, his services were recognized by Commissioner Daly when he was called upon to make his first selection for captains.

Lieut William H. Hughes of this company is a veteran of the fire force, having long service to his credit, and has served with the crack down town ladder companies of ladder 1 on Friend st, and ladder 8 in Fort Hill sq. He has also served with ladder 9, and with engine companies 22, 27 and 30. He has been a lieutenant since June 3, 1904.

Engineer George H. Bridge of engine 20 is the senior engineer of the Boston department, having been appointed to engine 7, Dec 31, 1873, and has served 38 years in all with engine companies 7 and 20. He was a machinist before entering the department, and has been an engineer since Sept 26, 1876.

The assistant engineer is Eugene G. Allen. The drivers are Charles E. Hudson and Arthur W. Warren. The hosemen are Andrew J. Burnett, John A. Killean, Timothy F. Cannon and William H. Harkin.

The light combination ladder 27, also stationed in this house, is under the command of Lieut John F. Mitchell. He

is a carpenter by trade and joined the fire force as call man to ladder 4, Oct 27, 1882, and was made permanent on ladder 8, June 17, 1885, and after service with engines 13 and 14 was promoted lieutenant of his present company Nov 18, 1901.

His laddermen are John Lawson, Frank Keelion, Timothy J. Sheshan, William J. O'Connell and driver P. J. Mahan. This truck carries nine ladders and responds to nearly every box in Dorchester.

Combination ladder 27, Washington st, Dorchester, is under the command of Lieut John J. Gavin. He has been a fireman since May 24, 1889, and has served with engines 1, 6, 15, 22, and 11 years with ladder 4. He was promoted lieutenant of engine 6, June 10, 1903, and has been in command of his present company since Oct 10, 1904. While working at a fire with ladder 4 Lieut Gavin was nearly blinded, and for many months was in serious danger of losing his eyesight. Lieut Gavin is liked by every fireman with whom he has served.

His laddermen are Edward J. Heragan, Edward W. Fottler, William Chittick, Thomas E. Lynch, George F. Leary, a veteran of the Spanish war, and drivers John E. Butler and Charles A. Hedd.

This new, light service truck carries nine ladders and is one of the fastest trucks in service. It responds to 190 boxes on a first alarm in the five different districts of 8, 9, 10, 12 and 14.

Engine company 17 and ladder company 7 are quartered on Meeting House Hill. Engine 17 is under the command of Capt Martin F. Mulligan. He became a fireman Oct 13, 1887, and was assigned to engine 4 on Bullfinch st. After a stay of one hour in this house, perhaps the shortest assignment ever given a fireman, he was transferred to chemical 7 in East Boston.

He afterward served with engines 1, 3, 7, 10 and 26; until promoted lieutenant of engine 13 in April, 1899. He then served with engine 15 until promoted captain of engine 5, June 22, 1908. He has been in command of engine 17 since April 9, 1900.

Capt Mulligan has had many thrilling experiences since he became a fireman. He was lieutenant of engine 15 when that company was sent by rail to Brockton during the big fire. He was in charge of engine 15 when it was sent to the Chelsea conflagration April 15, 1908, and he and his men were caught in the rush of fire and compelled to abandon everything, narrowly escaping with their lives. The engine was destroyed, but afterward made good to Boston by the fire of Chelsea.

After reporting the loss of his engine to Chief Mullen, Capt Mulligan secured a relief engine from the Boston repair shops and went over to East Boston to work at the big oil works fire which then threatened the entire island of East Boston.

While working at this fire he was caught in a gust of flaming gas and so badly burned that he did not return to duty for many days. He has worked at all the big fires in Boston that have occurred since he entered the department, including the great "Thanksgiving day fire," and the big dock fires in Charlestown and East Boston. During his long service he has been many times injured, several times burned, and has had an arm broken whilst working at a fire.

Lieut John F. Curley of engine 17 entered the fire department Nov 13, 1894, and after service with engines 1, and 24 and 29, was assigned to engine 25 as assistant engineer, until promoted engineer in 1900.

He was promoted lieutenant of engine 5, Nov 8, 1903, and has been with his present company since 1904. He worked at many of Boston's biggest fires during his many years of service with engine 25 in Fort Hill sq, and at the big dock fires in Charlestown, the "Union wharf fire" in Boston, the "Bigelow-Dowse fire" and the big fire of that period, often ran old engine 26 without a "shut down" for over 24 hours at a stretch.

Engineers Thomas F. Cooney and Edward I. McLaughlin look after the machinery of engine 17. The reinsmen are Adrian R. Grace and Peter A. Holly. The hosemen are John F. Dowd, Francis J. Dermody, James M. Harrington, Joseph F. Coleman and Charles Ingersoll.

Hoseman Dermody is one of the best-known firemen in New England, having recently been reelected president of the Boston firemen's "Russell club." He has been an able and energetic worker for the organization, and without doubt his services will soon be recognized in a fitting manner. Nearly all the men of this company

were burned at the "O'Connell wharf fire" of a few months ago. Their district covers part of Dorchester and South Boston, to 81 boxes of which they respond on a first alarm.

Ladder 7, quartered near engine 17, in what is probably the smallest fire house in Boston, is of the light combination type, and carries 10 ladders. Lieut James F. O'Connell has charge of this company.

He is a veteran of the service, having been a fireman since Sept 12, 1880. He has been a lieutenant since Oct 30, 1908. The senior ladderman is Cornelius P. Moadley. The driver is Wm. J. Walsh. The laddermen are Patrick J. Norton, William Peterson, Henry F. Brady, James E. Tracy, Michael J. O'Donnell, Thomas H. Andreoli and William B. Jennings.

Ladderman Tracy of this company is a veteran of the Spanish war, and served through the Cuban campaign, including the battle of San Juan.

The rapid spread of fire in this district on July 13 of the present year, which was followed by a mass meeting of the residents of the district to ask for another fire engine, and for an automobile chemical engine to better protect this rapidly growing district, calls attention to the fact which the fire commissioner, the underwriters and the "fire hazard commission" have reiterated time after time, and that is, that the immense and rapidly growing districts on the outskirts of Boston are from their immense areas of closely built frame structures, the most serious fire menace that the city has.