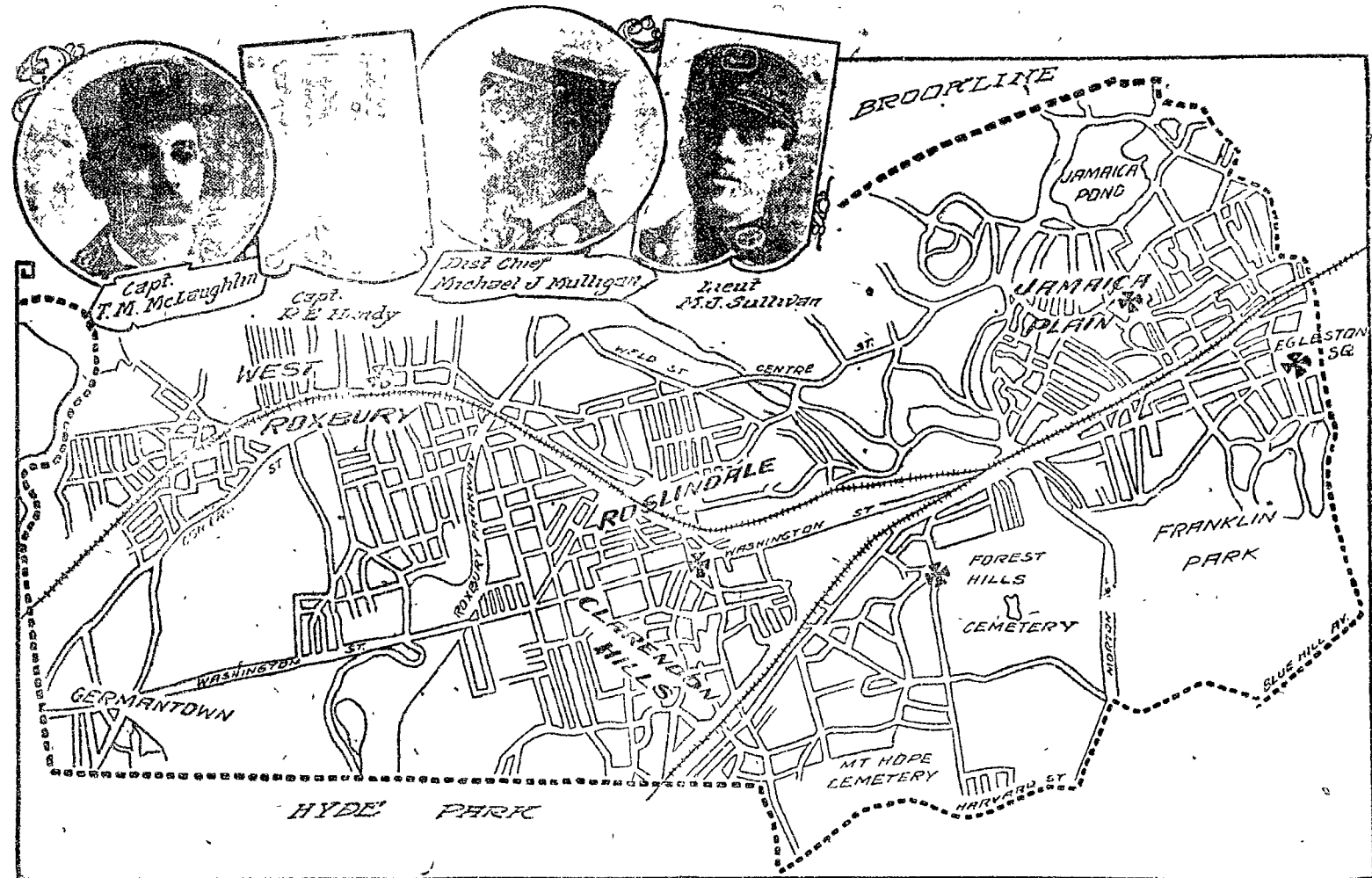


ALARM BOXES THREE MILES FROM FIRE STATION.

Twelfth Fire District the Largest in Boston, and Was the First to Use an Auto Wagon—West Roxbury Jamaica Plain and Roslindale Are Included, and the Long Runs Make It a Difficult District to Cover—Many Well-Known Fire Fighters in Its List of Firemen.



THE 12th fire district is the largest of the 14 fire districts into which Boston is divided. It extends from a point north of Jamaica pond to Germantown on the south, and west and east from the Newton line to the easterly bounds of Franklin park.

Officially, it includes all that part of Boston known as West Roxbury, bounded on the north by a line from the Brookline line across Jamaica way to Castleton st, through Castleton st, South Huntington av, Perkins st, Hyde sq, Center and Sheridan sts, Chestnut av, Mozart and Atherton sts, Columbus av and Seaver st. On the east by Blue Hill av, Canterbury, Morton and Harvard sts. On the south by the Hyde Park and Dedham lines. On the west by the Newton and Brookline lines.

The changes in the boundaries of the 9th, 10th and 12th fire districts very slightly, affected this large territory when on Sept 5, 1910, the 14th district was made up from them.

The 12th fire district includes all of ward 23 and the greater part of ward 22. This covers all of West Roxbury, Roslindale, Clarendon Hills, Jamaica Plain and Germantown. It contains the best boulevard section of Boston in the Roxbury parkway, connecting Stony Brook reservation with the Arnold arboretum; Franklin park, Jamaica pond and Billings field.

Within its boundaries are the cemeteries of Gethseman, Mt Benedict, St Joseph, Mt Calvary and Mt Hope. The Pelree farm for the insane, the children's department of the Perkins' institution for the blind, the home for aged couples, the Martin Luther home for children, the Faulkner, Emerson and Adams Nervine hospitals; the great car barns of the Boston elevated company on South st, and the sheds at Forest Hills and Roslindale; many other large institutions, and about 23 large public schools.

The residential sections along the Brookline, Newton, Hyde Park, Dedham and Dorchester lines are the finest in Boston. The district is building up exceptionally fast, the number of fires is steadily increasing, and, owing to the great amount of wooden structures, the hazard of a sweeping fire is ever present.

The amount of territory to be covered by the horse-drawn apparatus is very large, and some of the runs to a first alarm are fully three miles from the station to the box, so in this district Boston first tried the auto wagon, and its success justifies the prediction that the auto will soon replace the horse in this section of the district.

This district is guarded by nine companies, divided among five houses, viz: Engines 28, 30, 42, 45, ladders 10, 16, 25.

chemical engine 5, and the auto chemical 13.

District Chief Michael J. Mulligan has charge of the 12th fire district. He was born in Brooklyn, N Y, June 10, 1857, and went to sea at a very early age. Later in life he was a porter and shipping clerk, but finally decided in favor of the fire service.

To this he was appointed March 23, 1885, and assigned to engine 7. With this company he served until February of 1893, when he was promoted lieutenant of engine 22. On July 30, 1897, he was selected from 19 lieutenants called up by the late Fire Commissioner Henry S. Russell, and was promoted captain of engine 22. On March 2, 1906, he was promoted chief of the 12th district, and there he has since remained. During all his years of fire service, Chief Mulligan has made himself contented wherever he has been assigned, and has the remarkable record of having never asked a transfer.

In the long years of fire fighting he has received many minor injuries, but none that he thinks very serious. However, it is well known that he is very lame as the result of some of his injuries, probably as the result of those he sustained at the burning of the Hecht building, where he was caught, and so badly injured as to be laid off for 51 days. He also received severe injuries at the "Lewis wharf fire" in 1886, when he was caught in a "back draft" and very seriously burned about the face and eyes.

That the services of the chief of this district are more highly appreciated by the well-to-do residents than are the services of the fire fighters downtown is evident from the number of commendatory letters that have been sent to headquarters, and thence to the chief. It will be sufficient to mention those that were sent after the "Rectory fire," Feb 19, 1911; that for the "Forest Hill's hotel fire," June 17, 1909; the "Emerson hospital fire," March 6, 1908; the residence fire, March 9, 1909; and that from the elevated railroad company, and from the engineer of the board of fire underwriters after the car shed fire April 14, 1911; in each of which cases a substantial check accompanied the letter of commendation, and was given to the fund for injured firemen.

The headquarters of this district is that occupied by engine 28 and ladder 10 on Center st, Jamaica Plain.

Engine 28 is under the command of Capt Charles C. Springer, who has been a fireman since Nov 4, 1883, when he was appointed a call man to ladder 12. He was made permanent Jan 16, 1886, and assigned to ladder 1. After service with ladder 1, engine 22, and chemical 4, he was promoted lieutenant of chemical 10, April 6, 1900; and captain of his present company June 9, 1909.

During that long service he has attended most of Boston's big fires, including that on Hampshire st in the early 80s; the Hecht building fire, the "Brown Durell," the great "Roxbury fire," and the great fire at Thanksgiving, 1893.

Lieutenant John T. Gillen of this company was one of the first men to be selected by Commissioner Daly for promotion. He entered the department June 27, 1892, and was promoted July 21, 1911. About 12 years of his service was spent on ladder 3, in the headquarters block. His selection for promotion has met with the approbation of the entire department.

The engineers are David J. O'Connell and Thomas F. Ward. The hosemen and drivers, James J. Burke, Joseph J. Cunningham, Lawrence J. Buchanan, Daniel F. Ahern, John P. Foley, William M. Conner, and James A. Hayner. Engineer O'Connell is a veteran of the service, having served since May 1, 1880, and has served with his present company over 30 years.

Assistant Engineer Ward is a veteran of the Spanish war, through which he served in the navy. He was aboard the gunboat Vicksburg during the blockade of Havana, and received a medal of honor for bravery, and 52 cents for prize money, which he still holds as a souvenir.

He was master-at-arms of the Hartford when she went round the world, and particularly remembers the visit of the emperor and empress of Germany when that vessel lay at Kiel, Germany, for at the request of the emperor all the prisoners were released from the "brig."

Ladder 10, quartered with engine 28, is under the command of Lieut Thomas B. Flanagan, who is one of the few surviving members of the department who served through the great Boston fire of 1872. He became a fireman in 1871, and has been connected with the department for 40 years, 28 of which were served, with the hard-working companies of ladder 1 and ladder 8. He was promoted lieutenant of ladder 1, Jan 7, 1889, and has been in command of his present company since 1897.

The laddermen and drivers are Alfred A. Bestwick, John J. O'Neill, Timothy F. Donovan, Daniel P. Daley, William M. Lydon, Frank D. O'Brien, James J. Donahue and Michael P. Scanlon, well known for his playing on the Boston firemen's baseball team.

Engine 45 and ladder 16 occupy the

station at Washington and Poplar sts, Roslindale.

Capt Koscoe E. Handy commands engine 45. He joined the department as call man on engine 13 and was made permanent Oct 2, 1882. After service with engine 8, he was promoted lieutenant of engine 20, Sept 15, 1889. He was promoted captain of engine 33, Dec 22, 1893, and has been in command of engine 45 since Jan 24, 1908.

Capt Handy is one of the best-liked men in the Boston fire force. He was acting chief of the 7th district, and was frequently commended for his good work. He has been hurt many times, and has at least one rescue to his credit, and though this was not officially rewarded, he had the satisfaction of heading off those who tried to gather the honors.

Lieut Jacob Hyman joined the fire force Aug 27, 1895, and was assigned to engine 37. After service with engines 10 and 14 and ladder 14 he was promoted lieutenant of his present company, Sept 16, 1910.

The engineers are Thomas C. Hedington and Robert R. Talbot. The drivers, Edward A. Burbank, Frank C. Turner and Edward F. Doyle. The senior hoseman is Daniel F. Greenlaw, and the hosemen, John J. Goff, Timothy F. Sullivan, Dennis J. Bogley.

Hoseman "Pansy" Turner is well known as a pianist and musician and has composed music that has been extensively played.

Hosemen Greenlaw and Goff had a narrow escape at a fire on Dale st April 22, 1900, when they were caught beneath a falling roof while assisting the escape of a family who had been cut off by the burning of the stairway.

Ladder 16 in this house is under the command of Lieut Michael J. Sullivan, who has been a fireman since Oct 4, 1885. After service with engines 38 and 39 and combination 3, he was promoted lieutenant of engine 7 Jan 4, 1907. He still suffers from the injuries he received at a fire while serving with engines 38 and 39, after which he was confined to the hospital over three months.

The laddermen are William A. Gavin, James F. Maguire, Stephen A. Moran, Walter Hughes, David Curran, Thomas F. Murray and Jeremiah F. Cronin.

Ladder 16 carries 16 ladders, and besides the usual accessories has all those used in fighting brush and wood fires, to which they sometimes respond as many as seven times in one day. Their runs are increasing every year, and some of them are over three miles long. The beautiful, triangular flower plot at these quarters was laid out and is kept up to its fine condition by Lieut Sullivan of the truck and hoseman Sullivan of engine 45.

Engine 30 and ladder 25 occupy the station at Center st, West Roxbury.

Engine 30 is under the command of Capt Thomas F. McLaughlin, who entered the department as call man July 1, 1886. He was promoted lieutenant of truck 4 Dec 22, 1893, and after service with ladder 8, with which he served under six different captains, he was promoted captain of that company November, 1898. He has had command of his present company since 1901. Capt McLaughlin is the acting chief and assumes charge of the district in the absence of Chief Mulligan.

Capt McLaughlin has seen hard service and has had many narrow escapes. He was in the Chipman building in 1891 when at a fire the roof fell in and he and many other firemen were caught beneath it. Though himself badly hurt he pluckily remained to help saw out the late Chief of Department Cheswell, who was helplessly pinned beneath the timbers and for whom it seemed the only chance of rescue lay in amputating his legs so fast was the fire advancing. He was exhausted, however, and carried to the roof of the Crawford house by Capt McLaughlin and Capt Gillen, now in command of engine 7.

Capt McLaughlin was again injured at the fire in the annex to the American house; and again at the "Paul's mills fire" on Dover at while assisting the late Chief Egan to rescue one of engine 8's men who was buried in the ruins. Capt McLaughlin's most serious injuries were received at the fire on Dale st in 1908, when he and hosemen Greenlaw and Goff were buried beneath a falling roof. Capt McLaughlin sustained a fractured collarbone, a broken pelvis and innumerable minor injuries, which laid him up for about five months.

Lieut Bernard F. Flaherty has been in the department since Oct 26, 1894. He was soon promoted to assistant engineer of engines 38 and 39, as previous to his appointment he had been a marine engineer. He was promoted engineer and assigned to his old company, engine 4, and with this hostling company he worked for many years, until promoted lieutenant of his present company, Sept 16, 1910. "Barney" is one of Boston's biggest firemen. He stands over 6 foot, and weighs over 250 pounds, and is a huster in the bargain, or else he never could have kept up with the work on engine 4.

The engineers are William H. Clay, and Frederick P. Fullerton. The senior hoseman is Patrick J. Dunn. The hosemen and drivers are William Con-

dry, Peter F. Gately, John P. Griffin and Thomas M. Curley.

The light, fast moving combination ladder No. 25, stationed in this house, is under the command of Lieut Hadwin Sawyer. He entered the department Sept 10, 1874, which makes his record one of the most unusual in any fire force in this country. He was promoted lieutenant Feb 10, 1893, and assigned to engine 28. He has had command of his present company since it was first commissioned in 1900. His laddermen and drivers are Harry L. McCormack, William J. Linskey, Joseph H. E. Brown, William T. Hall, John A. Plunkett and James A. Cronin, well known as a ball player on the firemen's baseball team.

Engine 42 and chemical 5 occupy quarters at Egleston Square. Engine 42 is commanded by Capt George H. Hutchings, a member of the South Boston family so well known in yachting circles, and before entering the fire force he was a professional yachtsman, and sailed in many famous races. He entered the department July 16, 1890, and after service with engines 8, 11, 21, 25, 26, 38 and 39, 42 and 48, and with ladder 8, was promoted lieutenant Jan 19, 1909, and captain June 9, 1909.

Capt Hutchings has seen hard service, his worst injuries being those received at the "Chipman fire," when he and 21 others were buried beneath the falling walls. After leaving the hospital, Capt Hutchings walked with crutches for a long time, and suffers from his injuries to this day.

Engineer Charles Windham is a veteran of the force, having been a member since March 4, 1878. Though too young to be a regular member, he worked with engine 4 all through the "Great Boston fire" of 1872. He was promoted Feb 10, 1893. His assistant engineer is Louis J. Howard.

The hosemen and drivers are Wesley C. Newdick, Thomas J. Lacey, Thomas Finnegan, William J. Donovan, Patrick J. Norton, Thomas P. Rossiter, Arthur A. Nixon and master carpenter Leonard Murdock. Hoseman Wesley Newdick has been in the department since Sept 3, 1883, and for 12 years previous to that was on the call force. Chemical 5 is under the command of Lieut Cornelius F. Driscoll, who has been a fireman since Feb 10, 1885. Fifteen years of his service was spent with "Tiger 7." He was promoted to the command of his present company June 29, 1903. His hosemen are William T. McCormack, George J. Schledel and A. J. Jarvis.

Chemical 13, stationed in the fine new double company house on Walk Hill st, is an automobile, the first of this type of apparatus to have a thorough trial in Boston. Lieut Ernest O. Haines commands. He entered the department June 22, 1899, and for 13 years droye First Deputy Grady. He was promoted June 9, 1909. After service with chemical 7, East Boston, he went to engine 42, and July 4, 1911, took command of the "auto chemical."

The hosemen, all of whom are chauffeurs, are Leonard F. Griffin, Daniel W. O'Leary, Frederick G. Menghi, Michael Ryan and David J. Ryan, a veteran of the Spanish war, through which he served with battery A, US light artillery, and fought at the battles of El Caney and San Juan.

This auto wagon carries 800 feet of hose, and 250 feet of chemical line, is fitted with a chemical tank, and in addition to all the implements used in ordinary fire fighting, carries special equipment for fighting bush fires.