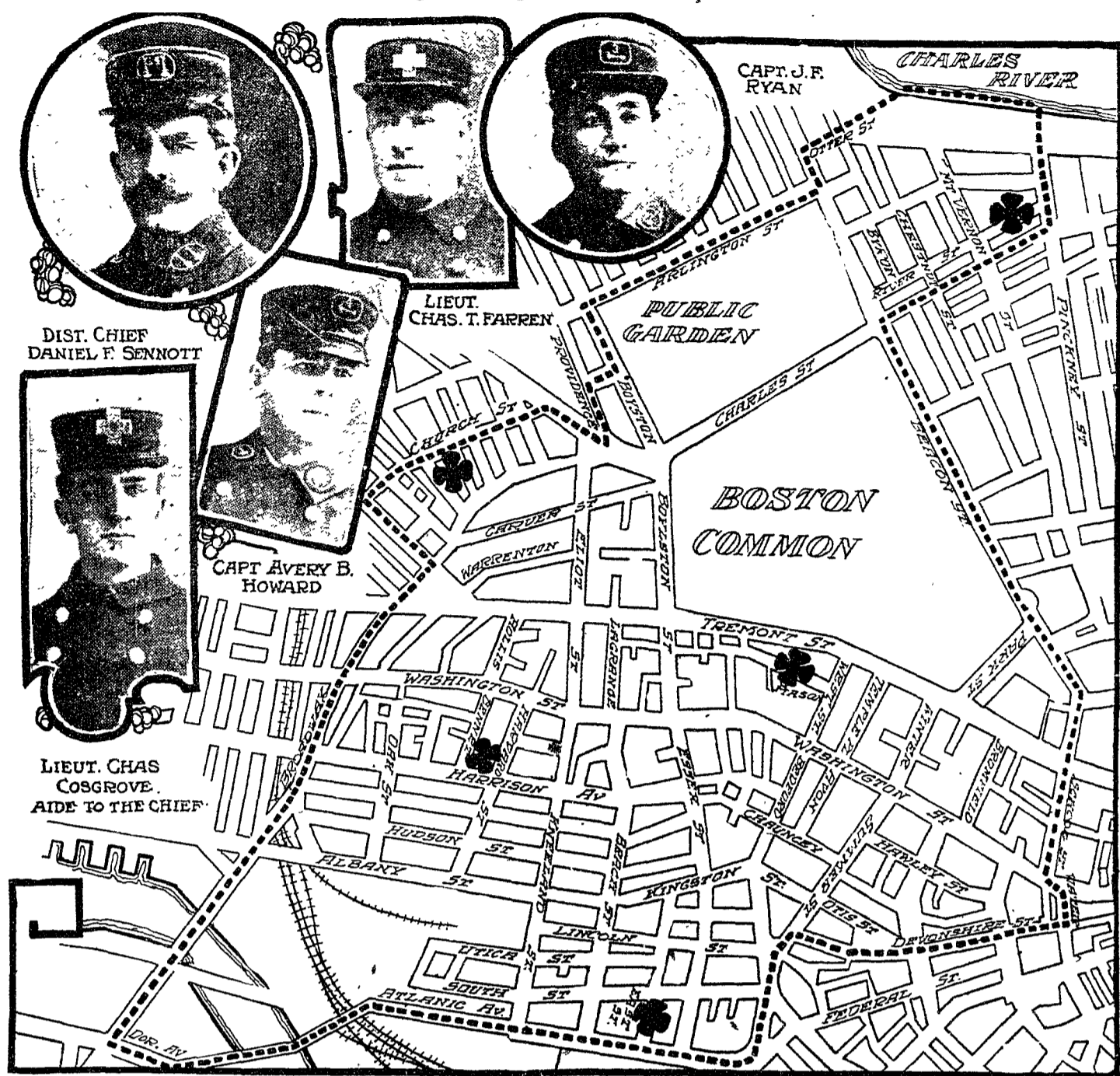


FIFTH FIRE DISTRICT OF BOSTON.

It Contains All the Largest Theatres and Nearly All the Largest Hotels and Stores of the City—The St
 Inspections Which Prevent Blazes — Apparatus Which Responds to Alarms — The Splendid
 Record of District Chief Sennott—The Captains and the Brave Men of Their Com-
 mands—Visiting Fire-Fighters at the House in Mason Street.



DIST. CHIEF DANIEL F. SENNOTT

LIEUT. CHAS. T. FARREN

CAPT. J. F. RYAN

CAPT. AVERY B. HOWARD

LIEUT. CHAS. COSGROVE, AIDE TO THE CHIEF

THE fifth fire district of Boston encloses a more valuable tract within its territory than is contained in any other strip of equal size in New England. It contains all the largest theatres and nearly all the largest hotels and stores in the city. The wealth in this district is enormous and the hazards are fully proportioned. Yet so great are the precautions now taken in Boston that a theatre or store fire is of exceedingly rare occurrence. This highly desirable state of affairs is in a large measure due to the constant inspections and to the enforcement of building regulations designated to prevent the occurrence or to stop the spread of fire. Much of the inspecting is done by the district chiefs and by the company commanders of the various fire stations. Owing to the great number of people who congregate in the fifth district both day and night the inspections of that district must be unusually strict. Every entrance exit, stairway, fire escape, window, elevator shaft and opening of every sort must be noted, so that when fire occurs no time need be lost in getting the streams to strategic points, or in rescuing the people whose escape has been cut off by the flames. In addition to meeting the conditions found at fires, these inspections prevent violations of the law which create conditions favorable to fire, and it is to these inspections and precautions that Boston owes its immunity from dreadful holocausts, the frequent occurrence of which in other cities of this country shocks the civilized world. No city of

ber of the fire force Sept 3, 1884, and remained with engine 27. In 1885 he stood third on the list of nine who took the competitive examination for lieutenant, and was promoted and assigned to engine 15. Transferred to chemical engine 8 in October, 1887. Promoted captain June 15, 1889, and assigned to engine 14. Promoted district chief May 12, 1895, and assigned to the 5th district. During his long service he has of course been many times seriously injured, particularly in September of 1905, when his buggy was struck by a car while he was responding to an alarm, and he and his driver were hurled to the street. He was confined to hospital and home then for a month. On LaGrange st, Dec 8, 1907, while fighting their way up a burning stairway he and the men of engine 7 were caught by a back draft and hurled to the floor below. At this fire three persons were burned to death, a mother and her two children. The husband

ny," composed of the horse-drawn engine 26, and the steam self-propelled engine 35. Both engines are followed by horse-drawn hose wagons. As the horseless engine is what is known as "second-alarm" apparatus, being of extra size and power, the men of these companies alternate. This arrangement is very useful when a man falls off the hose wagon or is injured at a fire, for the second company can be drawn upon to fill the vacancy. There is always something doing at engine 26, for it is one of Boston's crack companies. The population is shifting and changes frequent. The "man on patrol" has perhaps more to attend to than has the tower switchman of a large terminal. Many of the men are expert chauffeurs, and almost all of them can drive. The company is commanded by Capt Avery B Howard, 17 years a Boston fireman, 15 of which have been spent downtown in the busiest houses. For several years he was in command of chemical 1. His experiences at fires have been remarkable, and but six of his nine cat-like existences now remain for he has three times escaped death in explosions, the last time within a year, when, with Capt Riley and the men of engine 4, he barely escaped the tremendous concussion caused by the falling floors of a wool warehouse on Congress st. As subordinates he has Lieuts William Levis and Frederick E. Leary, both "medal of honor men" of remarkable experiences. Engineers W. S. Abbott and T. F. Roach have charge of engine 26; and J. T. Stewart and E. E. Williamson the self propeller 35. The drivers of the teams, which are always specially selected for this company, are Francis P. Kennedy, P. F. Towle and W. R. Boyd. Driver Boyd is a veteran of the U S cavalry corps. The remainder of the "huskies" are hoseman T. J. Kennedy, J. P. Jones, J. A. Higgins, P. J. Darcy, A. A. Tapp, J. H. Laughlin, J. R. Fleming, H. J. Goodfellow, E. H. Kilday, T. E. Ryan, D. J. Noonan, B. J. Dowd, T. P. Lohan, R. Landry, T. L. Costello and C. S. Lane. Chief Sennott's driver, William H. Langan, at this station is one of the youngest fire fighters on the force, but despite his boyish appearance has all the sang froid of a veteran. Engine 26 responds to all first alarms between Haymarket sq and Dover st, and from the water front to Berkeley st, and in other directions seldom misses a fire of any size. Engine 10 of this district is pleasantly located on River st, near the Charles. Capt J. F. Ryan commands, and has for lieutenant William Swan. Engineers J. W. Crossman and J. H. Johnson attend the engine. The names of the hosemen are G. P. Smitn, G. A. West, J. T. Bateman, J. M. Donovan, J. A. Murray, G. F. Doyle, E. F. McCarthy and J. E. Burke. Hoseman "Darby" Doyle is well known in fire circles for his work in connection with the Russell club, and hoseman "Darby" West equally so for his many hair breadth escapes when he was chief's driver. The "running card," and especially the "covering card" of this company, is a large one, and it generally works at big fires. Many of the men now with this company were members when, under the command of Capt Frank A. Sweeney, it, with the men of engine 6, made the heroic and now historic stand around the Cary school at Chelsea, thus saving the southern part of the city during the conflagration of April 12, 1908. Engine 7 of this district is stationed on East st, in one of the most out-of-the-way corners downtown. There are many Boston firemen who have never even seen this house, though few of them have failed to see the engine. Capt J. F. Gillen commands, and is also acting chief of the 5th district. He has for lieutenant M. J. Teenan, a "medal of honor" man. Engineers J. A. Leary and F. S. Orestein care for the big engines, and drivers J. L. Whalen and C. E. Barry handle the reins. Hosemen D. H. Daly, P. Ryan, W. J. Wiegand, W. L. Ryan, J. E. McKeever, C. D. Dalton and J. J. Hourihan attend the fire end of the hose. The truck of the 5th district is under 17, quartered on Essex st, and the command of Capt Joseph A. Dolan, who from 1898 to 1905 served as ladder, from which he gained his present position, as did his lieutenant, Henry Krake, who is very well known for his invention of a shutter opener. Joseph P. Hantor of this company won a medal of honor when with Lieut Michael J. Teehan of engine 7 he rescued a woman from a burning building July 8, 1902. Walter A. LeFevre handles the reins of this long truck, which is of the aerial type, and the names of the remainder of this busy company are: D. J. Bailey, G. A. Verkampen, W. H. Hawkins, G. T. Magoun, M. J. Prendergast, J. J. Keilcher, D. B. McAlvin, D. J. Wallace, E. T. Lucas. Chemical engine No. 3 located on Church st bids close for the honor of being the busiest Boston company. Lieut Charles T. Farren commands and has as hosemen James C. Taylor, James F. Sheehan and Edward A. Whalen. They respond to 92 boxes on a fire; alarm, and cover the territory from the old state house to Massachusetts av, and respond to few fires at which they do not operate their engine. No man would seek this company unless he were desirous of doing much fire duty, and that this fact is recognized is proven by the number of promotions which have been made from this house. The commander of chemical 2, Lieut Charles Farren, is one of the most popular as well as one of the hardest working firemen in Boston. He entered the fire service Aug 4, 1894, and 13 years of his service have been spent with the company that he now commands.



CAPT JERE GILLEN.

jumped into the life net successfully held by the men of engine 26, but subsequently died from his injuries. Chief Sennott was not only badly burned, but was also severely cut by flying glass, as, indeed, were all the men who were on the stairway with him. Dist Chief Sennott is one of Boston's busiest firemen, running neck and neck with his partner of the 4th district, Henry A. Fox. Chief Sennott's running card for response to alarms includes the territory between the North Union station and Dover st, and lately this has been increased by the territory out to Mechanics' building. Exclusive of second or greater alarms, he responded to 35 fires during the year 1910. At present he is greatly interested in the New York college of fire fighting, as he believes that intelligence properly cultivated counts for more than anything else. The proprietors and managers of the big stores seem to think the same way, and, fully realizing the wisdom of precautionary measures, frequently ask him to address their employes on fire prevention, and the extinguishment of fire at early stages. He has been particularly successful in this line of work. His organization and drilling of the private fire departments of the mills of Walpole, and afterwards of the town itself, attracted much attention in fire circles. A feature of his work is connected with elevator accidents. An unusual case of the kind was that of a few years ago, when he and the men of engine 26 effected a peculiarly difficult rescue of a man who had been asphyxiated by fumes and had fallen into an elevator tank in a building on Summer st. Engines 26 and 35, on Mason st, at which the district chief and chief of department make their headquarters, is of course the banner house of the Boston fire department and the resort of fire fighters from all parts of the world. Now that Lieut Joseph A. Webster has resigned, the difficult task of caring for and entertaining such visitors largely devolves upon Lieut Chas. H. Cosgrove, aid to the chief. In this way he is brought into contact with all the fire fighters who visit headquarters whenever they happen to be in Boston. The house contains a "double compa-



CAPT JOSEPH H. DOLAN.

equal size in America can boast of a lower death rate at fires than Boston does, and few of Boston's fire districts a lower death rate at fires than does the 5th district, where the possibilities are greatest. The territory of this valuable district is bounded on the north by Water, Washington, School, Beacon, Charles and Pinckney sts, on the west by the Charles river, Otter, Beacon, Arlington, (Short) Boylston, Church and Providence sts, Park sq, Columbus av, Church and Tremont sts, on the south by Pleasant st and Broadway extension to bridge across Fort Point channel to Dorchester av, and on the east by a line from Dorchester av across Cove-st bridge, Atlantic av, Dewey sq, Summer st, Church Green and Devonshire st. The district is guarded by four steam fire engines, one chemical engine and one ladder truck, but much more apparatus comes to boxes on a first alarm. On the water mains running through the principal streets of this district twice the pressure is kept than is ordinarily forced in mains of Boston. Though the chief of department makes his headquarters at the house of engines 26 and 35, on Mason st, as does the district chief, the full command of the district devolves upon the district chief. District Chief Daniel F. Sennott has a long record as a fighter of fire, having served in the fire force of Boston for 26 years. Born in Charlestown, May 26, 1860, he became a call man of engine 7 in 1881. Was made a permanent mem-