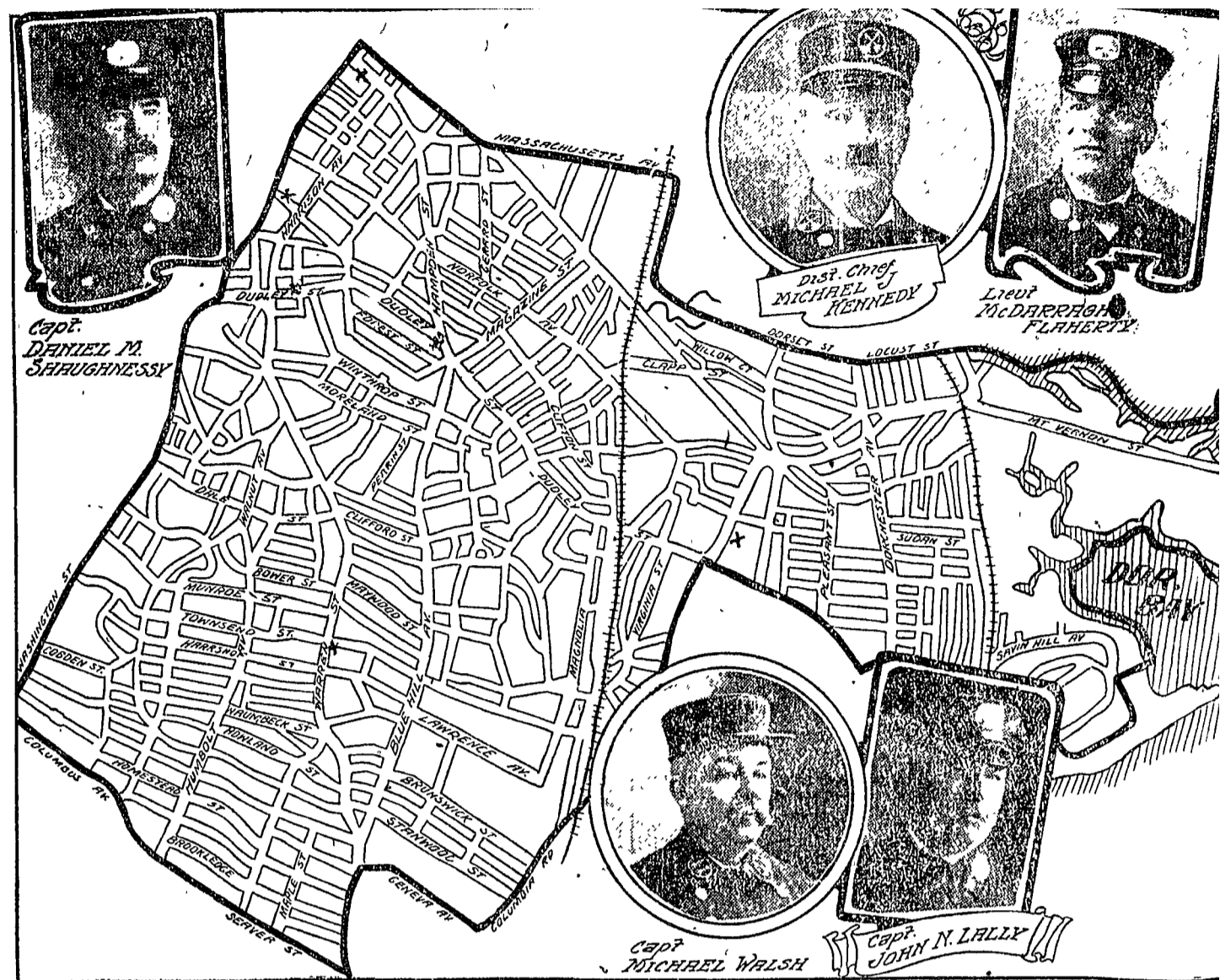


BOSTON'S NINTH FIRE DISTRICT

Part of It in Roxbury Includes the Most Densely Built District Outside the City Proper—Men of the Engine and Ladder Companies Who Respond to the Alarms—Some of the Brave Life-Savers—War Veterans Among Them—Captains and Lieutenants of Distinguished Achievement.



NINTH FIRE DISTRICT

THE ninth fire district of Boston lies in the territory comprising Roxbury, and includes nearly all of wards 16, 17, 21 and part of ward 20. It stretches from the intersection of Washington st and Massachusetts av on the north to Grove Hall on the south, and from Egleston Square on the west to Dorchester bay on the east. The thickly settled district along and about Dudley st lies within it, and when it is remembered that this territory lies outside the area of "restricted building" it is obvious that the extension of the "fire limit" is an imperative necessity.

The ninth fire district is bounded on the north by Massachusetts av, South bay, Dorset and Locust sts. On the east by Dorchester bay. On the south by Evandale terrace, Savin Hill av north, Pleasant and Stoughton sts, Columbia road, Geneva and Blue Hill avs, Seaver st and Columbus av. On the west by Washington st. The ninth district is guarded by engines 12, 21, 23, 24, ladder 4 and chemical engine 10.

The territory along Dudley st and in the vicinity of the I. station is the center of the busiest and most thickly settled tract outside the city proper. It is rapidly pushing to the front as one of Greater Boston's industrial centers. It contains every possible fire hazard, including foundries, oil and storage warehouses, piano, carriage and furniture factories, freight sheds and wharves, and the populousness of the residential tract may be inferred from the fact that this district contains 30 school-houses. So important is this tract con-

sidered that it has been chosen as the headquarters of Second Deputy Chief Peter F. McDonough, who has charge of the seven districts composing the southern and western parts of Boston.

Notwithstanding that the second deputy chief makes his headquarters in this district, the responsible head of the ninth district is Deputy Chief Michael J. Kennedy. Chief Kennedy was appointed to the fire force as a substitute to engine 25, March 28, 1885, and was made permanent July 1, 1886, on ladder 8. May 18, 1891, he was promoted lieutenant of engines 38 and 39, and captain of engine 25 July 2, 1897. He was made chief of the ninth district March 9, 1906, and is the acting deputy in the absence of Second Deputy Chief Peter F. McDonough.

Practically all of District Chief Kennedy's service before he was made chief was spent down town on engines 38 and 39 or in Fort Hill sq with engine 25 and ladder 8, and with all of these companies he sustained a high reputation for hard work. The running cards of the down-town companies were even more extensive in those days than now and engine 25 and ladder 8 were always on the move, but perhaps the most extraordinary number of runs for any one piece of fire apparatus is credited to ladder 8, which responded to 28 alarms within 24 hours.

District Chief Kennedy has been hurt many times, and when captain of engine 25 was several times overcome by smoke and rescued by his men. Though never officially rewarded, he has several times been instrumental in saving life.

The headquarters house of the ninth district is engine 12, Dudley st. Edward J. Egan is Chief Kennedy's driver and telegrapher.

Engine 12 is under the command of Capt Daniel M. Shaughnessy. He entered the fire service Oct 10, 1870, and after service with engine 3 and ladders 4, 8 and 12 was promoted lieutenant of chemical 1 Dec 14, 1900, and captain of his present company Sept 5, 1910.

Capt Shaughnessy has several times been severely hurt and overcome by smoke. Once he was run over by a ladder truck and badly hurt, but his most serious injuries were received at the gas explosion in the hotel Sanford some years ago, when every bit of skin was burned from his face and hands. His eyes were also badly affected. Capt Shaughnessy does not seem to mind incidents of that sort, for the motto on his desk is "Be cheerful."

Lieut John J. Kelly of this company was appointed March 10, 1899, and for 11 years he drove the splendid teams of engine 4, Bulfinch st. He was promoted lieutenant of his present company April 11, 1911. The engineers of 12 are George W. Woodworth and Charles F. McParlane. The engine driver is George H. Hennessy. The hosiemen are John E. Corea, Mark N. Sibloy, Henry Hainnett, George F. Zopf, William J. Nolan and Charles F. Hayes.

Senior hosieman John E. Corea is well known among firemen as an artist. Hosieman Henry Hainnett is still on sick leave because of the effects of injuries received at the fire in the Boston Elevated machine shop, Albany st, March 12, 1910, when he and Capt Lanigan of aerial ladder 13 were caught beneath the falling walls. Capt Lanigan was killed.

Ladder 4, stationed on Dudley st near Winslow, is of the heavy city service type. It is under the command of Capt Charles T. Farren, who for 13 years had charge of chemical 2, one of Boston's busiest companies. He entered the fire force Aug 4, 1894, was promoted lieutenant Oct 25, 1902, and captain July 21, 1911.

Capt John P. McManus of this company has been on sick leave since the night of the Albany-st fire, when he and all the men with him were overwhelmed by falling walls. Capt McManus was so badly crushed that it seemed certain that he was killed, and it is now doubtful if he will ever return to duty. He entered the department Sept 3, 1884, and was promoted to captain July 26, 1905.

Lieut John Hogan of this company entered the department July 8, 1892, and after service with engines 1, 6, 8, 10, 22 and 37 was promoted lieutenant March 2, 1906.

Before entering the fire service Lieut Hogan was a British man-o-war's man. He served in China and Corea and was with Lord Charles Bessford at the bombardment of Alexandria. He is an expert rope worker and has invented several devices connected with harness hanging and life-saving. Lieut Hogan has several times saved or assisted in saving life. At the fire on Lincoln st, Oct 23, 1901, he helped Lieut Fitzgerald of the protective de-

partment to secure, cut and lower the cable to which District Chief Egan was clinging high above Lincoln st.

At a fire on Lowell st he is credited with saving two women and a child who were hanging from a window. On this occasion he is said to have been suspended from the roof by a policeman who held his legs and who received a medal. Lieut Hogan wears the medal of honor of the Massachusetts Humane society for saving the lives of two children at a fire on Standford st.

Senior ladderman Albert M. Laskey of this company was in the regular army in the west in Co I, 14th U S Infantry. He served under Gens Miles, Gibbons and McCook against the Indians. He ended his service at Fort Leavenworth in 1858 with the rank of sergeant major of the post. He was twice wounded. He joined the fire force June 1, 1859, and while serving with engine 4 was badly hurt by the explosion of an extinguisher which entirely destroyed the sight of his right eye. He has been treasurer and an active worker of the Boston firemen's Russell club ever since it was organized.

The laddermen and drivers of truck 1 are Patrick F. Garrity, William Petersen, John J. McKenna, John J. Collins, Joseph F. Rorke, James F. O'Hare, Edward J. C. Powers, Coleman C. Curran, William L. Kelly, Thomas W. Deveney, driver and telegrapher for the second deputy chief, and Joseph D. Mitchell, a veteran of the Spanish war.

Engine 21, of Columbia road, is under the command of Capt Michael Norton. He began as callman of hose 9, Oct 10, 1855, and was made a permanent member Feb 16, 1858. After service with ladders 1 and 3 and engine 6, he went to ladder 5 as driver for Chief Mullen, and was promoted lieutenant of engine 43 Aug 28, 1896. He was assigned to the command of ladder 20 when it was first put in service and was promoted captain of engine 5 Jan 24, 1908. He has been in command of engine 21 since June 26, 1908.

Capt Norton has received severe injuries during his service. While on ladder 1 he fell from a ladder. His arm was broken. On Labor day, 1902, he was crushed at a fire by a large iron stack. His most serious injuries were received in preventing the escape of an upblasted hose team which was bolting out of the house. His right arm was crushed, and his shoulder and four ribs broken, but the team did not get beyond the door. He was in command of engine 5 during the Chelsea conflagration of April 12, 1908, at which his was the first Boston engine to arrive and the last to leave.

Lieut Edward P. Doody is a veteran of the Dorchester fire force, to which he was assigned as call man to engine 17, Oct 15, 1886. He was made permanent in May, 1895, and after service with combination 1 and the fire boat and 10 years with engine 43 was promoted lieutenant of his present company June 9, 1909.

The engineers of 21 are Murdock D. McLean, Eben C. Lothrop and Assistant Engineer William J. Muir. Engineer Lothrop is an exceptionally fine mechanic, and is assigned to duty at the repair shop. The hosiemen and drivers are George R. Donnelly, John B. Hennessy, Cornelius Donovan, Daniel J. Murray, James F. Boyle, John F. Lavelle, Lawrence J. Quinn and Thomas F. McGowan. The house occupied by engine 21 was built in 1868, before this territory was annexed to Boston. About 11 years ago it was moved back when Columbia road was laid out.

Engine 24, stationed at the corner of Warren and Quincy sts, Roxbury, is under the command of Capt John N. Lally. Capt Lally entered the department June 21, 1857, and after service with engines 1, 3, 22 and ladder 8, was promoted lieutenant of engine 12, August, 1896, and captain of engine 43, Feb 6, 1903. He has since served with engines 8, 15 and 24. Before entering the fire service Capt Lally spent five years in the regular army in the west with Co D, 1st U S Inf. He was first sergeant four years, and spent the years from 1879 to 1884 in active service against the Indians.

On account of his knowledge of military matters he was selected by Fire Commissioner Parker to instruct the officers of the department in the elements of military drill. He prepared a paper covering this subject to the Massachusetts state firemen's association. Fire Commissioner Daly has recently selected him to train the department officers in the "School of the Soldier".

Capt Lally has been twice commended for life-saving. In each instance the

one rescued was a woman, once on Bowditch st at a bad fire, and again on Dudley st, where, on busting open a door, he discovered a woman all aflame from the explosion of an oil stove.

Lieut Robert J. Carleton of this company has been a fireman since July 2, 1853, and has served with engines 4, 8, 10, 22, 23 and 24. He was promoted assistant engineer March 6, 1891, engineer March 23, 1891, and lieutenant Jan 11, 1901. He is capable of filling any position, and in the absence of the captain or the engineer of 21 he fills either position equally well.

The engineers of 24 are Richard T. Tuson and Daniel F. Daley. The senior hosieman is John I. Quigley. The drivers are John J. Rowan and Frank J. Llaney. The hosiemen are George N. Getchell, William F. Johnson, Richard A. Dhan and Malcolm McIntosh, a veteran of the Spanish war, through which he served in the Philippines with E troop, 11th U S cavalry.

Hosieman Getchell of this command is a veteran of the civil war. He served in the navy on the USS Rhode Island. He has been a fireman since the old volunteer days. He first joined hose 1 of Charlestown in 1859, and after much other service was foreman of the company 16 years. He entered the permanent force in 1890, and after service with engine 8 till 1900 went out to engine 24, where he has since remained.

Engine 23, stationed on Northampton st, has the peculiar record of having had but two commanders since it was organized as an engine company from horse 1 in 1871. The horse of hose 1 was taken as a model by Thomas Ball, the sculptor, when modeling the equestrian statue of George Washington in the Public Garden. The first captain of engine 23 was Nathan L. Hussey, afterward deputy chief, who commanded engine 23 for 20 years. The second commander is the present captain, Michael Walsh.

Before entering the fire service Capt Walsh was a man-o-war's man, and made the trip around the world in the USS Richmond with Gen Grant after the close of the civil war. Capt Walsh afterward served in China and Japan, and with the north Atlantic fleet in the flagship Tennessee. He entered the fire force April 9, 1881, and after service with engines 7 and 22 was promoted lieutenant of engine 3, June 1, 1899, and captain of the same company, Feb 10, 1893. He has had command of his present company since 1901, and is now the acting chief of this district. During his 28 years of service he has worked at most of Boston's big fires.

Lieut John J. McCarthy of engine 23 entered the department May 2, 1879, and after service with engines 3, 4, 2, 23 and ladders 12 and 23, was promoted lieutenant of engine 2 Dec 23, 1901. He has since served with engines 7 and with 26 and 35, and has been with his present company since June, 1903.

Lieut McCarthy has had some narrow escapes during his long service, one of them being at the fire Thanksgiving day, 1889, when he with the crew of engine 7 was cut off by fire on the third story of a building. He escaped by sliding down a line of hose. Four other less fortunate men were killed when cut off from escape on the upper floors of a building on Bedford st.

The engineers of 23 are William J. Delany, well known for his work with the busy companies of Big 4 and Rapid 6, and assistant engineer Warren C. Stevens, vice president of the Boston firemen's Russell club. The hosiemen and drivers are Frederick L. Sargent, James T. Cunningham, Cornelius J. Crowley, John J. Burke, Carl E. Bode, Albert F. H. Outebidge, William A. Gitt and David H. Toomey, a veteran of the Spanish war in the navy. Engine 23 responds on first alarms to parts of districts 7, 8 and 9, going to Roxbury, the Back Bay, the South End, and as far as the railroad bridge on Southampton st.

Chemical engine 10, Eastis st, is the busy bee of the ninth district. The company is commanded by Lieut McDarragh Flaherty. He became a fireman Feb 15, 1893, and after service with ladders 1, 7, 8, 20 and engine 21, was promoted lieutenant of engine 28, Dec 15, 1901, and has been in charge of chemical 10 since July of the present year.

Lieut Flaherty has worked at most of Boston's big fires since he entered the department. Four of them were general alarms—the Lincoln-st fire in 1892, the great Roxbury fire of 1894, the Post building fire on Columbus av in 1896 and the Albany-st fire of 1910. He was commended for saving the life of a man whom he discovered struggling in the ice off a wharf one night when he was on street patrol. He has received several severe injuries, his worst being in the gas explosion at the corner of Sumner and Washington sts in 1896. He was rescued by ladderman, now district chief, John O. Tadder.

The driver of chemical 10 is Thomas H. Kehoe, who takes great pride in his horses, especially in Tommy, officially known as No 717, a 20-year-old horse that has taken several blue ribbons at parades and horse shows. The hosiemen are John F. McBride, a qualified lawyer of the Massachusetts bar, and William H. McDonald, a veteran of the force since Jan 15, 1883.