

# BOSTON LOSES ONE ENGINE

## What City's Firemen Did in Chelsea.

### Chief Mullen Takes Charge of Their Part in Fight.

#### Used 14 Engines, Fireboat and Two Trucks.

Fourteen land engines, the fireboat and two ladder trucks of the Boston fire department answered Chelsea's appeal for assistance yesterday, many pieces of apparatus being on their way to Chelsea several minutes before additional alarms from a Boston box were recorded at the fire alarm office on Bristol st. The city lost one of its steamers.

Chief John A. Mullen did the assigning of the apparatus to the Chelsea fire and arranged for "covering" the Boston districts temporarily left unprotected. Fire Commissioner Parker left the disposition of the apparatus entirely in the hands of the chief, and the latter had more than a dozen engines started for Chelsea before the fourth alarm.

On the alarm from box 638, the Boston box sounded, engine 5 from Marion st East Boston, and engine 36 from Monument st, Charlestown, went to Chelsea without any additional orders from headquarters. At the same time District Chief John W. Godbold of the East Boston battalion started for Chelsea, and until the arrival of Chief Mullen he had charge of the Boston apparatus.

Chief Mullen arranged to have engine 11 and ladder 21 from Saratoga st, East Boston, and engine 27 from Elm st, Charlestown, answer the second call from Chelsea, and they started at 11:36, when the second alarm was registered. Engine 6, Leverett st, and engine 39, Congress st, were ordered to Chelsea at 11:48, and seven minutes later engines 26, Mason st; 8, Salem st; 10, River st, and 33, Boylston st, were notified by telephone to respond. It was about noon that Commissioner Parker and Chief Mullen left this city for Chelsea, and they remained in that city directing the Boston men until the alarms began to come in from the lower end of East Boston, when they left for there.

In the meantime engines 9 and 40 from East Boston had gone to Chelsea. When the first call from box 654 in East Boston came in, engine 15 from South Boston and 4 from Bulfinch st answered.

#### Apparatus in Chelsea.

By 1 o'clock engines 6, 7, 8, 9, 10, 11, 15, 26, 27, 33, 36, 39, 40 and 44, the latter a fire boat, and ladders 21 and 22 were working at Chelsea.

No difficulty was found in connecting with the hydrants as the universal couplings used fit any hydrant. The Boston firemen worked energetically, every company being located where the fire was the hottest, this being especially so of engine 15's men, who lost their engine in the fire. Old "Relief G" was the engine that 15's crew was using and which they were forced to abandon. Later in the day the crew of company 15 were placed to work on old "Relief F," which was ordered to East Boston from the department repair shop.

While the dozen or more engines were directing their fight against the flames in Chelsea along toward 2:30 the apparatus which was "covering" in East Boston received a series of calls. Chemical engine 7 and ladder 2 had not left the district, and when the first call came from box 654 they were in quarters and responded, being followed by engines 4 and 15.

In the afternoon about 50 fires were extinguished in the fourth section of East Boston. The burning material from the fire in Chelsea, blown across the creek by the strong wind, endangered many residences and the firemen who were left to guard East Boston had their hands full.

In the afternoon when the fire spread to East Boston and got a firm hold, the firemen in that district were pressed to the limit. Engine 4 of Bulfinch and engine 15's crew with old "Relief F," quickly reached the fire in the Standard oil plant.

#### Work in East Boston.

Other companies pressed into service at East Boston were engines 3, 7, 11, 22, 23, 37 and 43. Before the fire in the oil plant several of these companies were stationed at hydrants and flushed hundreds of buildings.

The firemen held the oil plant fire so well that about 10 o'clock Chief Mullen ordered several companies back to quarters, leaving engines 4 and 15 working in front of the plant, while engine 37 was stationed nearby. An hour later 15 was sent home.

At midnight details of fresh men relieved the ones who had been working at the oil factory for about five hours.

Engine 15, which lost its relief machine at Chelsea, and which resumed work later in East Boston with another spare engine, is the company that went to Brockton three years ago in charge of Capt John O. Taber, and at the recent Portland fire was about to start for the Maine city when the request for assistance was recalled.

While the apparatus in Chelsea was fighting the flames and the different companies stationed in East Boston were battling with a series of fires, the companies that did not leave the city were having their troubles. Boxes from Dorchester, Roxbury, South Boston and the West End were received, two alarms being received from one Roxbury box.

At fire headquarters it was stated that every piece of apparatus in the city moved except the water towers.

Engine 44, the fireboat, was kept on the move constantly from the time the fire spread to the water front in Chelsea.

Fire Commissioner Parker remained in East Boston until about 9 last evening.