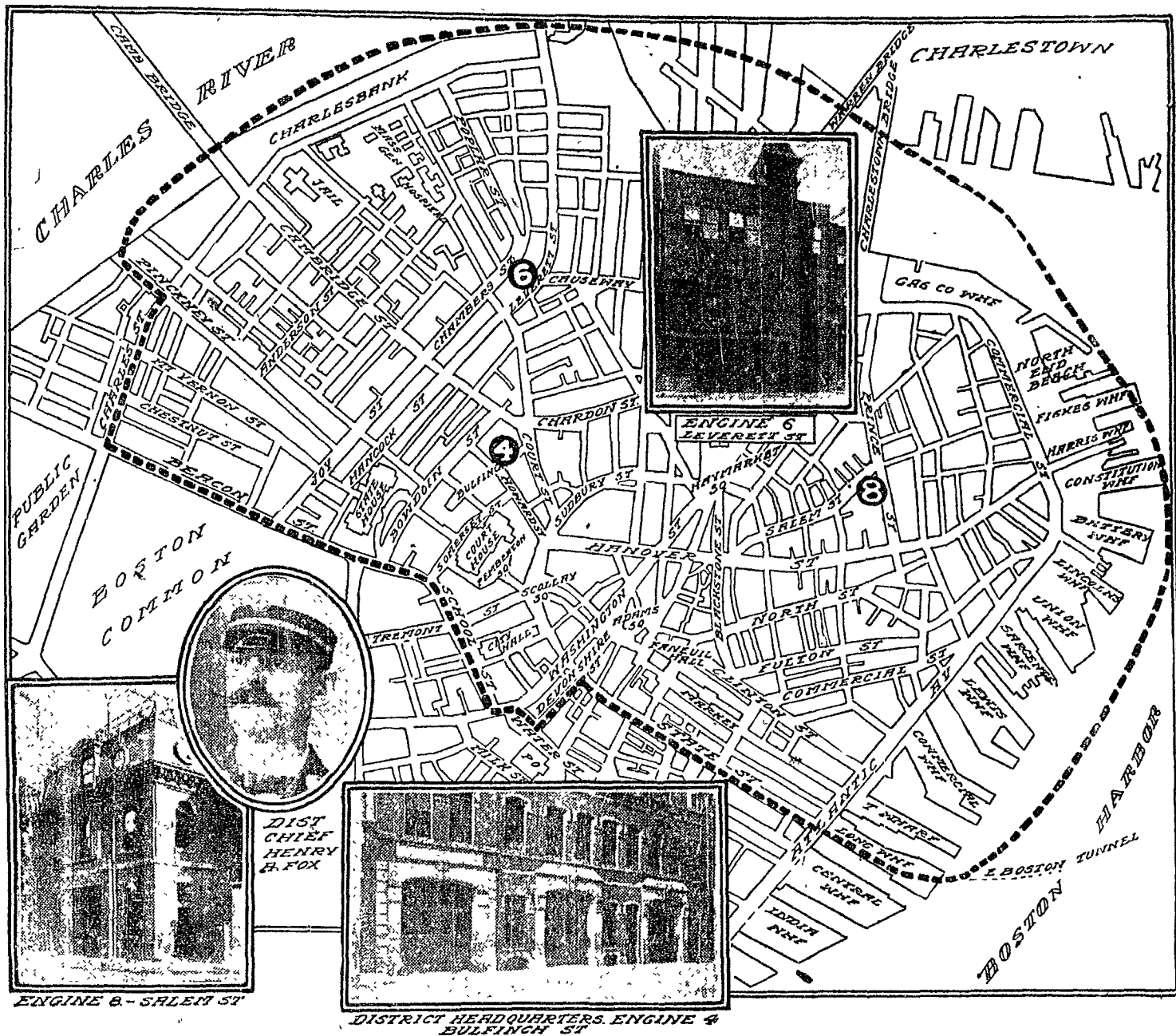


DISTRICT OF MANY FIRE ALARMS.

Horses of the Fourth, Which is Under the Command of District Chief Henry A. Fox, Run Often in Response to the Clang of the Bells—Events in the Career of the Chief, Who is Widely Known as a Fearless, Cool-Headed Fire-Fighter—Engine Companies of the Fourth District, Their Commanders and Their Men.



THE winter campaign of fire fighting which has begun already will be a strenuous one for the 4th district of Boston, the apparatus of which will respond to as many alarms of fire in one of the winter months as many of the out-of-town companies will do in a year.

The 4th district is under the command of District Chief Henry A. Fox, one of the busiest firemen in America. Chief Fox is one of the directors of the Massachusetts state firemen's association. Chief Mullen previously held this position, and it was to the vacancy caused by his retirement that District Chief Fox was elected.

The board of directors of the various state firemen's associations have the control and direction of the topics to be discussed at the annual conventions, and it is upon these addresses and discussions that all advancement in methods of fire fighting primarily depends. During his term of service on the board of directors Chief Mullen was instrumental in bringing forward topics of absorbing interest, the association of his name with which has made his reputation country wide. Chief Fox bids fair to follow in the footsteps of his predecessor.

The fourth fire district of Boston has the valuation, if not the area, of some entire cities. It has the worst buildings in the city, and has probably had fewer improvements in recent years than any other section.

Comprising as it does the North and West Ends of the city, it is easily the most densely populated section, yet it also includes a large part of the business district. The district comprises all that part of Boston bounded on the north and east by the Charles river and the water front, and in other directions by a line drawn from the water front up State st, through Devonshire, Water, Washington, School, Beacon, Charles and Pinckney sts to the Charles river. It contains three engine companies, two ladder trucks, a chemical engine and a water tower, besides wagons for coal, and for the hose used with the auxiliary high pressure, salt water system. The headquarters of the chief is at Engine company No. 4. The apparatus of this house has a clear run to Scollay sq, down Howard from Bulfinch st. The house is located in the center of the hazardous section.

The horses of No. 4 do more running in a year than any others in New England. In charge of the house is the company commander of the engine, Capt William E. Riley, widely known a few years ago as a wonderful player in semi-professional baseball. Now he is better known among firemen for his ability as a leading fire fighter.

The lieutenant of engine 4 is Thomas H. Downey, recently promoted after making a sensational rescue in the North End. The driver and senior hoseman is "Jack" Kelley, and the engine is cared for by engineers W. H. Hill-dreth, and A. A. Hait.

The company is a fast one, including such well-known hosemen as "Ned" Locke, "Sallor" Burke, "Bill" Bou-

dreau, the artist; Jim Connelly, the "Smoke M'end," and a number of others destined to lead in fire-fighting for years. Arthur Helman drives the wagon and "Tommy" Callahan the district chief. Hosemen Norman R. Doyle, Julius H. Cutler and Daniel E. Murphy are also of this company.

Chemical 1, located in this house, is unquestionably the busiest piece of apparatus in New England, doing four or five times as much running as the entire departments of some cities. Lieut Victor H. Richer commands, and is ably seconded by the veteran smoke chasers James F. Trainor, Joseph F. Humphreys and James J. Kane.

Water tower 1, in the same house, is under the command of Lieut Charles H. Long, one of the most experienced operators of this kind of apparatus in the country. His senior man, "Johnny" Williams, is fully equal to the emergency in the lieutenant's absence, and in time will no-doubt have a tower of his own. He has handled the tower during some of its most hazardous trials. Thomas F. Lyons drives the big machine.

Engine No 6, in this district, is in Leverett st. It is in command of Capt F. A. Sweeney and Lieut L. J. Lacey. The senior man is the battle-scarred veteran, George E. Darragh, and in the absence of the officer his work has often been commended by the district chief. Sylvester A. Keane handles the reins, and the engine is cared for by engineers Charles F. Elssesser and the popular John F. McDonough. "Patsey" Wall has driven the wagon with marked success for many years. The rest of the company are Ed. S. Humphreys, T. W. Roose, P. Muollo, A. L. Johnson, C. W. Murphy and J. S. Farley.

Engine 8 is in Salem st, the center of the crowded North End tenement house district. Capt John F. Hines commands and he is ably seconded by Lieut William J. Lalley and senior hoseman "Florrie" Sullivan. This company has had more experience in handling cases of burns and other injuries than any other company in the city. Senior hoseman Sullivan is one of the most experienced men downtown, and the rest of the men give him all the backing he requires. Walter Green and Mike Ten-nihan handle the reins and engineers Peter J. Corrigan and William P. Kehoe are responsible for the engine. Hosemen Lewis Shekle, J. W. Mix, R. G. Lawless, C. J. Sullivan and W. H. Carroll complete the company.

Ladder 1 and ladder 24 are also in this district. Ladder 24 is of the combination type, specially designed with a view to quick work in the tenement section, where ladders may be of the utmost service at any moment. The lightness of the truck enables it to overcome the steep grades of Beacon Hill at any depth of snow. Lieut Morris W. Galvin commands and the ladder-men are Senior ladderman M. J. Riley and ladderman T. J. Cavanagh, T. J. Fitzgerald, M. J. Murphy, Frank Patrick, John J. Reagan and Martin J. Callahan.

Ladder 1 is in Friend st, near Hay-

market sq. It responds to everything downtown, which makes it, with the possible exception of ladder 8, the busiest truck in New England. Truck 1 is commanded by Capt Edward J. Shallow, and in his absence by Lieut Michael F. Silva. Capt Shallow has the reputation of being one of the greatest laddermen in the United States. Under his direction the truck has many times earned country-wide laurels for rescues of the utmost difficulty. The names of the other laddermen are Henry J. Kelly, P. J. Doherty, P. T. Buckley, J. H. Andreoli, C. J. Foley, C. J. Fleming, C. J. Meehane, Garfield La Plante. Pills-bury Fickett handles the reins.

The large number of fire alarms responded to by the apparatus is chiefly due to the central location of the district, which enables aid being sent at short notice to any part of the city. East Boston and Charlestown is responded to on every second alarm, and some of the apparatus goes as far as Brighton on a third alarm. From whatever section of the city alarms may come some of the engines move when there is any fire. Every alarm after the first necessitates the moving of much apparatus in order to "cover," so that no part of the city shall remain unprotected.

The number of fires attended by the men and apparatus of this district naturally makes it an exceptionally fine training ground for fire fighters. That this is true is evident from the great number of commanders who have been promoted from the ranks of this district. The late Chief of Department Cheswell served the greatest part of his life in this district, as have the present deputies, Senior Deputy John Grady, Junior Deputy Peter F. McDonough and the present district chief, Henry A. Fox, and Capts Sheeran, Mitchell and Lawler.

District Chief Henry A. Fox was born in Boston, Nov 18, 1863, received his education in the public schools and was appointed to the fire force Oct 15, 1886. He was made a lieutenant June 30, 1895, made captain Oct 26, 1900, and received the rank of district chief March 9, 1906. Chief Fox has served in engine company 4, Bulfinch st, engine company 28, Mason st; engine company 25, Fort Hill sq; engine company 6, Leverett st. Thirteen years of his service was spent in Fort Hill sq. For many years he was known as one of Boston's best reinsmen. Subsequently he spent six years in command of engine company 6, and for the last four years and a half he has been in command of the 4th district, with headquarters at engine 4.

Chief Fox has been severely injured on several occasions. Feb 2, 1890, a copper gutter fell on him from the sixth story of the Sears building, severing the ligaments of his neck and so injuring him that he still suffers from the blow. On that occasion his life was saved by his fire helmet. But his helmet could not save him Aug 25, 1898, when with 18 others he was blown down the stairway at the Arch-st fire by a tremendous explosion, and for

several months thereafter was swathed in bandages and in extreme danger of losing his life. He was several times overcome by smoke.

Despite his skill as a reinsman, broken axles have played Chief Fox false many times. Both he and his driver have been hurled from the buggy twice, but these are but incidents in a strenuous life. With the life and his district the chief is as pleased as many another would be with a sinecure. He has implicit confidence in the men under him. As he expresses it, "There isn't a cockle heart in the outfit!" And in turn his men swear by him, and refuse to believe that he has an equal as a scientific fire fighter.

The Albany-st fire of last summer afforded Chief Fox a great opportunity. Just at the time when that fire threatened to sweep the city, another fire broke out downtown. Practically every piece of Boston's fire-lighting machinery was engaged. When the second outbreak was reported to Deputy Chief John Grady, who commanded at the big blaze, he immediately ordered Chief Fox to go to the scene of the second fire and do the best he could.

Alarms were sounding thick and fast, and not a piece of Boston's magnificent fire apparatus could be spared from Albany st. Without doubt, when Chief Fox picked up the reins to repair to his post and take charge of the threatened conflagration without any apparatus but what the good will or outside cities might send, he confronted a most perplexing problem.

How with such material as he could find, or arrived slowly, he held the fire and finally subdued it, is now part of the history of American fire fighting, and has given him a reputation that is country wide. His motto has always been: "Everything for fire, and nothing for show!"