

INCENDIARY?

Cause of South Boston Fire is Not Yet Explained.

THIRD IN THE BUILDING.



FRONT OF BUILDING WHEN FIRE WAS AT ITS HEIGHT.

**\$80,000 the
Loss.**

**Big Cooperage a
Heap of Ashes.**

For the third time within eight months fire broke out this morning in the factory of the Brooklyn Cooperage Co, corner of B and West 1st sts, South Boston. There was a difference, however, in that today's fire completely destroyed the large plant, causing an estimated loss of over \$80,000.

Joseph Woods, rear 519 E st, an employe, was badly burned and several firemen were overcome by heat.

For more than three hours this morning the fire was in progress and it consumed the entire 400-foot building extending northeast from West 1st st and also a small building in the rear, measuring about 50x50 feet. There was also, in the rear, a pile of hoops, 75 feet long, 50 feet wide and about 30 feet high, which helped enlarge the flames.

The building of the cooperage company was directly alongside the tracks of the New York, New Haven & Hartford railroad, and two small buildings of the railroad company were destroyed and one other burned at one end, the loss to the railroad company reaching \$3000.

These railroad buildings included a small shop used as a waiting place by brakemen and a 50x50 foot building used as car inspectors' headquarters. This latter building contained a large number of tools, and on the second floor a quantity of furniture and other articles.

Had it not been for a strong southwest wind that was blowing, the flames might have spread to adjoining buildings on the opposite side of West 1st st and B st, but as it was it brought the fire the entire length of the cooperage company's building, and only stopped when it had reached the very end of the smaller building.

The building of the Phillip Butler marble works on the opposite side of B st had every window broken by the tremendous heat, and several lines of hose were directed on the building to prevent its spreading there.

Last November fire broke out in this same building, but did not cause much damage. About six weeks ago another fire broke out close to where the start of today was, and the entire front of the building was destroyed, causing a damage of over \$50,000. This portion of the building had been rebuilt and restocked only a few weeks ago, there being a very large quantity of stock on hand.

The superintendent and watchman of the building cannot account for the fire, and it has been intimated that it may have been of incendiary origin.

The first alarm was sent in from box 113, on the corner opposite, by Charles A. Perkins, who lives at 80 Bragdon st, Dorchester, and who was just coming down toward the works when he saw

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INCENDIARY?

Continued from the First Page.

a burst of flame from one of the windows part way down the B-st side.

As soon as the first engines arrived it was seen that it would be an almost hopeless task to master the fire, and a

ran to him with a blanket, in which they wrapped him, and thus extinguished the flames.

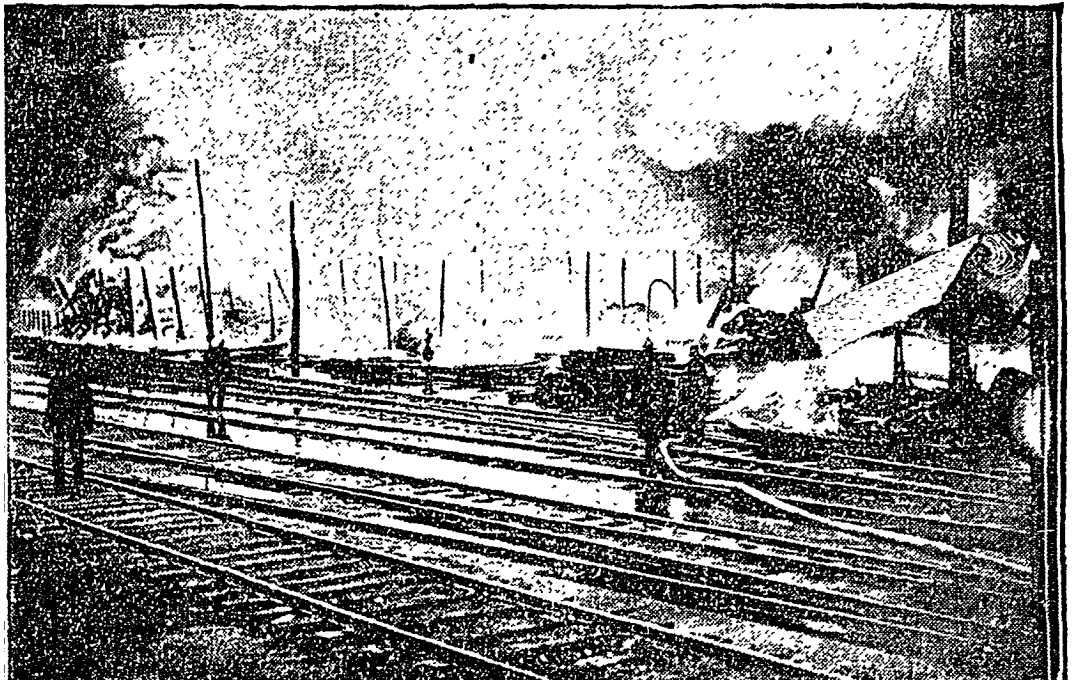
He was removed to the city hospital in the police ambulance, and it was found that he was in a serious condition from burns on the arms, body and face.

T. J. Kelly, chief engineer, was just getting ready to start up for the day

for the company would be reimbursed in part by insurance, while to the men it meant absolute loss of income until new quarters are provided.

The streets in the vicinity were roped off to keep back the crowds which gathered and the police arrangements were excellently carried out.

The firemen stood it well, although



THE FIRE FROM THE RAILROAD.

third alarm was ordered by District Chief Perkins, which brought more than a score of engines to the scene.

The first engine on the scene was 13, and the hose wagon started to lay hose down along the side of the building on B st. This was useless, and the hose soon became a prey to the fire, the men were driven back in hot haste, and the hose was abandoned.

Suddenly, as though by a hot air blast, an elderly man by the name of Joseph Woods was literally blown out of a door on the lower floor. His clothes were ablaze. His hair was singed and as he ran along he cried out in agony. Some members of engine 13

and had one of the engines running when he heard a shout of "fire," and looking out from the engine room, saw the glare of the flames.

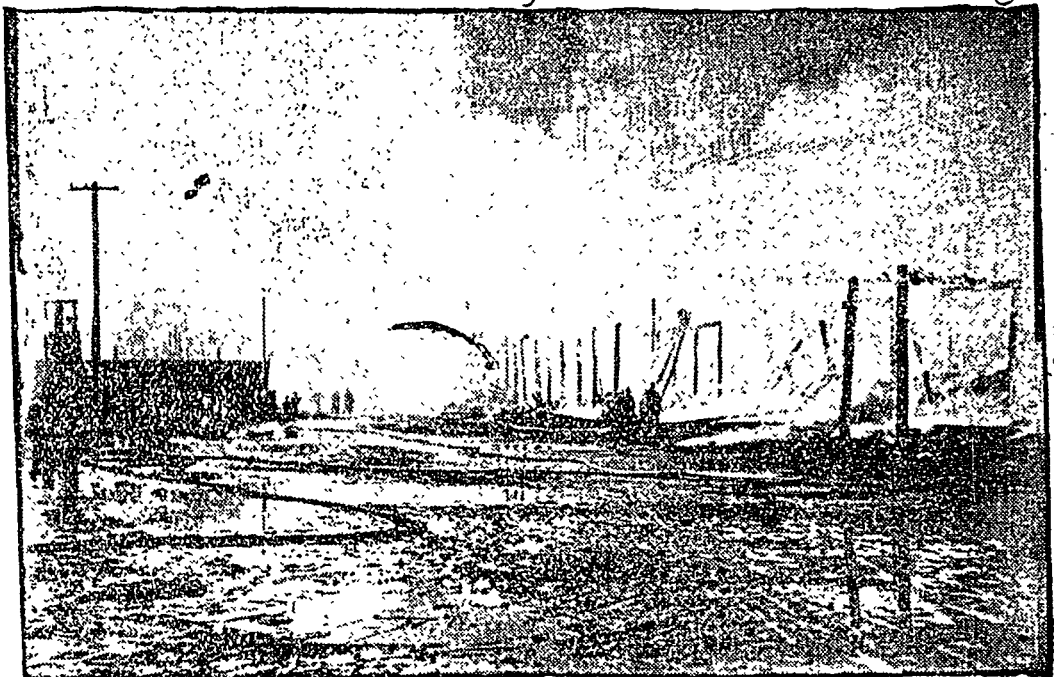
His assistant, John Jordan, was at work oiling the machinery and they lost no time in making their way from the building. Five minutes after they had done so, the engine room was a mass of flames.

There were about 150 men employed by the company, and as it was near the time for work to begin, most of the employes were on the scene and could watch the destruction of their means of securing a livelihood. To many it was an even more trying experience than it may have been to the managers,

most of them were obliged at times to get out of reach of the smoke and heat for a few moments to recover breath. D. F. Crowley of ladder 18, hoseman Bailey and Harvey of engine 15 were overcome by smoke and had to retire for a time, but returned to work as soon as they could breathe freely.

The fire stopped all traffic on the line used by the freight trains of the Midland, Providence and Old Colony divisions of the New York, New Haven & Hartford railroad, and it will be some hours before the trains can run over the tracks. The rails leading down to the docks spread with the heat and must be replaced before traffic can be resumed.

Freight in and out of the yards at the point near the fire was sent over the tracks of the other divisions.



SOUTH BOSTON FIRE FROM THE EAST SIDE.

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