

\$250,000 FIRE IN CAR BARN

Elevated Men Scorched in East Boston Blaze.

Engine Flash Starts \$16,500 Loss at Ex-Gov Foss' Plant.

Yachts Swept Up by Flames in Boat Yards at Dorchester.

According to police statistics, damage amounting to \$326,000 was caused by the fires for which 20 bell alarms were sounded between 12:01 yesterday morning and midnight. During the day there were a four-alarm, a three-alarm and a two-alarm fire.

Six of the fires were in the city proper, five in Brighton, two in East Boston, two in Dorchester, one in Roxbury and one in Charlestown. Four of the alarms were needless.

In their eagerness to save from destruction valuable cars of the semiconvertible type and to remove from lockers in the lobby clothing and valuables belonging to themselves, several motormen and conductors of the Boston Elevated Railway Company nearly lost their lives shortly after 7 last evening, when a fire which started in the machine room of the car barns on East Eagle st, East Boston, swept through the entire building, causing damage estimated at about \$250,000.

Four alarms were sounded, but before the firemen in East Boston had even a chance to start an attack on the flames the building was doomed. The wind drove the flames across the yards, setting fire to many extra cars which the company has for service during the rush hours.

Volunteers tried to check the fire soon after its discovery by Raffaella Sacco, a car cleaner. They dragged out a line of hose and connected it with a stand-pipe, but say they could get no water. Meanwhile the flames were spreading rapidly and when the first apparatus arrived Capt Thomas J. Lannary of Engine 40, acting district chief, at once ordered a third alarm. Chief McDonough ordered a fourth alarm upon his arrival.

Actually Five Alarms.

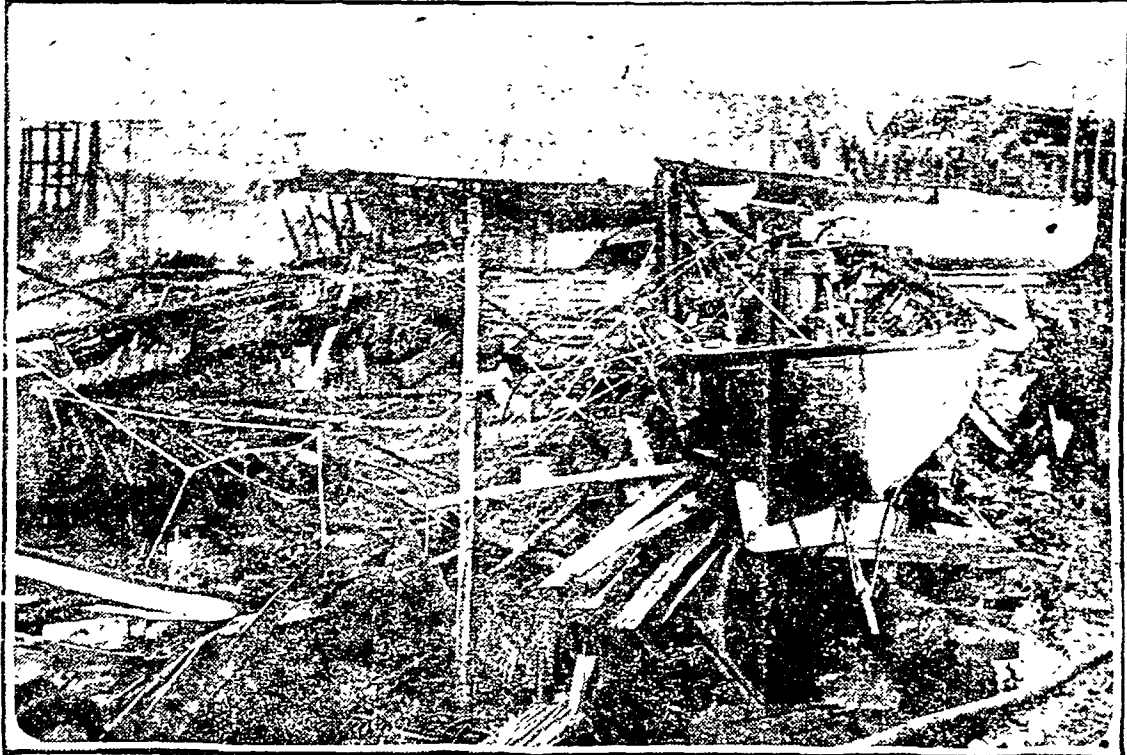
There were actually five alarms, as the East Boston firemen were at a fire on Trenton st, which had swept through a tenement house, and as the all-out for the Trenton-st fire had not been registered before the first alarm from box 648 was received.

Fortunately the wind was to the northwest blowing across the Chelsea Creek and away from the nests of wooden apartment houses facing the car barns, the plants of the Standard Oil Company and the East Boston Gas Company, just east of the burning property. Had the wind been coming from nearly any other angle, East Boston would have had a conflagration. As it was, sparks dropped on the roofs of East Eagle-st dwellings, and chemical companies were busy extinguishing incipient blazes.

Acting Dist Chief Lannary hastily or-

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RUINS OF COLTER'S BOAT YARD, DORCHESTER.



\$250,000 FIRE IN CARBARN

Continued From the First Page.

dered engines 9, 11 and 40, and ladder 21 to "makeup" and follow him to box 648, when word reached him at the Trenton-st fire, of the second blaze. He had to leave there engine 5, chemical 7 and ladder 2. Arriving at the car barns he found the building a mass of flames.

Pending the arrival of firefighters from the city, who were delayed as usual at the ferries, the East Boston firemen went through a severe ordeal. The flames threw an intense heat that made it impossible for a close range attack.

From the street in front of the building the East Boston companies attacked the blaze, but time and again the heat drove them back, and finally they sprawled on the street to handle their hose lines, now and then stopping to mop their scorched faces with water from street pools.

Help From Chelsea and Revere.

Two engine companies from Chelsea and a combination company from Revere, respectively under direction of Chiefs Hudson and Kimball, arrived and gave valuable assistance to the suffering East Boston laddies, while the Boston proper apparatus was struggling with the ferries.

Twenty-two cars of the semiconvertible type, said to be valued at about \$8000 each, were burned, along with two snow plows. James Jackson, a motorman, who gave the alarm after the fire had been discovered by Sacco, succeeded in getting two of the large cars which were in the yards outside of the entrance to the barn out of the danger zone, while other employees rescued a snow plow and two service cars.

The fight to check the fire by employees preceded the attempts to get the cars out of the barns and yards, and when the volunteer fire-fighters found they could not get water it was too late to attempt to save much of the rolling stock.

Rush Through Burning Building.

Edward Butler, Edward Alexander and Ernest Howe, all conductors, ran through the barn to the lobby to get clothing and other valuables belonging to themselves. The flames swept across the building before they could get to their property, and they had no easy time working their way back to the street.

With their faces buried in their hands, they raced back toward the main entrance. Tongues of flames played about them, but all succeeded in getting out without being burned, though Howe lost his hat.

With the arrival of the apparatus from the city the flames soon yielded. The three fireboats, 31, 44 and 47, located in Chelsea Creek in the rear of building, but because of the low tide had a hard time getting to work. Each of these companies had to drag hose through the mud to the shore before they could begin work.

As the fire worked into the heart of the barns the land firemen dragged their lines in through the yards. Fires which had been cut were dangling here and there about the yard, handicapping the firemen. To the west of the barn is the power plant and down the yard of his several companies hauled lines of hose and fought the blaze. The power plant was not damaged.

Scene of Many Fires.

Both the barn and power plants were built 18 years ago, the former being of wood and has, according to the police attaches of the road, been the scene of several fires which were checked before extensive damage could be caused. There have been at least three fires in the barns within a year.

The barn had a depth of 150 feet and a frontage of 100 feet and contained eight tracks. Only a few cars were inside of the building when the fire started, most of the cars that were burned being on the tracks in the yard.

Vice Pres. Matthew Brush and Maj. Thomas F. Sullivan of the Boston Elevated reached the fire about an hour after it started and established headquarters, first seeing to it that there was no interruption in the service and making plans for today.

The Elevated announced last night that the damage would be between \$200,000 and \$250,000 and that there had been no interruption in the service on account of the fire, cars on all East Boston lines running on regular schedule.

Furthermore it was said that all cars would be run on regular schedule today. The representatives of the company were unable to learn what started the fire, but undoubtedly an investigation to determine the cause will be made today.

Few Accidents.

Many motormen and conductors lost money, clothing and property when the flames destroyed the lobby where they had their lockers. Not a few of the employees lost their uniforms and other equipment. Motorman Harry Hansen of 282 Lexington st was slightly hurt when a falling piece of timber struck his shoulder.

Engineer Charles D. Robertson of Engine 9 sustained a sprain of the right thumb and bruises on the leg. He was treated at the East Boston Relief Hospital.

Ladderman C. S. Bowen of Ladder 8 suffered a slight lacerated wound on the leg.

The fire at 63 and 70 Trenton st was in a 2½-story brick house owned by Mrs. Jennie Popitz and occupied by her on the second and third floors. The fire started in a closet on the first floor and swept up through the rear of the building to the roof. The first floor was occupied by Morris Candler, but no one was in the building when the fire started. Engines 5, 9, 11 and 40, Ladders 2 and 21 and Chemical 7 were at the scene when the alarm for the car barn fire was pulled in. The loss at the Trenton-st fire will amount to about \$1200. An odd feature was that the box pulled for the fire was number 641 and it came in at 6:41 o'clock.

BLAZE AT STURTEVANTS.

Backfire of Airship Engine Starts Fire in Works at Readville—Loss Set at \$16,500.

One of a new type of aeronautical engine under construction for the United States Government back-fired during a test at the B. F. Sturtevant

Company plant late yesterday and set fire to the wooden building used for testing. An alarm was sent in at 5:24 by Chief Engineer Harris, who was in charge of the testing.

Before the arrival of the apparatus from the nearest fire station, which is fully a mile away, some one else sounded two more alarms from the same box. Capt. Frank J. Sheerin, acting chief, said three alarms were not necessary, two alarms giving him all the apparatus and men he needed.

The building, 50 feet by 30, and one-story high, was destroyed with its contents. The loss on contents is estimated at \$15,000 by E. B. Freeman, general manager, and he placed the loss on the building at \$1500. The burned building was on Damon st, in Readville, at a considerable distance from the main plant, and at no time was the latter endangered.

Three men were testing the engine under the supervision of Chief Engineer Harris. The engine had been given several trials, and it is said the test was nearly ended, when there was a sudden flash that set fire to the woodwork, which was soon burning briskly.

The burned structure contained a large amount of valuable testing apparatus.

PLEASURE CRAFT BURNED.

Spectacular Fire Sweeps Through Boat Yards on Freeport St, Dorchester.

Six large pleasure boats and many smaller craft hauled out for the Winter at the boat yard of Fred L. Smith on Freeport st, Dorchester, and six large boathouses on the beach were destroyed by fire yesterday afternoon, causing a loss of between \$15,000 and \$20,000.

The fire is supposed to have originated in a gasoline explosion in a launch. A burst of flame followed and Matthew Fay of 19 Norfolk st, Dorchester, at work on a boat, was knocked down, but was uninjured. The flames swept through the shipyard and 30 boats, large and small, that lay on the ground in the path of the flames. Of these, 24 were destroyed and others were so badly scorched and blistered that they were rendered useless.

The biggest boat in the yard that was soon prey for the flames was the "1492," a 60-foot motorboat, owned by the State Street Loan and Trust Company and formerly the property of Lotta Crabtree. Other boats that were reduced to a charred mass were the Elmo, Pirate, Iris, Needer, Nell, Amora, Monnon, Flora, Mae, Theresa, Hanly, Hereschoff, Wanderer, Roy, Idler, Rose P., Hazel P., Roy, Ellen H., Tavy, Sonder, Edith and Monomoy.

Boats owned by W. H. Rumpf, F. C. Gilpatrick, E. W. Abbott and B. P. Clapp were devoured by the fire so quickly that it was impossible to get the names of them. It is believed there were scores of rowboats, 15-foot gasoline boats and several large yachts and sloops lost in the fire and they were thought to have been stored away in the boathouses that burned like tinder.

Mr. Smith, the manager, was unable to give an inventory of stock. Early during the fire he rushed his books from his home on the beach for safekeeping. All in all, about 37 boats of every conceivable kind were damaged by the fire, which was the most spectacular that has visited the water front of Dorchester in recent years. It could be seen over Dorchester Bay and on land, and brought hundreds of sightseers.

Mr. Fay was busily engaged on a 22-foot motor boat named the Seal, drawing gasoline from the tank preparatory to putting the boat in storage for the Winter. It quickly burst into flames from some unknown cause and in a short time the shed alongside was a mass of flames.

Fanned by a strong breeze the flames spread from one shed to another. The contents of the sheds were good fuel and the fire worked its way rapidly through the pleasure craft at anchor in the yard.

Mrs. Smith was seated in her home, 20 feet away from where the fire started, known to everybody as "old Colter shipyard." She rushed to a telephone machine and not having a nickel at hand used a hairpin to get the operator at the Fields Corner exchange.

She succeeded and soon "information" reached Fire Headquarters. Engine 20 from Neponset was sent, but before its arrival box 929 was rung in. Meanwhile Mrs. Smith, assisted by neighbors, hustled all her household goods on to the street, while Mr. Smith was working hard to stay the progress of the fire among the boats.

It was a vain task for him and he turned his attention to his home, which was in danger. When the firemen arrived the whole yard was a roaring furnace, the flames leaping high into the air, presenting a weird and brilliant spectacle. Some of the boats were resting on temporary built runways, and it was their elevated position that gave the fire an unusual picturesqueness.

There was a hitch in getting water from the hydrants, 10 minutes elapsing before water reached the fire. The firemen found several of the hydrants clogged and rusty and one could not be opened at all, it was said by one fireman.

The long haul by crews from North and West Dorchester to the beach further delayed the firemen, but after they got well to work, the fire was promptly checked. Several houses on Tenean st were endangered several times and tenants began moving their furniture into the street, but as soon as the fire was under control they put them back again.

While the fire was at its height, Mrs. Joseph McGee, who was visiting with Mrs. Smith, rushed into the yard and grabbed little Dorothy Smith, who was playing about one of the boats with a small Boston bull terrier. The dog is missing.

THREE BATHHOUSES BURNED

Cambridge Police Attribute the Fire on Magazine Beach to Boys—Loss About \$1200.

Fire, which the Cambridge police believe was set by boys, last night wiped out the three one-story wooden buildings on Magazine Beach which for many years had been used as dressing rooms for swimmers during the summer.

When the firemen arrived little of the buildings remained. It cost \$1200 to construct them many years ago, so that the loss is comparatively small. It is expected that new and better quarters will be built before the opening next summer.