

# CITY RECORD

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## FIRE ANNIVERSARY CELEBRATED.

Thousands witnessed the most impressive display of fire apparatus ever seen in this part of the country when the parade in commemoration of the fiftieth anniversary of the Great Boston Fire of November 9, 1872, passed through the downtown streets upon the afternoon of Thursday, 9th instant. Nearly fifty cities and towns, most of which sent help to Boston in the time of her greatest fire emergency half a century ago, were represented in line—many by their latest pieces of apparatus.

The parade was in three divisions, with the Boston Fire Department the host, comprising the entire first division and serving as escort to the visitors, who came from places as far distant as Maine and Connecticut. The home department showed practically every type of apparatus that it uses today and turned out several hundred of its members, without impairing the efficiency of the department in the least. This was accomplished by taking the men who were on their day off and who volunteered for this service. The apparatus was practically all from the reserve.

There was an escort of mounted police and the 101st Infantry Band and a color guard, after which came Mayor Curley and the Fire Commissioner, who served as chief marshal. Chief Taber was next in line, followed by the assistant chief of staff, Henry A. Fox, deputy chief, and the deputy chiefs. The Massachusetts Fire Chiefs Club and the First Corps Cadets Veterans were largely represented.

Three battalions and the department drill squad received applause all along the route. The Boston Protective Department also made a good showing. The veterans of the Great Boston fire were favorites with the crowds everywhere and were kept busy bowing their acknowledgments.

The exhibit of an old-time and a modern fire alarm box on a truck attracted attention. There was a representation of Box 52, the one from which the first alarm was sent on the night of the great fire, supposedly fastened to the side of a brick building, with the street sign "Lincoln street" above it on the corner, and a box of 1922 model at the other end of the truck.

The old engines from Cambridge and Newton that were sent to Boston's assistance fifty years ago were in line. They were observed with interest by the crowds as the parade passed, the same as the fire "fans" had inspected them for an hour while the parade was forming on Commonwealth avenue. The Newton engine has been in storage for several years, but ready for an emergency if called upon as a piece of special reserve apparatus, despite the fact that it had forty-nine years of service previously.

Newton 2 was brought to the Back Bay attached to a motor truck, but in the parade it was drawn by hand by twoscore men, with three or four holding ropes attached to the rear wheels in order to "snub" the engine on the steep grades. The old engine was drawn through the streets Thursday as she was all the way from Newton on the night of the fire.

Chief Sewall M. Rich of the Somerville Fire Department, one of those which aided Boston in 1872, was in line with three officers, fifty men and four pieces of apparatus; Malden, Chelsea, Cambridge, with modern apparatus as well as the old-time engine; Beverly, Lawrence, Biddeford, Me.; Watertown, Melrose, Peabody,

Lowell, Quincy, Medford, Winthrop, Lynn, Nashua, N. H., Newton, also with modern apparatus besides its old engine of '72; Milbury, Pittsfield, Woburn, Pawtucket, Belmont, Billerica, New Bedford, Taunton, Swampscott, Marblehead, Saugus and several other municipalities were all represented.

The parade included a number of pieces of special apparatus which were new to the average spectator. The Commonwealth showed the equipment used by its Forestry Department in fighting forest fires. This display included four trucks and twenty-eight men.

From the Watertown Arsenal came one of the largest fire-fighting machines in the parade. It was a Knox pumping engine, manned by a crew of soldiers and carrying also Sergt. William Houck, U. S. A., retired, of Watertown. On the night of the fire Sergeant Houck came from the Arsenal to Boston with a company of soldiers to do guard duty. He is the sole survivor of that company.

New Haven, Pittsfield, Biddeford and Nashua were all represented in the parade by modern apparatus. The Pittsfield engine came over the road, starting at 2.30 o'clock upon the morning of the 9th instant. An engine from Ashland was manned by a crew who wore the old-fashioned, blue-cape overcoats that fire-fighters used many years ago.

Worcester firemen were present with several pieces of apparatus and their company included Capt. J. H. Madden, who, at seventy-one years of age, is still on the active list, and for a dozen years has been captain of Hose 2, the same company with which he responded to the appeal for help from Boston. He has never been connected with any other fire company.

The educational features of the parade included two trucks, one of which bore a section of the old water mains and an old hydrant similar to those used in Summer street fifty years ago. The second truck carried a new hydrant and sections of the new types of water mains.

The route of parade was largely through the fire area of 1872.

The parade was headed by his Honor Mayor James M. Curley and Fire Commissioner Theodore A. Glynn.

The Fire Commissioner was the Chief Marshal, with headquarters at the Engineers' Club, 2 Commonwealth avenue.

The formation of the parade was as follows:

Mounted Police.  
101st Infantry Band, M. N. G.  
Color Guard.  
His Honor the Mayor.  
Chief Marshal, Fire Commissioner Theodore A. Glynn.  
Chief of Staff, John O. Taber,  
Chief of Department.  
Assistant Chief of Staff, Henry A. Fox, Deputy Chief.  
Adjutant, Charles A. Donohoe, District Chief.  
Staff.—Deputy Chief Walter M. McLean, Superintendent Henry E. Thompson, Boston Protective Department, Capt. Daniel J. O'Brien, Lieut. Carl S. Bowers, Aid to Chief of Department, Hoseman Daniel J. Kennedy, Aid to Commissioner, George F. Murphy, Nathan Cohen, Benjamin F. Underhill, Herbert J. Hekey, Thomas W. O'Connell, James P. Maloney, William J. O'Donnell.  
Honorary Staff Massachusetts Fire Chiefs' Club.  
First Corps Cadets Veterans.

### DIVISION ONE.

Division Commander, Edward J. Shallow,  
Deputy Chief.  
Battalion Commander, James J. Caine,  
District Chief.  
Commander, Captain.  
Company of Men.

Battalion Commander, Fitzgerald M. O'Lalor,  
District Chief.  
Commander, Captain.  
Company of Men.  
Battalion Commander, Frank J. Sheerhan,  
District Chief.  
Commander, Captain.  
Company of Men.  
Battalion Commander, District Chief.  
Commander, Captain.  
Company of Men.  
Department Drill Squad, Lieutenant D. W. Baker,  
Commanding.  
Boston Protective Department, Capt. Samuel A. McDonnell, commanding.  
Veterans of Boston Fire (1872).  
Fire Alarm Branch, Superintendent, George L. Fickett, commanding.  
Wire Division, Superintendent, Walter J. Burke, commanding.  
Bureau of Supplies and Repairs, Capt. William H. McCorkle, commanding.  
Engineer of Motor Apparatus, James W. Ryan, Aid.  
Box 52 Association.  
High Pressure Wagon No. 1 (Four Men with Fire Clothes).  
Boston Fire Department Apparatus.  
City Hospital Ambulance with Doctors.  
Water Service Trucks.  
Boston Consolidated Gas Company.  
Edison Electric Illuminating Company.  
Boston Elevated Railway Company.  
New England Telephone and Telegraph Company.

### DIVISION TWO.

Ginn & Co. Band.  
Division Commander, James M. Casey, Chief of Cambridge Fire Department.  
Staff—Company A, three officers and fifty men; Company B, three officers and fifty men; Apparatus, four pieces.  
City of Somerville, Sewell M. Rich, Chief of Department, commanding, three officers and fifty men, three pieces of apparatus.  
City of Chelsea.  
Chief of Department, commanding, with car, company of twenty men.  
City of Malden.  
Chief's car, fifteen men, one piece of apparatus.  
City of Revere.  
Twenty men, one piece of apparatus.  
City of Quincy.  
Alfred L. Mead, Chief of Department, commanding, Thirty-three men, one piece of apparatus.  
Town of Winthrop.  
Warren H. Belcher, Chief of Department, with car, commanding.  
Fifteen men, one piece of apparatus.  
City of Medford.  
Fifteen men, two pieces of apparatus.  
City of Lynn.  
Mayor and Chief's car, twelve men, one piece of apparatus.  
City of Peabody.  
Ten men, one piece of apparatus.  
City of Lowell.  
Ten men, one piece of apparatus.  
City of Lawrence.  
Ten men, one piece of apparatus.  
City of Brockton.  
Chief's car.  
City of Salem.  
Chief's car.  
City of Melrose.  
Ten men, one piece of apparatus.  
Town of Reading.  
Eight men, one piece of apparatus.  
Town of Arlington.  
Ten men, one piece of apparatus.  
Town of Watertown.  
Six men, one piece of apparatus.  
Watertown Arsenal.  
Detail of soldiers with engine.  
City of Portsmouth, N. H.  
Chief's car with six men.  
City of Nashua, N. H.  
Fire Commissioner and Chief of Department.  
Berlin, N. H.  
Mayor and Fire Committee.

### DIVISION THREE.

Roxbury Post, A. L., 44, Band.  
Division Commander, George L. Johnson, Waltham, Chief of Department.  
Staff, apparatus and men.  
City of Newton.  
W. B. Randlett, Chief of Department, with car, commanding.  
Ten men, one piece of apparatus.  
Town of Brookline.  
Thirty-three men, two pieces of apparatus.  
Town of Dedham.  
H. J. Harrigan, Chief of Department.  
Fifteen men, two pieces of apparatus.  
City of Worcester.  
Chief's car and men.  
Twelve men, one piece of apparatus.  
Town of Millbury.  
Ten men, one piece of apparatus.



Town of Saugus.  
 Ten men, one piece of apparatus.  
 Biddeford, Me.  
 Ten men, one piece of apparatus.  
 Town of Milton.  
 Town of Belmont.  
 John F. Leonard, Chief of Department.  
 Men and apparatus.  
 City of Woburn.  
 Eight men, one piece of apparatus.  
 City of Pittsfield.  
 Mayor and Chief's car with three men.  
 City of Pawtucket, R. I.  
 Four men and Chief's car.  
 Town of Marblehead.  
 Ten men, one piece of apparatus.  
 Town of Swampscott.  
 Chief and seven men, one piece of apparatus.

The parade started promptly at 1.30 p. m., from the corner of Commonwealth avenue and Arlington street, and moved over the following route:

Arlington to Beacon to School to Washington to Milk to Federal to High to Summer to Washington to Temple place to Tremont to Boylston to Park square, and there dismissed.

The reviewing stand for the city government was located at City Hall, School street.

The parade was reviewed at the State House by his Excellency Governor Channing H. Cox, and at the reviewing stand on Tremont street by his Honor Mayor James M. Curley, the Chief Marshal, his staff and invited guests.

The members of the various units participating formed in columns of squads (or fours), and kept that formation throughout the line of march.

During the period of parade, First Deputy Chief Daniel F. Sennott was in charge of the fire force of the City of Boston.

Fire Commissioner Glynn had arranged to serve a luncheon to about 1,500 firemen, but the parade far exceeded his fondest expectations and between 2,000 and 2,500 firemen marched into the armory.

Mayor James M. Curley created much happiness among the Boston fire fighters by telling them that he intended to grant them the "two-platoon," but when he said that it would not go into effect until 1924, considerable dissatisfaction was expressed.

Mayor Curley told them that he intended to completely motorize the department next year and also rebuild every fire station that needed rebuilding.

The exercises commemorating the fiftieth anniversary of the big Boston fire were brought to a close Thursday night with a demonstration of modern firefighting at the scene of the start of the big fire, and later with a demonstration of the fireboats.

A great crowd was gathered on Summer and other streets when Mayor James M. Curley pulled the hook in Box 1431, which resulted in the signal 52 being sent out.

The apparatus and crew of Engine 7, which has temporary quarters at Fort Hill square were stationed outside of their own station on East street, received the signal, and it seemed but a few seconds after the hook was pulled before the engine was rushing up Lincoln street.

A hose was attached to a high pressure hydrant on Lincoln street, and a stream of water poured from the gun on the wagon as Deputy Chief Edward J. Shallow, District Chief Cornelius J. O'Brien, Engine 25, Ladder 8, Tower 1 and Protective 1 rolled into Church green through High and Summer streets, from the direction of the South Station.

While these companies were getting to work at the lower end of the block, where the original fire started, the scene on upper Summer street was just as exciting, with

District Chief A. J. Caulfield, Engines 10 and 35, Ladder 17, Rescue 1, Protective 2 and the emergency truck of the Consolidated Gas Company dashing into position.

The roof of the building at the corner of Summer and Kingston streets was covered with railroad torches, and a glare that lighted up the entire district gave the appearance of a conflagration.

The demonstration brought from the visiting firemen cheers and applause.

Following this demonstration, thousands flocked to the station of Engine 44, a fireboat located at the Northern Avenue Bridge, where they were treated to a wonderful display by three fireboats moving off the dock with all guns and streams, going.

Following the demonstration, there was a collation and entertainment for the guests.