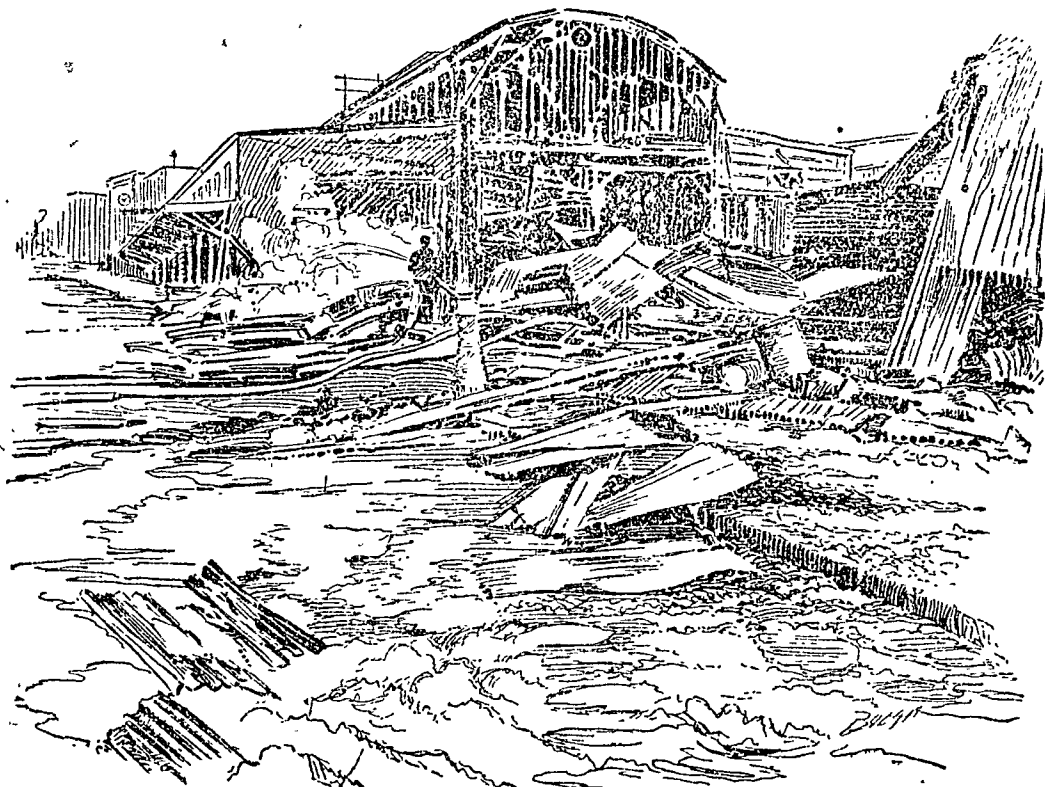


OLD COLONY TRAIN SHED IN FLAMES.

Four Alarms for a Fire That Caused a Loss of \$35,000— Loss in a South St Warehouse of \$120,000.



RUINS OF THE OLD COLONY TRAIN SHED.

The office of the New York & Boston dispatch express company, the inward baggage rooms of the Old Colony station on Kneeland st, roundhouse and about 100 feet of the trainhouse, together with 13 cars, a quantity of baggage and railroad supplies, were burned yesterday forenoon.

The total loss will be about \$35,000, and it is covered by insurance placed by John C. Paige in companies composing the railroad insurance syndicate.

With the thermometer below zero, a stirring wind blowing and the sun shining, four alarms were rung at 10 a m. The station and its adjoining sheds, practically one great building extending back from Kneeland st for several hundred feet, was in a blaze which threatened for a time to turn it all into ashes.

Box 56 sounded first, then box 65. Box 56 was heard again, then box 65 a second time, which served as a third alarm. The fourth announcement of a bad fire followed quickly.

The fire started in the office of the New York & Boston dispatch company, and was caused by a clerk upsetting an oil stove, which was being pressed into service to help heat the room. There was a very strong draft through the office, and no sooner had the flames leaped up from the oil stove than they ignited some papers, and almost in a flash the entire room was in flames.

One of the clerks grabbed the books of the company and saved them.

The fire immediately spread to the adjoining baggage rooms of the Old Colony, but it being Monday morning, when there is very little baggage on

when some of the spectators, noticing that the wall near them was tottering, shouted an alarm. They rushed for safety, when the weighty iron cornice came down with a crash, and amid the din it appeared as if several were injured. With the clearing of the smoke they were found to be safe, and soon made their way back to the old position, where they fought bravely on.

Several of the firemen suffered from frozen ears, noses, etc, and were treated at the emergency hospital, among them being George Crafts of ladder 8 and J. Hogan and Charles McCarthy of engine 4.

J. E. Murphy of ladder 17 fell over a beam and injured his chest.

Fireman T. J. Fitzgerald received a painful wound in his right foot from a spike.

James Ayer, an expressman, while removing goods from the burning express office, was badly burned, and his injuries were attended to at the emergency.

James Ayer, 17 years old, a messenger for the New York and Boston Despatch, was badly burned on the head, face and hands, while trying to save some of the goods from the office of the company.

The train house was a structure 112 feet wide and 545 feet long. The wooden extension was 80x225 feet, assessed for about \$18,000. Then there was the building for employes, 15x30 feet; a frame building for express matter, 15x75 feet; an engine house, 50x75 feet, and the express shed, with a corrugated iron front, 65x315 feet. These properties were assessed for at the lower end is \$80x60 feet, and is taxed for about \$90,000. According to the assessors' books, the property belonging to the Old Colony railroad company, bounded by Kneeland, Cove and Furnace sts, is taxed for \$676,300, of which \$124,300 is on the buildings. This includes, the buildings and

to greater or less delay. The other two tracks of the company will be cleared by morning, and new tracks laid.

HEAVY LOSS ON LEATHER.

Two-Alarm Fire in the Warehouse at 55 to 59 South St—Several Firms Suffer to Extent of More Than \$100,000.

A leather warehouse at 55 to 59 South st caught fire soon after 1 p m yesterday, for which an alarm was rung in from box 53. Chief Webber ordered a second alarm from box 56 as soon as he arrived, two floors of the large building being then on fire.

The building is a five-story brick structure, owned by the French estate, with a 30-foot front on South st, and runs 100 feet through to an alley in the rear.

When the alarm was given the smoke was already announcing the fire from both front and rear on the fourth floor. At the time of the beginning of the fire almost all of the employes were out to lunch.

An employe of Albert Trostel & Sons saw the smoke coming out of the windows of the fourth floor and started upstairs for his overcoat. He got as far as the third floor, but could not get beyond that. The entire fourth floor was dense with smoke, and the third story was beginning to blaze.

The cause of the fire was seemingly spontaneous combustion, for the entire building was used for the storage of leather.

Albert Trostel & Sons, manufacturers of leather and tanners, occupied the first, third and fourth floors. The first floor they used for an office and warehouses. All of the stock in the ground story was covered by the protective department.

On the second floor Herman Behr & Co did business, having offices and sales-rooms for ruby paper, a brand of sand-paper. On third and fourth floors were packed with split and grain leather and wax calfskins. These storerooms were filled with sides, packed in clear up to the ceiling.

The fifth floor was used for a store room by Meles, Kennedy & Auerbach, leather merchants, whose office is in the adjoining building, 61 and 63 South st. This firm had \$40,000 worth of finished leather packed on the fifth floor.

The flames did not make any appreciable headway on the fifth floor, but this stock was damaged somewhat by smoke and water.

Meles, Kennedy & Auerbach will probably not lose more than \$5000.

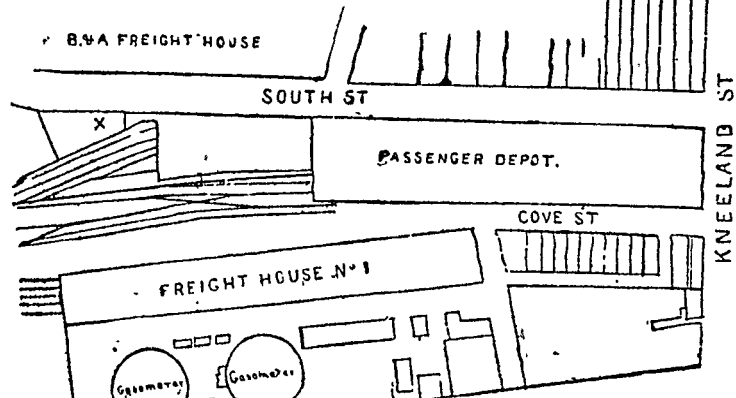
The building is damaged about \$5000, repairs being necessary to the third, fourth and fifth floors.

The damage to the stock of finished leather of Albert Trostel & Sons is variously estimated from \$100,000 to \$130,000. The damage is almost wholly by water, and is one of the largest losses on leather from this cause in Boston for some time.

Insurance men interested think the loss will be about 40 percent of the insurance, which aggregates \$285,000. The manager for Messrs Trostel thinks that 60 percent loss has been sustained to their stock.

The insurance is divided up and the following companies hold policies, placed by Darling & Russell and C. B. Wheelock: Connecticut, Insurance company; N A, Continental, American, Penn; Royal, Eng, \$10,000 each; Westchester, Delaware, Springfield, Glens Falls, Commercial Union, Liverpool & London & Globe, Scottish Union & National, Royal Exchange, Rochester German, Aetna, Manchester, North British & Mercantile, Northern, Underwriters, American Central, Phoenix, Conn; New Hampshire, Queen, Phenix, N Y; Fireman's Fund, Firemen's, N J; Caladonian, Phoenix Assurance, Citizens, N Y; Atlas, Eng; National, Hartford; Mercantile Union, Eng; London Assurance, Hartford, Norwich Union, American, N J; Sun, Detroit, Pennsylvania, Imperial, Eng; Fire Association, Penn; Palatine, Eng; Niagara, N Y; Northwestern National, Lumberman's, Philadelphia; American, N Y; German American, N Y; Hanover, N Y; Home, N Y, \$5000 each; Buffalo German, N Y; Williamsburg City, N Y; Union, Penn; Spring Garden, Philadelphia, \$2500 each, total \$285,000.

Hermann Behr & Co, sand paper and pumice stone, sustained a heavy damage to their stock, which was covered by \$15,000 insurance in the following companies: North British & Mercantile insurance company, Liverpool, London & Globe, German American of New York, \$5000 each.



SCENE OF THE FIRE. X—WHERE BLAZE STARTED.

hand, the employes had time to hustle out every piece of luggage, so that not a single trunk was destroyed, so far as is known.

From the long sheds on the westerly side of the track the flames spread to the cars in the train house. There were four trains of 12 cars in the train house, and before they could be gotten out they were badly damaged.

From the baggage rooms and the cars the fire spread to the roof of the train house, which was soon burning about two-thirds of the way up to the station itself. There the firemen were able to get control, and stopped the progress of the flames.

When the first alarm sounded South st was crowded with teams, which were backed up to the express offices on both sides of the street, and it was with great difficulty that they were gotten out of the way, and the firemen given a chance to get to work.

The lines of hose had to be carried a long distance from the hydrants, and the water seemed to have but little effect on the flames at first.

By 11 o'clock the firemen had won the victory, the last spark had been smothered, and nothing remained but charred timbers and smoke to indicate what had threatened to do much larger damage.

Several members of engine company 1 had narrow escapes. They were grouped in a corner of one of the hottest holes, drenching the walls from the inside,

docks situated at the southerly corner of South and Kneeland sts, to the southwesterly corner of Kneeland and Cove sts, thence from the line of Cove st to Furnace st.

All trains due to arrive at or leave the Kneeland st station of the Old Colony were cancelled within 15 minutes after the first alarm was given, and the Brockton train, which was due to arrive at this station at 9.35, was headed off by telegraph and discharged its passengers at South Boston. Until 2 o'clock the company ran all its trains to and from South Boston, and passengers who went to Kneeland st station and were ticketed to points on the line were transferred from there to the South Boston station in omnibuses.

As soon as the "all out" signal had been given, the company put a force of men at work to clear the tracks, and by 2 o'clock track 5, farthest from the fire, had been cleared, so that the regular 2 o'clock train for South Braintree and way stations was able to leave at 2.20. The workmen succeeded in clearing the ruins from two other tracks, so that the company was able to pull out the trains standing there and run in its regular trains.

With these three tracks the company could handle its regular business, and transferred its headquarters from South Boston to the Kneeland st station about 3 p m. The road did not abandon a single train, although all were subject