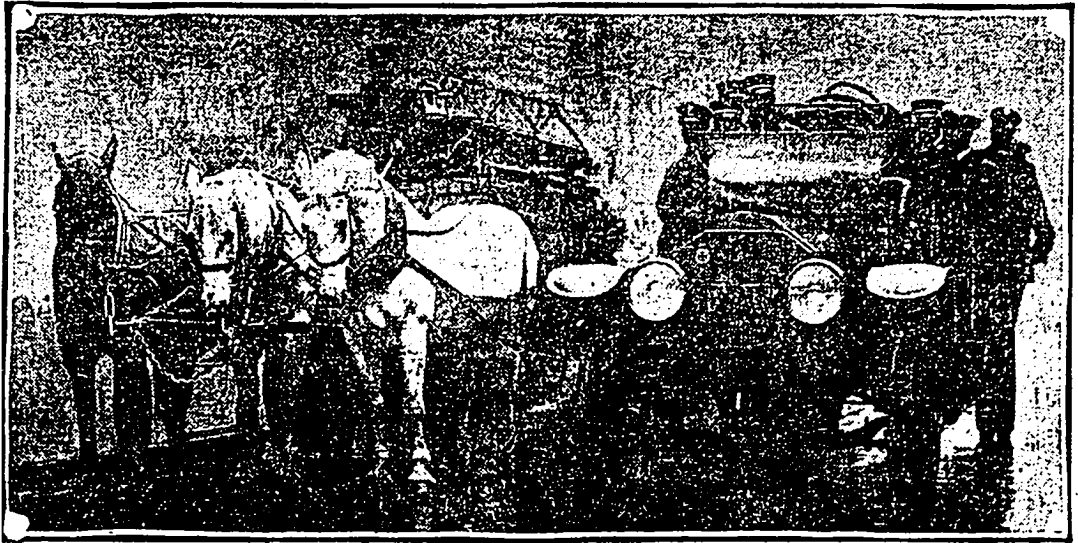


LAST BOSTON FIRE HORSES GO

“Buster,” “Dan” and “Jim” Are Driven Away Forever from Ladder 24’s Home on North Grove St, While Veterans of the Service Look Sadly On



THE LAST OF THE OLD—AND THE NEW.

Ladder 14's old truck, with Buster, Dan and Jim (in order from left to right), and Joseph P. Shea at the reins, standing beside the modern machine that has taken its place.

At 3:30 yesterday afternoon, when “Buster,” “Dan” and “Jim,” two big white horses and a black, which for a number of years have been hauling Ladder 24 to alarms of fire over Beacon Hill and the tenement districts of the West End, started up North Grove, st with the truck, it was the end of the horse as the motive power for apparatus in the Boston Fire Department.

In place of a truck and three horses, a big red auto truck stood on the floor of the station on North Grove st, with an engine that develops 198-horsepower to “snake” it up the stiff grades of Beacon Hill. Lieuts P. J. Ryan and J. M. Flynn are the commanders of this company, the crew of which in years past have had many life-saving acts to their credit.

“Joe” Shea, who has swung the team through the narrow crooked streets of the West End, without accident to truck or man, or to the “young-million” of children that use these streets for a playground, pulled the reins over his pets as they left the station with the

truck stripped of ladders and other fire-fighting equipment, but he had a look of sadness as he returned the hand waves of Fire Commissioner Theodore A. Glynn and Chief John O. Taber.

The fact that all the horses in the department had been displaced by the powerful motors seemed to affect Chief Taber, too, and as they moved up the street, he was seen to wipe his eyes. Chief Taber was one of the most skilled reinsmen in the department, when he was in the ranks, and is still one of the best judges and lovers of good horses in the city, but “efficiency is of more value in fighting fires and saving life than sentiment,” according to the chief.

The new truck was given a very stiff workout before being placed in the station by Capt “Jim” Ryan, motor engineer of the department. The truck with a full crew of men, including Commissioner Glynn, Chief Taber and District Chief Charles A. Donohoe, commander of the West End district, was taken over the steepest grades on Beacon Hill. The streets were running with water, and this mowing over the oil soaked roadways made the going very hard, but the truck went over without

the least trouble and without the use of chains.

With the placing of a motor-propelled truck for Ladder 24 in commission, it means that the department now has about 124 big motor fire-fighting machines in commission. They are divided among 50 engine, 30 ladder, three water tower and one rescue companies. Besides those machines fast roadsters or touring cars are ready at a moment's notice for the chief of department, four deputy chiefs and 15 district chiefs, to respond to a call to duty.

Commissioner Glynn states that the real strength of a fire-fighting machine lies in its reserves, and for that reason he has nearly 50 machines of different kinds ready to be put into service in case of an accident.

The commissioner and Chiefs Taber and Donohoe spoke to the officers and men of Ladder 24 after the new truck was put into service and explained to them that, while the loss of a minute at a fire might mean the loss of a life, the drivers of motor fire apparatus must at all times remember that others are on the streets and have some rights which must be respected.