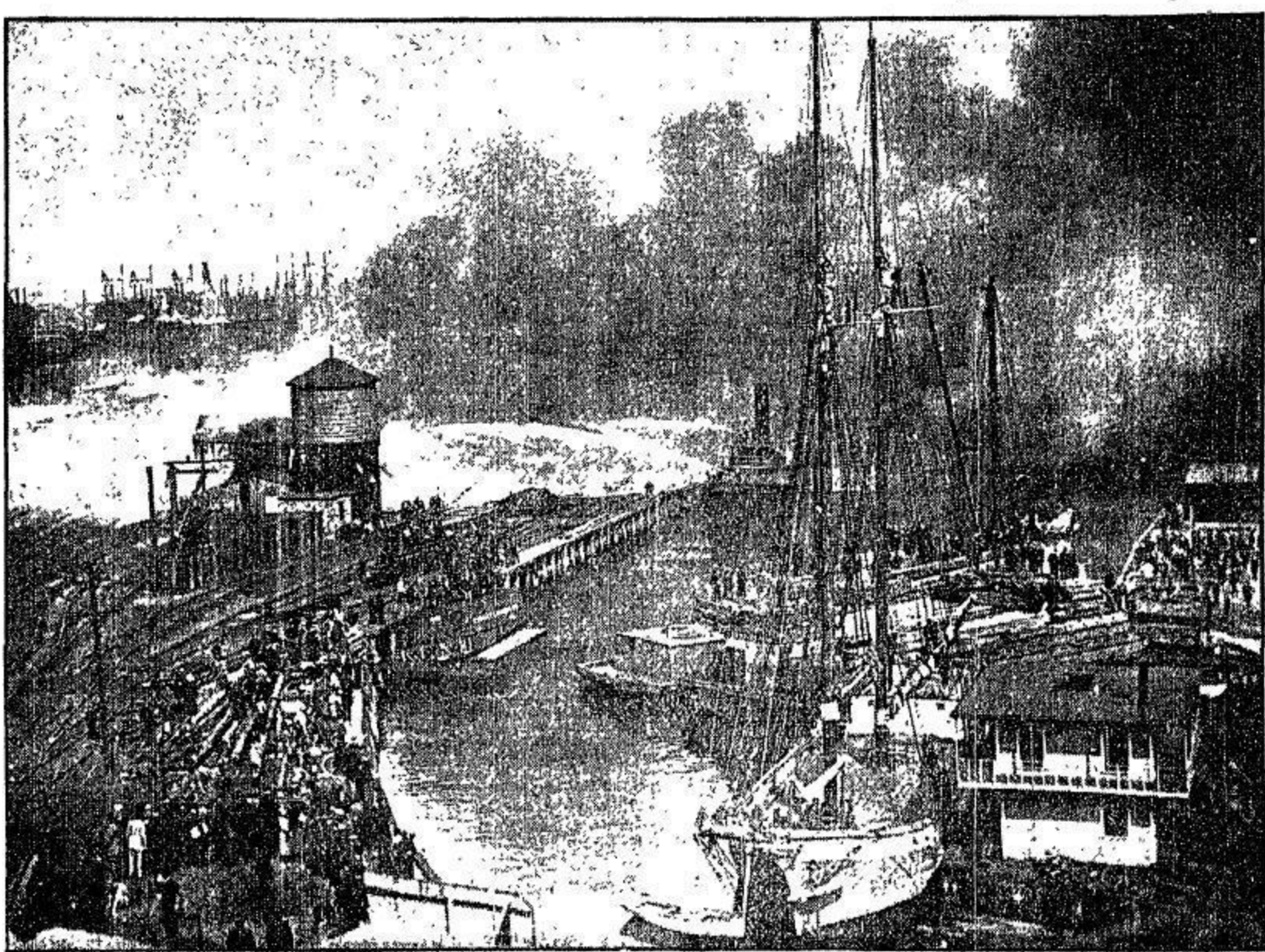


SUNDAY MORNING, MAY 11, 1913

## CAR SHOPS BURNED AFTER \$200,000 LUMBER YARD FIRE

Two Buildings Destroyed This Morning; Thousands of Dollars Loss---Belief Both Work of Charlestown Incendiary.



VIEW OF LUMBER YARD FIRE IN CHARLESTOWN YESTERDAY AFTERNOON TAKEN FROM TOP OF WAREHOUSE AT HEAD OF MYSTIC BASIN.

### Jackies Help Fight Flames in Tenement Houses at Afternoon Blaze--- Sailors Risk Lives to Put Out Fire in Bark's Sail.

Damage estimated at \$200,000 was caused by a fire, suspected to have been of incendiary origin, which started about 2 o'clock yesterday afternoon in a shed of the Export Lumber Company on the Mystic Basin in Charlestown.

A break wind from the northwest swept the flames through the yard of lumber and between 5,000,000 and 6,000,000 feet of undressed white pine were destroyed.

At 1.30 this morning, when the lumber yard fire was almost extinguished, flames broke out in a car repair shop of the Boston & Maine Railroad off Medford at just to the leeward of the afternoon fire.

The shop and the 20 cars within it were destroyed almost in no time, and from this the flames swept through the adjoining turning mill with its stock of lumber. That was also wiped out, and at 2.30 a second car repair shop was on fire and blazing furiously.

#### Again Suspect Incendiary.

The loss will probably amount to many thousands of dollars. As the first fire was so completely under control, firemen and others believe that this was the work of an incendiary, who wished to see further destruction of property.

Only one alarm was sounded for this

blaze, but a number of the engines were sent on the scene of the earlier fire. One fireboat was summoned, but all the firemen's efforts could not prevent the spread of the flames through the two car repair shops, 1½-story brick buildings 75 feet long and the turning mill.

The fire was discovered by George H. Pearson, a freight engineer who gave the alarm by blowing his locomotive whistle. From the yardmaster's office the bell alarm was sounded. The fire put many telephone and telegraph wires out of commission and tied up all freight service on the adjoining tracks.

#### The Afternoon Fire.

At the afternoon fire sparks carried across the basin set fire to tenement houses on Medford st and to Berry & Ferguson's lime and cement sheds. The damage on this side of the basin is estimated at \$500, but there was great excitement among the dwellers in the threatened buildings. One hundred Jackies from the USS Nebraska at the Navy Yard, with buckets, helped fight the fires here.

The lumber bark Belmont, moored at the wharf of the Export Lumber Company, was towed to safety by a tug, but not till after one of her sails had caught fire. Three of the crew climbed up and beat out the blaze at great risk of their lives.

At midnight the lumber yard fire was still smouldering.

Earlier in the evening sparks ignited the roof of the three-story wooden dwelling at 37 Carey st, owned by Nell McLaughlin, and at 8.40 an alarm was sounded from box 451. There was no damage.

Sparks were also carried nearly a

third of a mile to the roof of the house of John J. Green at 25 Decatur st. Residents of the house extinguished the flames at once, and no alarm was sounded.

#### Incendiary Suspected.

Supt C. H. Doughty of the Export Lumber Company said he believed the fire was of incendiary origin. Police and Fire Department officials are inclined to the same view because of the two suspicious fires in Charlestown last Tuesday at Palmer & Parker's Lumber

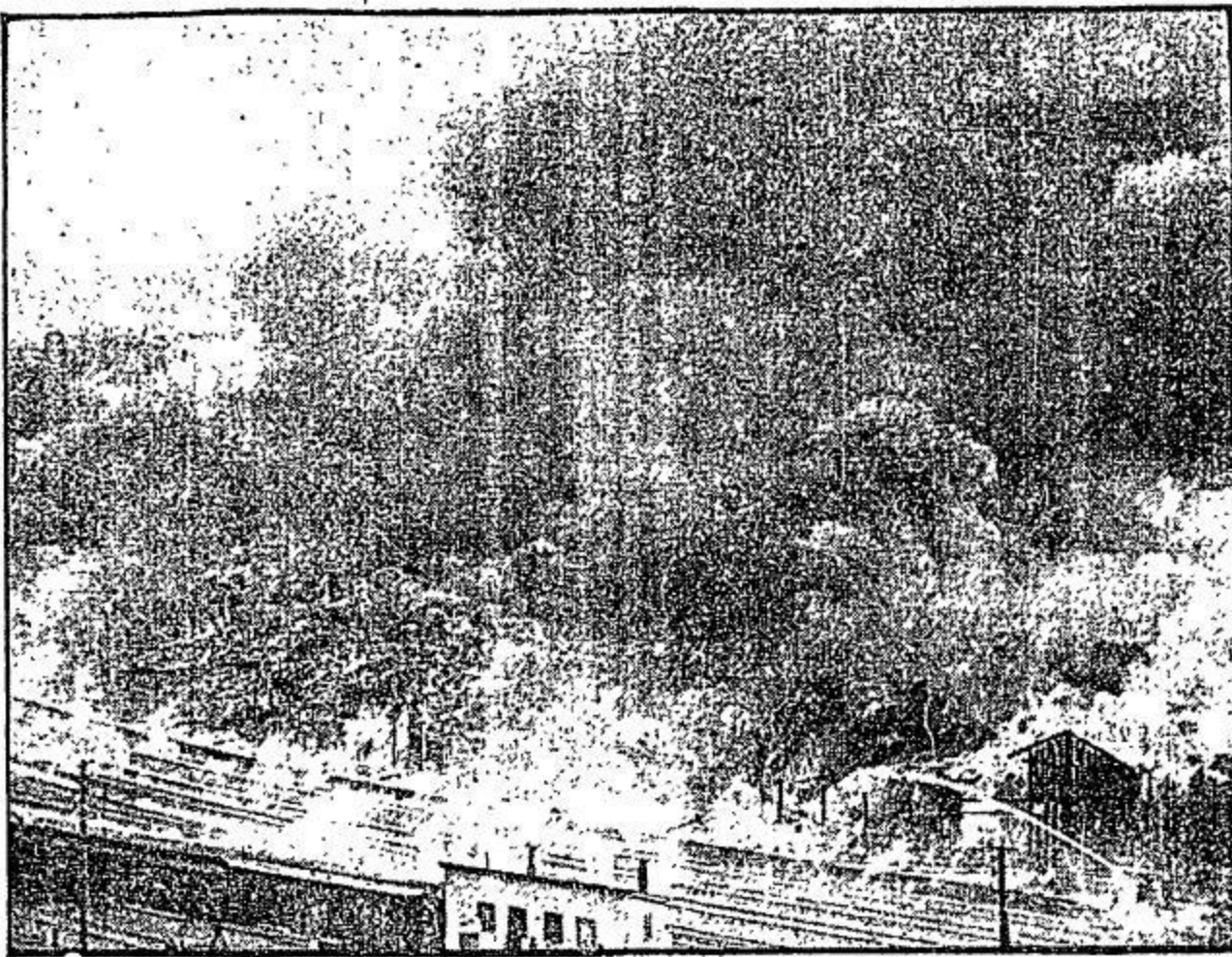
Wharf and the many sheds on Rutherford av.

The investigation of the series of Charlestown fires will be prosecuted with renewed vigor.

It is a long time since the firemen have had such a busy season. Five three-alarm fires, one two-alarm fire and numerous severe one-alarm fires within 96 hours have kept all the men on the jump, particularly the firemen.

Continued on the Tenth Page.

### VIEW OF FIRE AT ITS HIGHT FROM TOP OF WAREHOUSE



TUGS PULLING THE BARK BELMONT OUT OF DANGER AT CHARLESTOWN FIRE.

### CARSHOPS BURNED, LUMBER YARD FIRE

Continued From the First Page.

stationed in Charlestown and downtown.

Commissioner Cole was at the fire yesterday and appreciated the efforts of the men. Chief Mullen advances yesterday's fire as another argument in favor of changing the construction of lumber sheds. He is in favor of at least erecting concrete walls between each shed.

#### Discovered by Railroad Men.

The Export Lumber Company closed its doors yesterday afternoon at 1 o'clock, and it was about 1.30 when the fire was discovered. Fred J. Eels, a Boston & Maine fireman and his engineer, J. H. Nevers, were drawing empty freight cars out of the Mystic yards and were running abreast of the lumber sheds when they saw a spurt of flames from No. 1 shed. They gave the railroad fire signal and other locomotive engineers spread the alarm.

P. J. Callahan, a Boston & Maine freight conductor, gave a bell alarm from box 452.

So much headway had been made by the fire before the first apparatus arrived that Dist. Chief Pope ordered a third alarm, skipping the second. This brought over Chief Mullen, Deputy Chief Grady, numerous engines and trucks from the North and West Ends, Back Bay and business districts, and two more fireboats, one of the boats having responded to the first call.

At 2.31 an alarm from box 429 was sent out for the fire in the Medford st property, this really being a fourth alarm and bringing from the city many more companies.

#### Fighting the Flames.

With the wind from the northwest behind them, the flames licked their way unchecked along the lumber yard a distance of more than 200 feet, from the railroad yard out to the edge of the wharf, 75 feet away. In the basin the fireboats were pressed to their limit, while from the land side nearly a dozen engines fought the blaze. The fact that there is a scarcity of hydrants in the yard prevented several engines from being put to work, but the crews were utilizing running lines from the fireboats and other companies.

The apparatuses experienced some delay in reaching the fire. The progress of land companies was halted when the Charlestown drawbridge was opened to permit the passage of the fireboats.

Capt. Michael J. Lavelle of Engine 26, from Monument st, Charlestown, and his company were the first to arrive at the fire and they were constantly where the flames were hottest. There were times that these men and members of several other companies stood at the nozzle and directed the stream while the very platform under them was burning, the smaller fires being quenched by young boys with pails of water.

#### Smoke Bothers Firemen.

The heat from the fire was intense. There are 10 tracks separating lumber yards from railroad property, but the heat alone ignited the shops and drove back hundreds of spectators.

Twelve engines were run from Fireboat 47, in charge of Capt. Winchester, and four deck guns were used. The other boats used a lesser number of lines and guns, but rendered effective service like the larger craft.

Chief Mullen finally had the tow gun and the pilot gun on Fireboat 47 placed in service and the piles of burning lumber seemed to crumble under the force of these powerful streams. Fireboat 31 had a slight mishap, a pump giving out for a few minutes.

The firemen had trouble with their eyes from smoke and Chief Mullen directed them to work in relays. Before and after the arrival of the firemen the 20 odd firefighters in the Mystic yard shops of the Boston & Maine Railroad were active. Led by George A. Haggerty and J. A. Ryan, they extinguished slight blazes on the car shop, blacksmith and tinmen's shops and empty cars and throughout the afternoon kept five lines of hose in action, waiting down the railroad property.

Alarm was felt for the big nine-

### BIG FIRES OF THE WEEK WITHIN GREATER BOSTON

Date	Place	Alarm	Loss
May 6	Wool storehouse, 322-328 Congress st....	3	\$60,000
May 6	Dryhouse, 83-103 Medford st, Charlestown...	3	\$25,000
May 6	Boston & Maine bay-shed, Charlestown...	3	\$35,000
May 8	Block bounded by Warren, Dudley and Ziegler sts and Harrison st, Roxbury....	3	\$100,000
May 8	Milk station at Dorchester.....	2	\$5,000
May 9	Hews Pottery Plant, North Cambridge...	3	\$35,000
May 10	Sheds of Export Lumber Company, Charlestown .....	3	\$175,000

story storage warehouse of Lawrence & Virgin, on the westerly side of the shed, where the fire started, but the course of the wind had much to do with the saving of that property.

#### One Injury Reported.

Chief Mullen checked the fire at the edge of the sixth shed just where he told officials of the company and others his men would stop it.

Supt Doughty of the Export Lumber Company said the lumber destroyed was awaiting shipment to South America. He did not know how much insurance the company carried on the lumber. The sheds were lost from the Boston & Maine Railroad.

Thomas Casey, a Boston & Maine employee, received a lacerated wound of the eye and was the only person reported injured. He is 35 years old and lives at Bunker Hill st.

Alfred Boudreau of 17 Beach st, Newton, another railroad employee, left his vest hanging in the shop and somebody purloined it. There was \$1 in one of the pockets.

#### Lumber Bark Saved.

The putting out of the blaze in a wall of the lumber bark Belmont was one of the most spectacular incidents of the fire.

Loaded with 1,500,000 feet of spruce consigned to Buenos Aires, the bark lay at the wharf of the burning lumber yard. A spark lodged in the mainmast, which started to burn briskly. Capt. Fred E. Leddy, N. S. owned by Arthur Weeks and Leo Powers, carrying pieces of rope in their hands, climbed up the rigging, and straddled the mast, which the mainmast fire with pieces of rope beating out the flames.

Hundreds of spectators watched the three men at the perilous work, 125 feet above deck. There was great danger that the ropes which held the yardarm would burn, letting the sails fall to almost certain death. Fortunately the towboat Mary from Baltimore, which had passed through the South draw shortly before the fire started, was close to the Belmont when she caught the sparks and once hauled the bark out into midstream. As the vessel was drawn toward the Chelsea wharf the throng of spectators had an excellent view of the daring work of the three sailors aloft.

The Belmont is a 100-ton bark, 125 feet in length and has a 40-foot beam, undercoils, 12 feet in height, owned by J. G. Hall. The towboat Pillsbury assisted in hauling her out of danger and the Neptune was ready to give assistance if it was found necessary.

#### Train of 19 Cars Saved.

Another brave deed was the saving of a train of 19 freight cars by engineer Eugene O. Hart and brakemen C. H. Goodale, J. E. Leddy and W. J. Wright. The flames were sweeping across the tracks as engineer Hart backed his locomotive up to the cars, which were undercoils, 12 feet in height, owned by J. G. Hall. The towboat Pillsbury assisted in hauling her out of danger and the Neptune was ready to give assistance if it was found necessary.

#### Jackies Sent to Aid.

On the Medford side of the Mystic the sparks were a continual menace and did much actual damage besides throwing residents of the threatened houses into a panic. Crowds of young men helped to extinguish the many fires that started. Lieut. D. E. Cummings and Ensign

Moran and 100 Jackies from the USS Nebraska were sent from the Charlestown Navy Yard with buckets to give what assistance they could. The sailors proceeded along the Mystic playground and climbed fences until they reached the rear of the row of threatened tenement houses.

They saw smoke issuing from an ash shed in the rear of 31 Medford st and breaking open the door they discovered a lively blaze. The Jackies assisted by patrolmen Dickinson, Roland and Crowley, pulled down the shed and beat out the fire.

Miss Della McLaughlin of 23 Medford st threw a pail of water out of her second-story window on flames that were crawling up the side of her house, and dashed a sailor named Meade.

The house was occupied by Mrs. Katherine McNamara and James Porter, Mrs. McNamara, an aged woman, was carried out by William John of Chelsea and William Wallace, a mariner from the Navy Yard. She was in an excited and weak condition.

Armed with sticks and axes the sailors made their way to the roofs of houses where sparks had landed, and they slung out the fires. At 23 Medford st, owned by Miss Dunn and occupied by Catherine Rice and John Harrington, on the second and third floors, the first floor being empty, the smoke the rear. It was making rapid headway up the side and in the building.

Firemen with axes and a stream of water did effective work and succeeded in extinguishing the blaze.

The dwelling house at 27 Medford st, owned by John Abbott and occupied by him, his wife and four children, also caught fire and the blaze communicated to the empty tenement house at 27 Medford st. This fire was also put out by sailors and firemen.

The families in the threatened houses ran into the street, some crying, while others attempted to recapture and remove belongings. The used women were ordered for by neighbors.

Two storehouses on Ferry & Ferguson's Wharf on Medford at were destroyed, the loss amounting to about \$100. Each building was about 40 feet long, 25 feet wide and was a story and a half high. They contained about 40 barrels of cement and plaster.