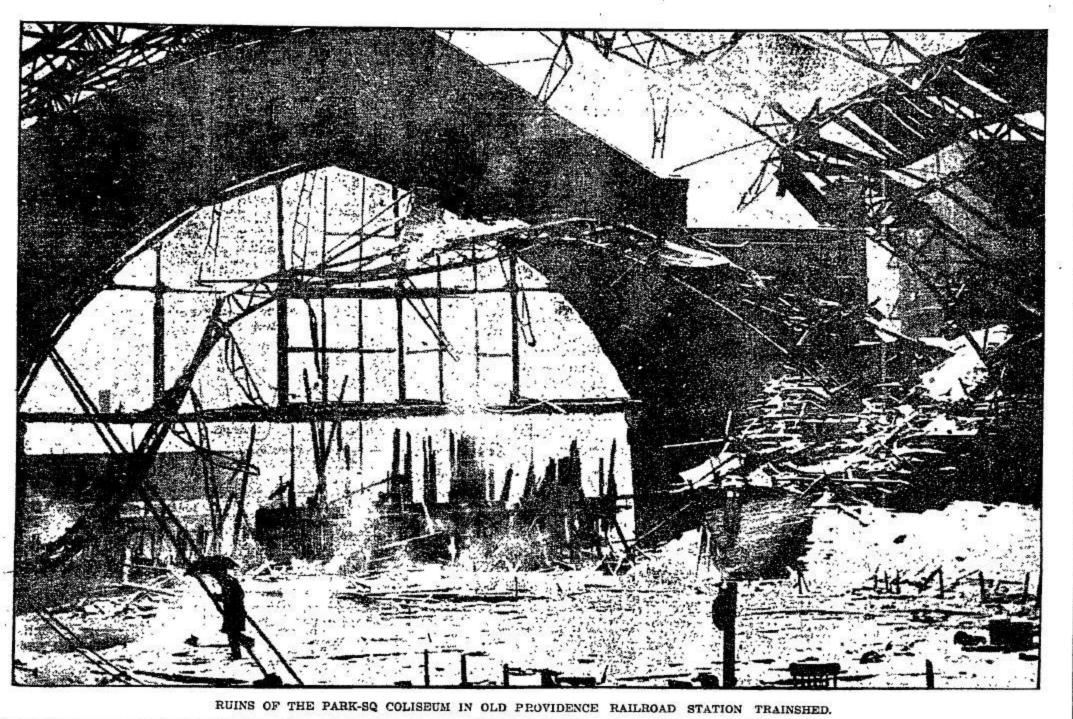
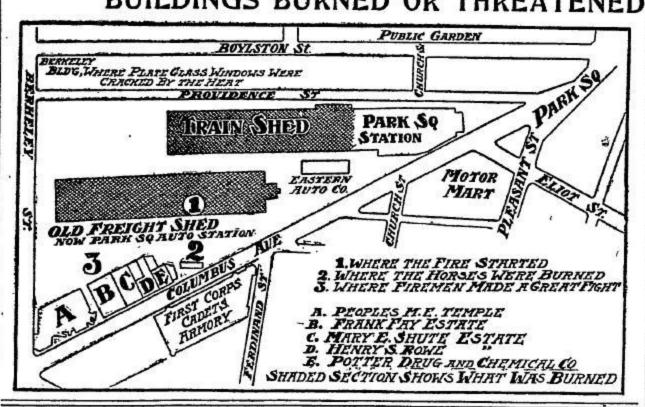
# BOSTON FIRE DESTROYS 400 AUTOS TRULL HOSPITAL, BIDDEFORD, BURNS

Park-Sq Garage Loss Between \$725,000 and \$900,000---15 Patients Rescued in the Maine City.



#### DIAGRAM SHOWING LOCATION OF THE **BUILDINGS BURNED OR THREATENED**



## MEN RUN FOR LIFE

Providence Station Trainshed Gone.

Guests of Hotel Thorndike Thrown Into Terror.

Columbus-Av Property Damaged About \$30,000---Horses Suffocated.

Winter Garden Destroyed. A loss somewhere between \$725,000 and \$900,000 was caused early yesterday morning by a fire which started in the Park-sq auto station, in what was formerly the freight house of the old

Skating Rink, Bicycle Track and

av, and which spread to and partly destroyed what is commonly known as the Providence station, in which there was a bicycle racing track, a skating rink and the Winter garden. The fire also communicated to a one-story frame stable adjoining the office of T. H. Matthews & Co., coal dealers, at 125 Columbus av, which was practically destroyed and in which six

Boston & Providence railroad company at Park sq and Columbus

heavy teaming horses were burned to death. Several employes of the Park-sq auto station, of which C. F. Whitney is manager, had narrow escapes from being burned to death, and Samuel T. Kennedy of 25 Union Park st, night watchman, who discovered the fire, was severely burned about the head.

face, hands and arms in making his escape. Walter Savory, 30 years old, of C st, South Boston, who was night electrician, and Patrick Dolan, 36 years old, of Ruggles st, Roxbury, a washer, were cut off from the door by the flames and saved themselves by jumping out of a rear window.

Robert A. Noonan, night foreman of the auto station, told a Globe reporter that the books having been destroyed he was unable to give the exact number of automobiles which were lost, but that he thought the number was about 400, and he said the average value would be at least \$2000. On that basis the loss on automobiles alone would be \$800,000. There were a good many very expensive cars in the station.

Thomas B. Jeffrey & Co had 44 new 1909 model Rambler cars stored there, and they estimate their loss from \$80,000 to \$85,000. on which they ca: ried no insurance. Seven of the big sight-seeing cars were destroyed. One-of

them cost \$14,000, and the others somewhat less. Mabel Taliaferro, an actress, lost a \$12,000 car; Mrs. D. H. Pingree of Melrose, known professionally as Anna Eva Fay, mindreader, lost a valuable car, and another loser from the theatrical profession was Frank Daniels, who had his car stored there.

Continued on the Seventh Page.

THE BOSTON GLOBE-MONDAY, JANUARY 18, 1909.

### FIERCE MORNING FIRE WELL FOUGHT IN COLD AND SNOW, ONLY TWO MACHINES SAVED OUT OF THE 400 IN GARAGE

#### MEN RUN FOR LIFE

Continued From the First Page.

Col Sidney M. Hedges of the Ancients and Col-William D. Sohier of the Massachusetts highway commission also lost valua-

. A real estate man of large experience places the value of the buildings destroyed about \$75,000, and another \$25,000 will probably cover the losses sustained by T. H. Matthews & Co. on their stable and horses, the owners of the buildings on Columbus av which were damaged by the heat breaking their windows, the piano firm which had the varnish blistered off a stock of new pianos, and other occupants of the buildings along there who sustained some damage from smoke and water.

The amount named will also, very likely, cover the loss on the Berkeley building, at Berkeley, Boylston and Providence sts. where several very large panes of plate glass were broken by the heat from the burning auto station and what had been the trainshed of the old Providence railroad station.

The fire was one of the most spectacular Boston has seen for many months, and it came in a morning which brought with it the worst weather conditions, including the heaviest snow storm

. The fire illuminated the city for miles, around, and the five alarms which were sent in on account of the blaze started engines, hose wagons, ladder trucks and other fire-fighting apparatus clanging in from as far away as Brighton, Roxbury and Dorchester, aroused thousands of people from their Sunday morning slumbers, and a good many thousands of them flocked to the scene of the big fire as quickly as they could get dressed. Except for the earliest comers there was no getting near to

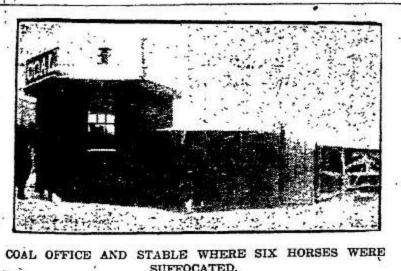
the fire, because Capt Jones and the 90 policemen he has in division 16 were early on the scene, and with them 25 sergeants and men from other intown stations. They established and rigidly maintained fire lines through which the general public was not allowed to penetrate.

#### ALARM AFTER ALARM.

It was about 5:00 o'clock yesterday a string of gigantic firecrackers, and passing the boller room to register his time. call, saw flames shooting up the partition around the boller and in the rear to send an alarm from a private system box on the upper floor, but before he could reach the stairs the fire and smoke headed him off, and then he had to run for it through the fire which had shot across the building between Kennedy threw his arms in front of

his face and ran as fast as he could, but a sheet of flame enwrapped him as about the head, face, arms and hands. Coincident, almost, with Kennedy's discovery of the fire, Robert A. Noonan, night foreman, also saw it, and he shouted to Walter Savory, the electrician, Patrick Dolan, the washer, and but by the hardest work the firemen kept the flames from getting a hold

A northeast wind which was blowing half a gale and was laden with a fine, piercing snow of much volume added to the discomforts of the firemen. Chief Mullen and his assistants saw two particularly dangerous points to the fire, which quickly spread to what was formerly the train shed of the Provipoints was the main station building, facing Park sq and running back along Providence st. and the other place of peril was the group of four and six- value at \$500, which would give a total story brick buildings extending along Columbus av from near Berkeley st opposite the roaring furnace into which the inflammable contents of the old freight house had transformed it. These buildings on Columbus av were filled with highly combustible material.



Noonan jumped for and cranked up | inside of them. Equally good work-was the \$10,000 car of A. C. Lawrence, which done in stopping the fire in the old sta- section of the station that the men were had been unvielding so long were beaten was standing nearest the door. He got tion building at the point where the driven back inch by inch. compelled to train ched ended to get back into the building to run out some other of the more expensive Alarm in Thorndike Hotel. It was evident that if the main struccars he was driven back by the flames. ture of the old passenger station had which had spread across the entrance burned the Thorndike hotel and the to the building and had already seized large business buildings adjoining it the big cars stored there... vould have been in grave danger. All the guests of the Thorndike dressed and Narrow Escapes of Men. some of them packed up their belong-When Noonan shouted at Savory to ings, all ready for flight, and there was get out of the building Savory yelled a good deal of excitement in the hotel back that he was going after his for a couple of hours, until it was apmey, which he had left in the rear of the building. Dolan went with himparent the danger was over. The fire spread so rapidly in the Their escape by the door was cut off Park-sq auto station and the heat from by the rapid spread of the fiames, and it was so intense that the firemen could foreman Noonan thought these two not rescue the six horses in the stable man had been lost, although the three other workmen he warned had followed of T. H. Matthews & Co, and after the fire in the stable had been put out a'l hlm out. Savory and Dolan, finding the horses were found dead. Two of the escape by the doors cut off, kicked out! horses had fallen together in the runa window in the rear and jumped, getway outside the stalls, and one had ting off without injury. patrolman John Moran of division 4 had broken loose and gotten into the stall of another horse where both were seen the flames from beyond Columbus found dead together. Shortly after the old Providence staav and, running to box 96, at Columbus tion trainshed began to burn the attenav and Berkelev st. he sent in the first alarm at 5:45 o'clock.

The fire chief on his arrival five minutes later jumped the second alarm and called to the fact that five camels, which had been used in one of the prosent in a third, followed five minutes later by a fourth alarm. Seventeen ductions at the Winter garden, were in minutes later, still, box 62. at Park sq. a shed on the Providence st side, and was pulled in as a fifth alarm, and fire firemen and policemen bore down on the

fighting apparatus began pouring into stable bent on the work of rescue. The the center of the city from all outlying camels were emitting cries that sounded something like a cross between the peep of a clam and the roar of a lion, Even those firemen who came from and they didn't want to be taken out seyeral miles away knew they had work cut out for them as they left their into the stormy street, as they had been accustomed to the sand and heat houses, for the reflection of the flames on the low lying clouds which were emptying a first-class snowstorm on of the deserts. Saving Refractory Camels. the city indicated that a great fire was The police and firemen tried to "shoo" them out, and a fat policeman who used Heavy Gale and Snowstorm. to be a farmer stood in the doorway Freat promptness and they went about and said "Co boss," but the camels were not amenable to either "shoolng" their business like master workmen. or "co-bossing." and finally as they rethe first that there was no hope of sav- fused to be led or shoved, the firemen Chief Mullen and his aids saw from got ropes and tied four of them toing the auto station, in which a dozen or more concerns handling automobiles gether. A baby camel was hitched to

pushing, shoving and shouting the

at first or second hand, running gar- the tail of a grown one, and with much

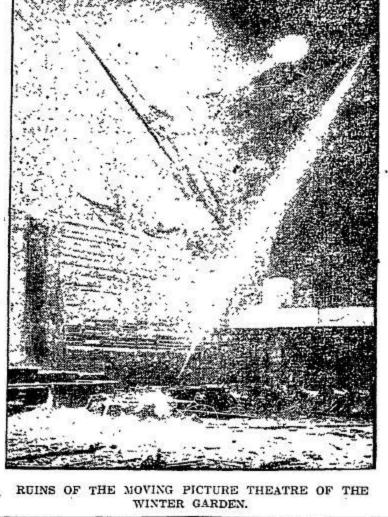
As fast as the rapidly traveling flames five camels, lashed together like a lot

reached and got a good start on an of scows, were gotten into the street, actions his the garoline tanks exploded, and by a painful process of urging and throwing the burning fluid far and wide | coaxing were eventually landed in

series of explosions that sounded like ... With the exception of the A. C. Lew-

over other machines, and the result was stable at 129 Ellot st.

ages or repair shops, had quarters.



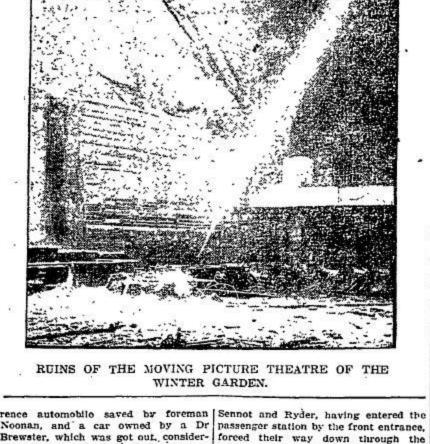
Noonan, and a car owned by a Dr Brewster, which was got out, considerably damaged, by John J. Donovan, a at the time the fire started, was com-The occupants of the building were,

Whitney manager, the Rambler storccuse and repair shop of Thomas B. Jeffrey & Co, Fred Smith as a repair shop and the agency of the Apperson company, the Hub renting company, the Boston motor company, Baum's soap and autogrease company, the John O'Lalor renting company, the Wells transfer company operating heavy autotrucks, the Concord motor commorning when Samuel T. Kennedy, the flames swept from end to end of the pany, the Marmon car company, Frank night watchman at the auto station, in 600-foot building in incredibly short Wing manager, and the garage of Mul-

Heroic Work of Firemen. Although foreman Noonan, who appears to be a level-headed man, fixed the number of automobiles in the old freight house at about 400, which he valued as averaging \$2000, another man, who is in close touch with automobile burned premises, told the Globe last night he thought there were only about 250 cars burned, but he averaged their loss on cars of \$25,000 as against the \$300.000 estimate of Mr Noonan. Chief Mullen saw early in the fire that if he didn't stop the fire before it got to sweeping through the higher portion of the old passenger station it would be a mighty difficult thing to keep the blaze from reaching the Thorndike hotel and the adjoining buildings, which would possibly result in cleaning the oncoming fire.

out the valuable row to Boylston st. Deputy Chief Grady assumed charge of the lower end of the station, and District Chiefs Sennot and Ryder took charge'of the northerly end in front of The flames that were fast leveling the automobile station had leaped easily across the Z-foot passageway to the passenger station and caught quickly in the bunting and other easily-burning material within it, and soon the entire southerly end of the trainshed was aflame. The great ark of a shed was of itself a flue through which the flames spread rapidly, threatening to completely demolish the entire structure. It was against such odds as these that Chiefs Grady, Sennot and Ryder with their men fought valiantly. Fire Fought Inch by Inch. Chief Grady had engine companies it. So flercely did the fire rage in that

13, 26 and others with him and they were in the very thick of the fire. cut off one length of hose after another but not until their efforts had had a fire during the day stood on one side signal effect upon the progress of the or the other of the large station, which Beaten back at one place they attacked the ourashing flames in another, and thus not only saved the southerly and of the shed from utter destruction stations of ancient construction and other such structures, and they wonbut prevented the fire from spreading to the buildings on the other side of the dered how it had been possible for the fitemen to save all of the station except In the meantime the men under Chiefs | the trainshed, and even portions of that | shooks, from which packing cases were



forced their way down through the stifling smoke and darkness to the chauffeur, the loss in the Park-sq auto trainshed and there stood bravely in station, occupying the old freighthouse, front of the fire, which came roaring on toward them The bunting and filmsily-constructed booths still standing from the food fair besides the Park-sq auto station, C. F. and the decorations of the Winter palflames and so large was the area to be covered by the streams that it

ace offered ready material for . looked for a while as though that firefighters would be driven to the street. Railroad Station Saved.

In spite of the heat and billows of choking smoke which beat against the faces of the hosemen, they stood firm and poured tons of water into the flames, until it seemed as though they



Night Watchman, Who Discovered the Fire. But Was Unable to Reach Private Box to Ring Alorm, Escaping With Rad Borns The roof burned through over their heads and pieces of slate began dropping down upon them. The heat was so intense that the men at the nozzles had epeatedly to be relieved, but the men did not flinch nor did they retreat an inch, and after a half hour of such work saw that their efforts were be ginning to show effect. Satisfied with the conviction that they were getting the best of the fire and holding it in check, they began to adrance against it. reinforced with more streams, until the fierce flomes that down and the fight was won. Thousands of people who visited the was only half hurned, and wondered how the firemen ever saved any of it. They knew, as everyone knows, the almost impossibility of saving theatres,

PARK-SQ END OF OLD FREIGHT HOUSE

USED AS AUTO STATION AND GARAGE



After the fire was beaten it required | made. On another floor was stock that many men and considerable time to had been given its first treatment of oil

thoroughly dispose of it, for it kept and varnish, which was piled in stacks awaiting further process. There were breaking out anew and burning vigorously, but the men were on the alert. quantities of linseed oil and varnish and as fast as there was a fresh outburst they promptly jumped on it and Intense Heat Does Wide Damage. The manufacture of the planes is be

Hours afterward the firemen, tired, gun in the sixth story, and they are hungry and cold, with faces blackened worked downward in their different with smoke and burning from the effects of the terrible heat, stood methe warerooms and shipping departchanically pouring water onto the ment on the third floor. moking embers. Much of the roof was burned through and the snow was on them blistered by the heat. The coming through the opening, falling on loss is not, however, more than \$3000. Other occupants were J. W. Cook & mass of ruins, black and swimming in Son, piano movers; the Linscott motor dirty water, where only the night becompany, and the B. F. Goodrich comfore had been a merry throng and a pany, one of the largest manufacturers blaze of lights. offices and salesrooms there.

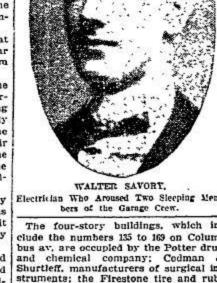
On Columbus-Av Side. Aside from the main portion of the old passenger station the firemen considered the two four-story buildings and one five-story, numbers 125 to 157, and one six-story building, 159 to 169, on Columbus av, the latter next to the people's temple, corner of Columbus av and Berkeley st, as the greatest point of The rear of this block of buildings was only about 50 yards from the burning garage, and if they took fire the flames might have swept up Colum-

A lot of apparatus was hurrled to that oint, and hose was strung to the rear of these buildings and between them and the blaze. The fire was well under way and the heat was fearful. Flames were pouring from every window of the burning building and the firemen were nearly overcome. So intense was the heat the hasemen were obliged to reverse their helmets to protect their faces, and one set of them played on another and the walls of the Columbus-av buildings alternately. They could give the fire itself very to confine it to the place where it

little attention and their only hope was started. This they were able to do by the hardest kind of work. They did not dare to open a door and used the utmost care in trying to avoid the breaking of windows in the buildings they were protecting. In spite of this, however, several of the windows, were broken, and it seemed almost a miracle that fire was prevented from getting inside and thus complicating what was already a very dangerous and difficult proposition.

Hard Fight and Victory. One of the doors was burning when the firemen arrived, but this was quickly extinguished, and an electric wire pole close to the rear wall of the People's temple was on fire and was similarly treated. By heroic work the firemen main tained a perfect curtain of water and prevented the fire from spreading in this direction. Finally the roof of the garage collapsed, thus giving the heat and flames an outlet other than through

the windows, and the position of the remen became more endurable. the F. L. Pay estate, and four floors of it are occupied by the Merrill plane company, which takes the raw material and turns out the finished product from this building.
The contents of the building were of a highly inflammable nature, making the place like a tinderbox. One floor was packed full of kiln-dried stock and box



The four-story buildings, which include the numbers 135 to 169 on Columbus av. are occupied by the Potter drug Shurtleff, manufacturers of surgical in struments; the Firestone tire and rubber company; Rueter & Co. printers the Ford motor company and the Nadamage suffered by these people was also nominal, being water and heat. The one-story brick structure at 35 Columbus av, used as an office by dis- | so narrow an escape that for some time trict 11 of the street cleaning department, which is the headquarters of the one corner of the roof being burned and On the other side of the railroad first thought was for the safety of two tracks across Providence st. fully 200 other employes, who were aslee

windows were cracked by the heat, those in the Berkeley building, which fronts on Boylston at at the corner of Berkeley st and extends back to Providence st, being the ones to suffer in this Street Car Service Blocked. Street car service north of Berkeley st was discontinued till after noon, the orcester cars stopping at the latter street, the other lines being diverted into Dartmouth st. No part of Berkeley

st was available for traffic. Many of the chauffeurs who had care in the hurning building gathered soon after the blaze was discovered. They hung around the greater part of the morning discussing the outcome. A driver for a man stopping at the Thorndike said that he and his employer had come up from New Bedford Saturday and the car had been placed in the garage for the night. He said that as soon as he heard of the fire he called his employer on the telephone and told him that the car had gone the way hundreds of others had. "O, never mind." answered his employer. "It's snowing pretty hard and I wouldn't go out today anyway.

#### LLOYDS HARD HIT. American Companies, Wary to Their

His machine was valued at \$2500.

American Companies, Wary to Their Own Profit, of Such Lines of Insurance.

The burden of the loss caused by the big fire near Park sq yesterday falls upon the New York. New Haven & Hartford railroad, and the underwriting organization known as London Lloyds of London. Eng.

American fire insurance companies are but little affected, for the reason that insurance on property in which automobiles are stored and repaired, in addition to the fact that this particular found that this particular formed was making his way to the two sleeping men.

With the aid of the firemen they were associated and repaired, in addition to the fact that this particular found that Savory had just burst down the two sleeping men.

With the aid of the firemen they were associated and repaired, in addition to the fact that this particular found that this particular formed in the savory had just burst down the two sleeping men.

With the aid of the firemen they were aspect to be in the was seen, by several firemen rushing back, and it was thought he was after his own clothing and other belongings, and when he did not return so the down as making his way to the two sleeping men.

With the aid of the firemen they were aspect to get through a large door belind which the men were asleep.

He was seen, by several firemen rushing back, and it was thought he was after his own clothing and other belongings, and when he did not return so that this own clothing and other belongings, and when he did not return so the down and it was thought he was after his own clothing and other belongings, and when he did not return so the down and it was thought he was after his own clothing and other belongings, and when he did not return so the down he did not return so the down and the was after his own clothing and other belongings, and when he did not return so the down he did not return so the was after his own clothing and other belongings. dition to the fact that this particular structure was an old building, does not appeal to insurance men as good underwriting policy. That their judgment in this respect was sound is borne out by yesterday's fire.

So far as the structures owned by the railroad company are concerned, the railroad company are concerned, the rates for fire insurance were so high that only \$20,000 was carried through its brokers, John C. Palge & Co of this city. This was distributed in unusually small lines, each 'company involved carrying \$500 to \$1000.

This conservatism extended perhaps even more generally among those fire insurance companies insuring automobiles, and many declined to write lines upon automobiles where so many were stored together at all It is in such a contingency as this that London Livis is resorted to, for they will take chances no company dare take. This famous institution is composed of individual capitalists in London who literally appeal to insurance men as good un-

South Boston.

#### INCOMPLETE LIST OF THE 400 CARS DESTROYED IN THE BURNED STATION.

Fifteen Autocars and Apperson cars, Fred Smith, valued at-\$30,000. Sightseeing auto, Mrs Ada Batchelder, valued at \$6000. Seven Berliet and four Stoddard-Dayton demonstrating cars, valued

Touring car, Mrs Iasigi, valued at \$7500. Stoddard-Dayton limousine, H. A. Thorndike, Touring car, Mr Burr, value not obtainable. Panhard Touring car, Mabel Taliaferro, \$12,000. Packard, Frank Daniels, \$4200 .-Royal Tourist car, A. C. Fisher, \$6000. American Mors, limousine, F. E. Huntress, \$6000. Stoddard-Dayton, Col Sidney M. Hedges, \$3500. Touring car, T. Allen. Stoddard-Dayton, Mark Nutter, \$3500. Touring car, Patrolman B. H. Hall, value not given. Four cars, John O'Lalor rendering company, value not given. Mercedes, B. F. Sherwin, \$10,000.

Royal Tourist, Col William D. Sohier, Massachusetts highway com Two Darracqs, Mr Tyler, \$12,000. One truck and one touring car, owner not known, \$7000. Two auto trucks, Lewando, \$7000. Three cars, Wells transfer company, \$10,500.

One van, Irving & Casson, \$3500. Four cars, Boston motor company, \$12,000. One truck, American circular Loom company, \$3500. Two Marmon cars, Frank Wing, valued at \$7000. Two auto trucks, Chase & Sanborn, \$7000. Touring car, Mrs Morse, Commonwealth av. Touring car, Mr Newt of State st. Ranier taximeter car, Mr Rockett, \$4500. Rambler runabout, Joseph Hull, Waltham, \$1000. Touring car, Mrs D. H. Pingree of Melrose. Touring car, George H. Mahony, Boston. Four cars, Hub renting company. Royal Tourist, L. M. Wallace, \$4000. Touring car, Mr Lucas, \$4000. Thirty cars, Concord Motor company, value unknown. One Queen, Mr Woodside, \$2500. Touring car, Miss Anna B. Webb. Five Electrics, French Carriage company, \$6000. Two Peerless cars, Miss Susan Sears, \$14,000. Touring car, Dr Richardson, \$3200. One Apperson and one Autocar, Driver Aaron Pattee. \$6500. Imperial sightseeing auto, owned by corporation, \$14,000.

Colonial sightseeing auto, owned by corporation, \$6000.

Two small sightseeing autos, owner and value unknown.

Boston Palace, George Taylor, Lexington, \$8000.

Four trucks, Mills Transfer company, \$14,000.

One hundred cars, Park-sq garage, value not given.

Sightseeing auto, Mr Tilenius, \$4000.

Rambler, Frank Reever, \$1400. "underwrite" risks, the liability of each person assuming the line being clearly defined. Their indemnity is perfectly good, for obviously the board of government of Lloyds for the sake of its reputation does not permit anyone to "underwrite" unless his responsibility is absolutely determined beforehand.

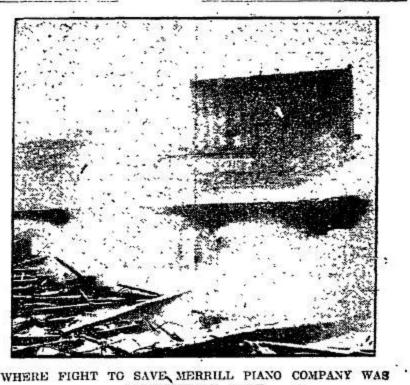
Lloyds, therefore is badly hit by the fire but by this time funds are already. fire, but by this time funds are already the way to cover their losses. he underwriters of American and British companies are particular in de-fining their liability in policies of automobile insurance. They stipulate just where and how an automobile is to be stored, and naturally they do not favor their storage where the fire hazard is enhanced by the congregation of a large number of them.

Touring car, Mr Hawley.

One van, Bigelow & Kennard, \$3500.

AROUSES COMPANIONS. Walter ,Savory, Himself Asleep

When Garage Fire Was Discovered. Walter Savory, an electrician, whose duty was to keep in running order many of the automobiles in the garage, had Savory had worked the greater part of the night on the automobiles and had been asleep but a short time when aroused by the flames and smoke. His



SUCCESSFULLY MADE.