

THE

SALEM FIRE

ARTHUR B. JONES



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ARTHUR B. JONES

THE SALEM FIRE

BY

ARTHUR B. JONES

*Formerly Assistant Chief, now
a member of Hose Company
Number 2 of Salem*

Illustrated with Photographs



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The author dedicates this book to the boys with whom he has worked shoulder to shoulder in fighting the flames, loyal friends, good fellows and faithful public servants, to the visiting firemen, who so promptly and willingly answered the call on that day we shall never forget, driven from position after position by the advancing flames, enduring all hardships gladly in an endeavor to help those who needed their aid.

PREFACE

THE author began his work in the Salem Fire Department as a substitute in 1890, and since then, with the exception of a year and a half, during 1894 and 1895, while working in Malden and Cambridgeport, and during two months following his failure of re-election as assistant chief, has been connected with the said department. He has studied the fire question in all its phases, read papers at meetings of the Massachusetts State Firemen's Association twice, has delivered his illustrated fire lecture, "Soldiers of Peace," throughout the state, and numbers among his personal friends some of the ablest fire fighters in the world.

He has endeavored to tell the story of the Salem fire in a manner that shall interest all. There are many lessons to be learned from this fire. There is probably more than \$3,000,000.00 loss not covered by insurance.

Citizens and city governments of our own and other cities, seeing where we were weak, may bring about better conditions.

The author's thanks are due to the following, C. E. Robinson of the Eastman Nozzle System, Concord, N. H., Lieut. E. A. Rushford, Surgeon of the Second Corps of Cadets, Manager Butterick of the New England Telephone and Telegraph Company, M. E. Robb, photographer, Tichnor Bros., Boston, Mass., R. Brackett, Boston, the officers of the fire departments who responded to the call for help who gave him needed information, The Salem Evening News and all others who have in any way assisted him. The author is especially indebted to Mr. Walter Merriam Pratt, author of 'The Burning of Chelsea, to whom he looked for advice.

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THE SALEM FIRE



THE SALEM FIRE

CHAPTER I

SALEM OF THE PAST

THE "Witch City," Salem, Mass., originally called "Naumkeag," was settled in 1626. It was settled by Roger Conant and his companions. The council of Plymouth, England, granted the original charter, January 1, 1623, giving them permission to settle in northern Massachusetts. From Cape Ann, Conant's party came here and were followed by Governor Endicott's company in 1628. June 24, 1629, Salem was incorporated and was the capital of Massachusetts Bay Colony until Governor Winthrop succeeded Governor Endicott.

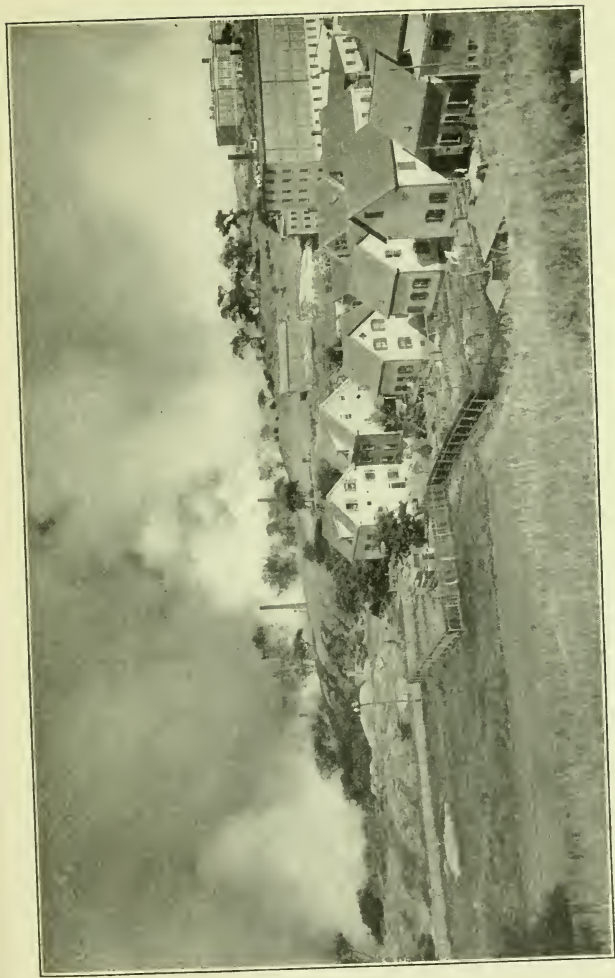
Other colonists came in 1629 under Rev. Francis Higginson and Rev. Samuel Skelton. The first Protestant church in America was organized Aug. 6, 1629, with the Rev. Francis Higginson as pastor and the Rev. Samuel

Skelton as teacher. Although they had two English charters, the Salem colonists paid the Indians in the vicinity £40 in 1686, for a deed of the territory embraced in the town limits. They did this for fear that they might lose their landed possessions by a forfeiture of the charter.

Previous to this, Wenham, Manchester, Marblehead, Topsfield and Beverly had been taken off the Colony of Salem. Later Middleton and Danvers, including what is now known as Peabody, were taken away from Salem. Part of Salem was given to Swampscott in 1867, and part of Peabody was annexed in 1882, leaving the boundaries as they now are.

In 1692 the witchcraft delusion broke out. Hundreds of men and women were tried, most of them convicted and seventeen hanged. Among those put to death were Ann Pudeator, Alice Parker, Bridget Bishop, George Jacobs and Giles Corey. Philip and Mary English escaped by flight from the jail at Boston.

In Salem, October 5, 1774, the first Provisional Congress assembled, by its vote re-



THE FIRE FROM GALLOWS HILL
Photograph by M. E. Robb, Salem

nounced the authority of the British Parliament. February 26, 1775, the citizens gathered at North Bridge and prevented Leslie and his British soldiers from going farther, a compromise being made, allowing them to cross the bridge and immediately return. This was called Leslie's Retreat, and a stone now marks it. Salem was early identified with shipping. From the "ketch" Fellowship, Capt. Robert Granville, and the ship Essex, Capt. John Beals, the former sailing the seas in 1690, the latter in 1695, to the "Panay," one of the last of the Salem fleet to sail from Boston to Manila, Salem's ships were famous the world over. In the Revolutionary War, from 1776 to 1783, Salem furnished one hundred and ninety-six privateersmen, seventy-six hundred and thirty-one men and seventeen hundred and sixty-five guns. In the War of 1812, of the two hundred and fifty armed vessels furnished by the entire country, Salem supplied thirty-one with twenty hundred and eighty-one men and one hundred and forty-seven guns.

Salem was incorporated as a city March 23, 1836, and was the second city in Massa-

chusetts. The Eastern Railroad received a charter that year, and in 1838 the first train was run to Boston. With the decline of shipping the business of Salem changed and the large manufacturers came in. The principal business now is the making of cotton goods, leather and machinery, boots, shoes and lumber products.

Salem has many places of historical interest and is annually visited by many tourists. Among the places of interest may be mentioned East India Marine Hall, Essex Institute, Roger Williams House, Assembly Hall, Pickering House, Hawthorne's birthplace, Custom House, Grimshaw House, House of Seven Gables and Charter street burial ground. None of these places were harmed in the conflagration, although the Pickering House and Hawthorne's birthplace were in danger.

CHAPTER II

SALEM BEFORE THE FIRE

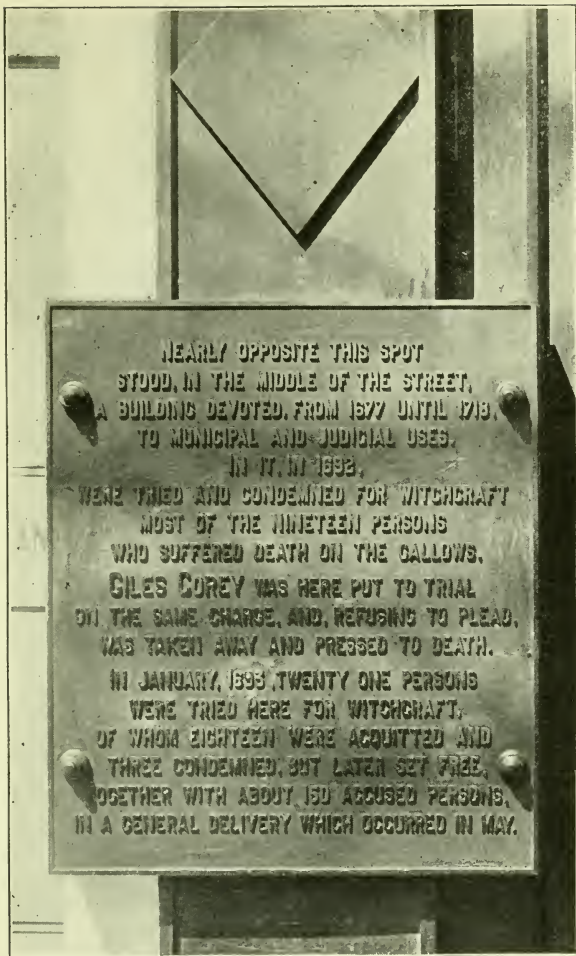
SALEM has fifty-one hundred acres, assessed valuation was thirty-seven million two hundred and fifty thousand dollars, a population of about forty-eight thousand and fifty-eight hundred and twenty-six buildings. The Hon. John F. Hurley is mayor, having served as such in 1901, 1902, 1908 and 1909, and is now serving a three year term commencing in 1913.

The surface of the city is practically level. The streets are from twenty to one hundred and forty feet wide. In the principal mercantile district they are from forty to fifty feet wide. The building laws have been very unsatisfactory, but there has been no organized effort to improve them until within the last two years. Modern methods of construction, heights and areas of joisted con-

struction, protection to exposed and floor openings, fire escapes, stand-pipes and hose or sprinklers were not mentioned. Concealed spaces, lack of fire-stops and wire glass have been the cause many times of the fire spreading.

Among the public buildings erected in the last few years, which are a credit to the city are the High School, Police Station, South Branch Library and the Training School, the latter being erected jointly by the city and the state. For models in their line for business, were the Cass and Daley shoe factory and the Helburn Leather Company on Goodhue street, Carr Bros. leather factory on Pope street, Wilkinson's shoe finding building on Winthrop street, Lougee's furniture building on Essex street, the number six weave shed and the cement store house of the Naumkeag Steam Cotton Company on East Gardner street, the Electric Light Station of the Tenney Company and the Salem Laundry Company building on Lafayette street. Those in the fire zone we will discuss later as to their value in resisting fire.

Some well-known weaknesses were as fol-



THE WITCHCRAFT TABLET
Photograph by M. E. Robb, Salem

laws, defective building laws, narrow and crooked streets, poor water pressure and lack of systematic inspection of buildings with card record of the same. The motives of those who attempted to better conditions were misunderstood.

Franklin H. Wentworth, now secretary of the National Board of Fire Underwriters, when councilman in Salem in 1910, introduced an order in regard to new roof coverings, as follows: "Every roof hereafter constructed, whether within or without the fire limits, shall be covered with a non-combustible roof covering satisfactory to the inspector of buildings.

"Whenever a non-combustible roof covering is hereafter replaced in whole or in part, whether within or without the fire limits, the new roof covering shall be non-combustible to the satisfaction of the said inspector.

"Whenever roof covering, whether within or without the fire limits, other than non-combustible, is hereafter replaced in whole or in part, the new roof covering shall be non-combustible, to the satisfaction of the said inspector if, as much as two-thirds of the

superficial area of the entire roof is repaired.”

Mr. Wentworth's argument was that we had very few fire-resisting buildings, surrounded by thousands of conflagration-breeding roofs. He spoke in interest, he said, of the working class, who, after a conflagration must live in tents, where conditions cannot be the best. With their homes gone and work gone they would be wretched indeed. In comparison to the amount of good derived, the small sums the landlords must expend for their roofs are too paltry to be considered. It was folly, he said, to spend money for new engines, chemicals and additional firemen, and do absolutely nothing to remove the cause of this ever-increasing tax. The amendment was killed and Mr. Wentworth was accused of fathering it at the behest of the insurance companies.

Ex-Councilman Chas. J. Collins was an enthusiast on high pressure. He was one of the committee that visited Philadelphia. At the high pressure station there a pump was started in forty-five seconds. With a high pressure wagon a three and one-quarter inch pipe threw a stream three hundred and sixty

feet and had power enough to penetrate a brick wall. There was special apparatus for controlling the nozzles under high pressure. Water is drawn from the river and one station with seven large engines and two small ones, a pump attached to each engine, can produce ninety-one hundred gallon of water per minute at two hundred pounds pressure. I cannot go further with the figures here, more than to say that wherever high pressure is successfully installed, the reduction in insurance pays for the installation.

As applied locally, high pressure mains could have been installed in Salem at a cost of \$150,000.00, bonded over a period of ten years, \$15,000.00 and interest to be paid each year. The pipes were to protect the entire business and mercantile district, the intake to be out where salt water could be reached at any time, the sewage pumping station to furnish the power. The enthusiasm of Charles Collins was not enough to carry it through and it was turned down. Some one good at figures could figure out how long it took to burn \$150,000.00 on June 25th.

Harlan P. Kelsey, of the Civic League,

has delivered many illustrated lectures on city planning, showing how we could widen our streets and beautify our city. This gentleman has made a deep study of this subject both at home and abroad. He has some fine slides of pictures he took himself, among them some showing three and four deckers with no space between them. A large part of these have been eliminated and we believe our city is now ready to build the right type of homes and factories.

The writer, in his illustrated lecture, "Soldiers of Peace," has done his best to awaken the public to the danger which we all now appreciate to the full extent.

CHAPTER III

THE FIRE DEPARTMENT

THE fire department consists of four engines, two ladder trucks, four hose and one combination wagon, one auto combination, one supply wagon, one chief's wagon and twenty-eight horses. The manual force consists of one permanent chief who sleeps at home, two call assistant chiefs, seventy-two call men and twenty-two permanent men who are in quarters twenty-one hours out of twenty-four, having one day off in five and thirteen days vacation without loss of pay.

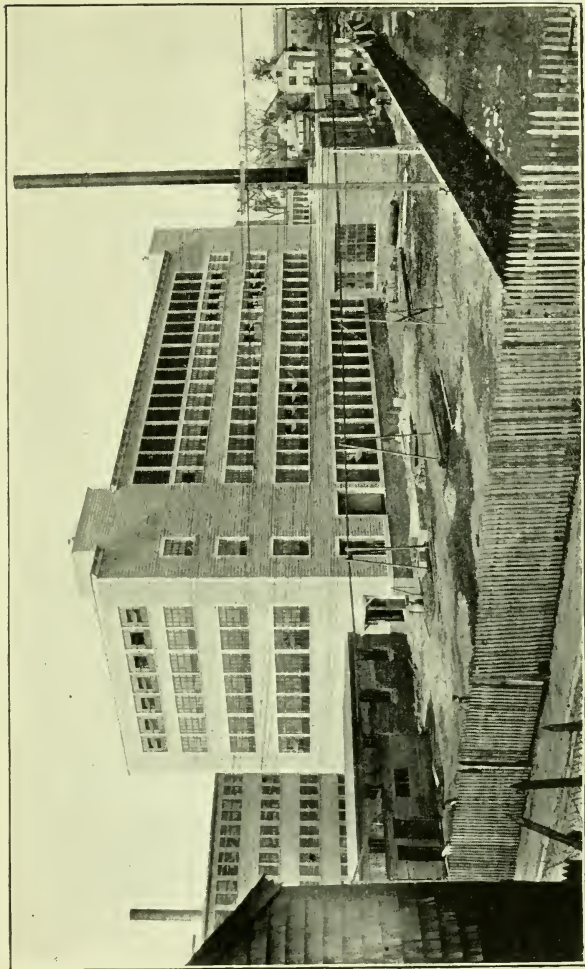
The board of engineers is made up as follows: Chief, William O. Arnold, Assistant Chiefs, Howard C. Kimball and Edward W. Hay. The apparatus of Engine 1 consists of one second size Amoskeag engine purchased in 1907, and a horse-drawn combination wagon, manned as follows: Captain

Harrison S. Adams,* Lieutenant Terrance A. Nolan. Engineer Christie W. Flynn.* Stoker Allen J. Ryno.* Drivers John H. Carter,* James P. Buckley,* James L. Hickey.* Hosemen, Alfred Berube,* Thomas H. McDonald,* Daniel A. Ward,* James F. Ward,* Frederick C. Taylor,* George E. Spearel, Adelard St. Pierre,* Benjamin Theriault.* Substitutes, Joseph Hobson,* and Theodore Peabody.

The apparatus of Engine 2 consists of a horse-drawn, second size, Metropolitan engine purchased in 1910, and a horse-drawn hose wagon, manned as follows: Captain, Benjamin H. Getchell, Lieutenant, Thomas A. Sanborn, Engineer, Charles E. Skinner, Stoker, Earnest T. Saul. Drivers, James Pollock and Harold J. Roundy. Hosemen, Charles T. Williams, Charles T. Tobin, William T. Melden, William B. Hadley, Frank C. Tobin, Edward Walsh, James H. Roundy and George Estes. Substitutes, Walter Lee and John Little.

The apparatus of Engine 3 consists of one

*Lost home by fire.



HELBURN LEATHER COMPANY
Photograph by M. E. Robb, Salem

horse-drawn, second size Metropolitan engine purchased in 1906 and a horse-drawn hose wagon with a deck gun mounted on the body, manned by the following members: Captain, William G. Remon, Lieut., J. Frank Remon, Engineer, William J. Dawkins, Stoker, Wm. Harlow, Drivers, John J. Cunningham and Frederick W. Cloutman, Hosemen, Matthew Harlow, William N. Noyes, Harry Hadley, James T. Sullivan, Joseph Gagnon,* N. Feadreau,* and J. Petcap.*

The apparatus of Engine No. 4 consists of a second size Metropolitan engine, horse-drawn, purchased in 1889, and rebuilt in 1906 and a horse-drawn hose wagon, manned by: Captain, William J. Weston,* Lieut., Edward W. Beckford,* Engineer, Patrick J. Sweeney, Stoker, Thomas J. Harney, Drivers, Albert F. Narbis* and Thomas P. Fallon,* Hosemen, William A. Croughwell, Jeffrey H. Manning, William P. Tobin,* Wm. Brennan, Earnest Rice, Frank W. King, Frederick Oldson* and Albert H. Deboe.

Ladder Co. No. 1, horse-drawn city truck,

*Lost home by fire.

manned as follows: Captain, George H. Abbott,* Lieut. John Wilson, Driver, William H. Pollock,* Laddermen, William Robinson, James A. Hoey, Harry C. Weston, Sherman Steeves,* Daniel J. O'Brien, William J. Little,* James A. Fouhey, Edward J. Lennox and James A. O'Brien.

Ladder Co. No. 2 is a horse-drawn aerial truck, purchased in 1893, manned as follows: Captain, Richard C. Lander, Lieut., Geo. B. Moreland, Laddermen, Albert K. Woodbury, William H. Sawyer, James A. Riley, Louis A. Trembly,* Richard H. Lander, Earnest April,* Clarence H. Moore, Gilman H. Melcher, Bernard A. McCormack,* and Driver, Edward W. Mason.

Hose Co. No. 2 is a horse-drawn hose wagon, manned as follows: Captain Francis W. Hale, Lieut., Harry C. Weston, Hosemen, Charles W. Arnold, Arthur B. Jones, Arthur W. Perkins and Driver, U. De Grandpre.* Substitute, Patrick J. Evans.

Auto-Combination No. 1 is an American La-France, purchased in 1913, manned as

*Lost home by fire.



STONE MARKING "LESLIE'S RETREAT"

Photograph by M. E. Robb, Salem

follows: Captain, Thomas S. Pope, Chauffeur, Joseph H. Flynn, Hosemen, George W. Whelton,* John H. Wiley, James Needham,* Supply Wagon Driver, James S. Koen, Relief Drivers, Joseph W. Gahagan,* John W. Hennessey, and Edward Begley.

From December 1, 1912, to January 1, 1914, this department answered alarms as follows: 353, of which 159 were first alarms, 1 was a second alarm, 10 were general alarms and 183 were still alarms. Loss was \$555,560.41, which was \$12.08 per capita. In the last ten years our city grew almost 12,000 in population, but our fire department remained almost stationary. We have reduced the call force six men and added four men to the permanent force. We have the same number of pieces of kit in service and own one more horse. There were 168 alarms in 1903, and the loss was \$49,767.57. The cost of the department in 1903 was \$36,542.65, and in 1913 it was \$48,906.52.

*Lost home by fire.

CHAPTER IV

POLICE AND ELECTRICAL DEPARTMENTS

THE police department is in charge of City Marshal Patrick J. Lehan, who has spent over twenty-four years in the service. There are forty-five regular and twelve reserve officers. There are two automobiles and a motor cycle in use. The police officers off duty must attend all general alarms of fire. All fire alarms are received and transmitted by the police department, and all out-of-town calls attended to. Calls were sent out by this department to twenty-one cities for fire apparatus, and they all responded, and their work will be spoken of later. Police were also called from other cities, over ninety out of town police assisting Marshal Lehan. The following fire alarms were received and transmitted in less than twelve hours:

JUNE 25

BOX.	TIME.
48	1.37 P. M.
48 (General)	1.41 P. M.
58	1.52 P. M.
39	1.56 P. M.
515	2.17 P. M.
Military Call	2.31 P. M.
515	2.41 P. M.
53	3.06 P. M.
514	3.14 P. M.
513	3.27 P. M.
513	3.48 P. M.
513	3.55 P. M.
54	4.43 P. M.
537	5.55 P. M.
613	9.06 P. M.
81	9.18 P. M.
43	9.52 P. M.
23	10.32 P. M.

JUNE 26

16	12.21 A. M.
----------	-------------

In sending out the calls for help and summoning the militiamen, the assistance of Manager Butterick and his fine corps of telephone operators was magnificent in its efficiency.

The electrical department has been in charge of Charles H. Ashley for over thirteen years. The apparatus is installed in "so-called" fire proof quarters. All wires are being placed under ground. There are eleven box, six gong and six fast-time circuits. These are so arranged that not over twenty boxes shall be on one circuit. There are one hundred and eight fire alarm stations or boxes.



HIGH PRESSURE AT BALTIMORE

CHAPTER V

THE WATER SUPPLY

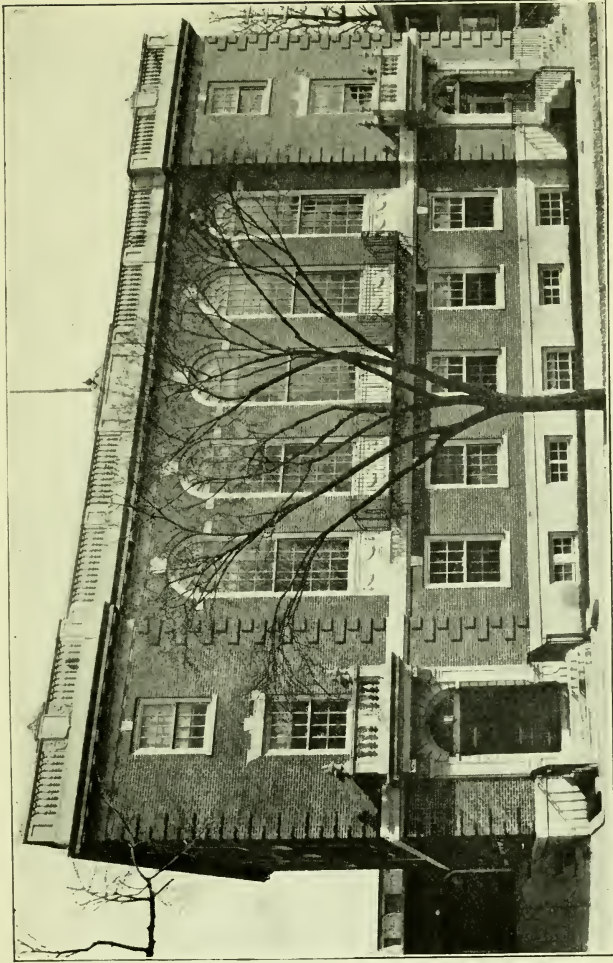
I SHALL touch on this section very briefly, although it is of the utmost importance that we should do something in regard to this immediately. In chapter two I dealt much too briefly with the efforts of ex-Councilman Charles J. Collins to improve conditions in regard to the water supply for fire fighting, at a very small comparative outlay. Let us see what will be done now. The salt water is still there and the sewage pumping station has not been moved. Let us hope this matter will be tended to speedily while we still have some of our city left.

The water works are owned and operated by the city, and are in charge of P. J. Kelly, Director of Public Works. The supply is taken from two reservoirs furnishing water to Salem and Beverly. The Salem supply

is pumped 5,700 feet to a distributing reservoir, and flows thence by gravity in one service to the city. Wenham Lake is a natural pond of 250 acres with a storage capacity of 1,000,000,000 gallons. Longham basin is an artificial pond of 43 acres with a storage capacity of about 55,000,000. Available supply in years of ordinary rainfall, 5,000,000 gallons daily. Salem and Beverly consumption, 4,000,000 gallons daily. The pumping station is situated on the east bank of Wenham Lake.

The water enters Salem through a twenty inch main passing through Beverly, and a thirty inch main passing through Danvers. The twenty inch supply main enters the city from the north, and the thirty inch from the northwest, uniting at North and Bridge streets, continuing as a twenty inch southerly through the city. A twenty inch branch supplies the northwestern portion of the city.

There are 512 city hydrants, 22 private hydrants and 29 cisterns. There are 86 hydrants on the 12 inch distributors or direct mains, 38 on the 10 inch, 108 on the 8 inch, 204 on the 6 inch and 76 on the 4 inch. In



SALEM POLICE STATION
Photograph by M. E. Robb, Salem

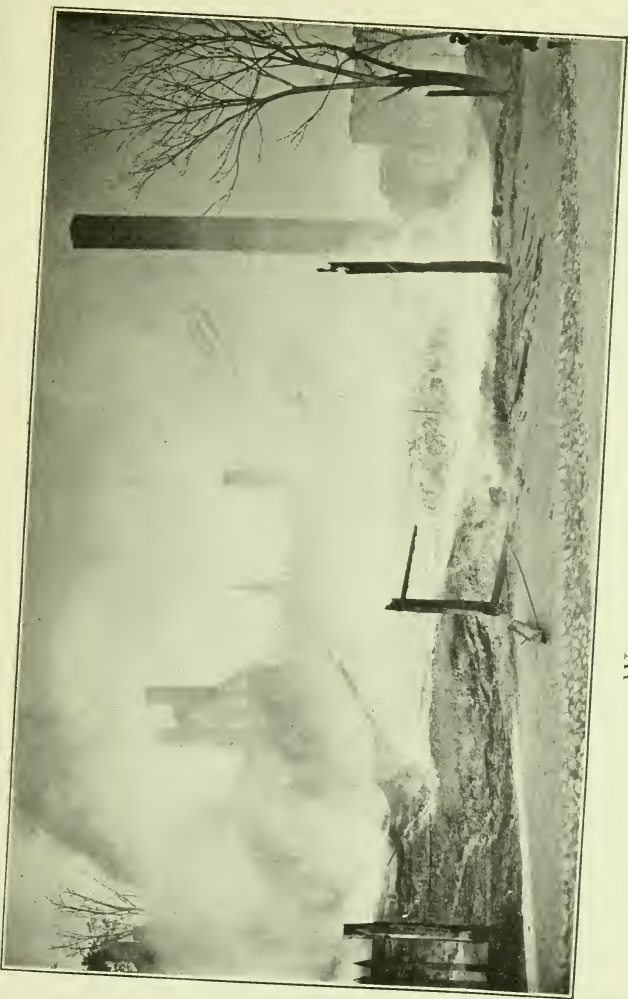
the mercantile and manufacturing districts the hydrant spacing averages 220 feet, and in the residential district 400 feet. The hydrant tests by the National Board of Fire Underwriters in 1907 showed the following in part.

In the principal mercantile district, four hydrants on a 12 inch main with 9 two and a half inch outlets and 1 four and a half inch outlet, gave 7,610 gallons at 50 pounds pressure. In the minor mercantile and residential district, three hydrants on a 6 inch main with five outlets gave 870 gallons at 54 pounds. In the manufacturing and mercantile district, four hydrants on 6 and 8 inch mains, with 8 outlets gave 3,140 gallons at 44 pounds.

In regard to the Lowry hydrants, which gave us so much trouble on June 25th, the two strongest claims seem to be, they will stand more cold without freezing, and the firemen can connect more lines to the chucks, used on this type of hydrant, than on the post hydrants. The trouble, June 25th, arose principally from the fact that very few visiting fire companies carried chucks and our supply was very limited.

In regard to the first claim for the Lowry hydrant, it seems to be well founded, as this type of hydrant rarely freezes until the frost reaches over three feet in the ground. During extremely cold weather the water department take excellent care of them. In regard to the latter claim it should have very little weight with us. With the hydrants as near together as they are in our city, we are not obliged to put so much on one hydrant, and with our small pipes and so few hydrants on the 12 inch mains, two streams are about all one hydrant will feed properly.

Our water supply is deficient for fire fighting. We know it and have known it for years. What are we going to do about it?



WHERE THE FIRE STARTED
Photograph by M. E. Robb, Salem

CHAPTER VI

THE CONFLAGRATION

FOLLOWING a long dry spell, at 1.37 P. M. on June 25th, 1914, box 48, in the leather district, was pulled for a fire in the Korn leather factory, numbering 57 Boston street, followed at 1.41 P. M. by a general alarm from the same box. At the start there were a series of explosions. Subsequent investigation seems to show that these were caused by a mixture of acetone, amalacitate and alcohol, also that large quantities of celluloid were stored here.

A high state official is quoted in two papers, dated July 10 and 11 as saying at the Chief's Club in Boston, July 9th: "In the Korn factory they were manufacturing what is known as the tip finish for patent leather, *a compound of inflammable materials*. The fire started in a shed which opened by a wooden door into a room on the street floor. Two

boards of the door were missing. The shed was filled with a quantity of cheap sheep skins, and there were three parts of barrels filled with the *highly inflammable substance* I have mentioned. How the flames originated I do not know, but I do know that once the fire started it spread to the barrels and the sheep skins, and swept up the open elevator well to the third floor, where there was *more of the inflammable compound and a saturated floor.*

“If this factory had been equipped with a sprinkler system, the building might have been saved and the conflagration averted. There was nothing in this building which water would not have extinguished.”

Who gave them permission to store inflammable compounds there? How long since water has been able to extinguish “part filled barrels of highly inflammable compounds?” When did water last extinguish blazing celluloid? The writer has for years claimed that all cities of our size should have a systematic inspection of buildings in the mercantile and manufacturing districts, by fire department officials, with card records of the same.

If this inspection system had been in vogue, would we have had the conflagration? Let us not pass this subject over lightly, but let us do about \$15,000,000.00 worth of thinking.

Reuben Salkovitch was on the first floor of the factory Thursday afternoon when he discovered the fire. He said the flames burst through the door of the shed, where the explosive mixture was stored, and spread through the building so rapidly he had to run for his life. His clothing and face were scorched. It was suggested that possibly a quantity of celluloid was ignited by the sun's rays coming through the panes of glass, as bags of celluloid were kept here.

The men and women employed here were thrown into a panic and it was at first reported that a number of lives were lost. Charles Lee jumped from the third story window, after being burned about the hands, broke the bones in both feet and was removed to the hospital.

The Quinn block on the east caught immediately and the Creedon factories on the west, the fire crossing Proctor street, caught the Cunney factory and burned half of the brick

block formerly occupied by the Sheridan Club. The flames swept down Boston street, crossing the street to the Keefe factory and Mrs. Mark Smith's property at the corner of Federal and Boston streets.

Soon the Carr Bros., Marrs Bros., Dane Machine Co., Way Leather Co., were going, and now everything in lower Boston was doomed. In the meantime help had been summoned from Peabody, Beverly, Marblehead, Lynn and Swampscott, and they were at work in remarkably short time. The combined efforts of these departments were unavailing and it was left with the police department to summon other cities and towns, also to send the military call. Fire alarm boxes were being pulled everywhere in the path of the flames and the alarms sent out have been tabulated under the section of the police department work.

CHAPTER VII

SWEEPING ALL BEFORE IT

FOWLER STREET to the school, and nearly to the corner of North Pine was swept, five houses here were dynamited. On Essex street two houses were dynamited and everything above North and South Pine went except Carter's house which was more or less damaged. Highland avenue to the High School went, the bridge being destroyed, but the fire did not pass it. Lower Warren street escaped. The wind took embers to Leach street and six houses here were destroyed, over a mile from the fire.

Between 3 and 5 P. M. Upper Broad, Phelps, Hathorne, Orne square, Winthrop, Endicott, Downing, Margin, Prescott and Cedar streets caught fire. After 6 P. M. the top story of Wilkinson's factory, Straw's fac-

tory, part of the Lefavor factory, Devlin's, all of Fairfield street, except C. A. Chandler's house, part of Gardner, Cabot, Hancock and Roslyn streets, Canal street, the Saltonstal School, Brennan and Fitch's barn, all Hazel street almost to Laurel were burning.

Everything on Lafayette street through Wm. Perry's house, was destroyed, but leaving McMorrill's house on the corner of Lafayette and Holly. Lafayette street from Porter was burning up, some of the best homes in the city being destroyed. The twenty-five sisters removed one hundred children and aged women from the Orphan Asylum, just before it burned, to St. Mary's in Walnut street, and when this was threatened, to St. John's in Danvers.

At 6.45 P. M. the last house on Summer street next the cemetery was burned, the cemetery and the brick school administration building being of great aid to the firemen. Mt. Vernon and High street were on fire at dusk. Other buildings dynamited were, first house in Mt. Vernon street, the first three houses on the right side of Roslyn street from La-

fayette, S. Fred Smith's house and the Hawthorne block.

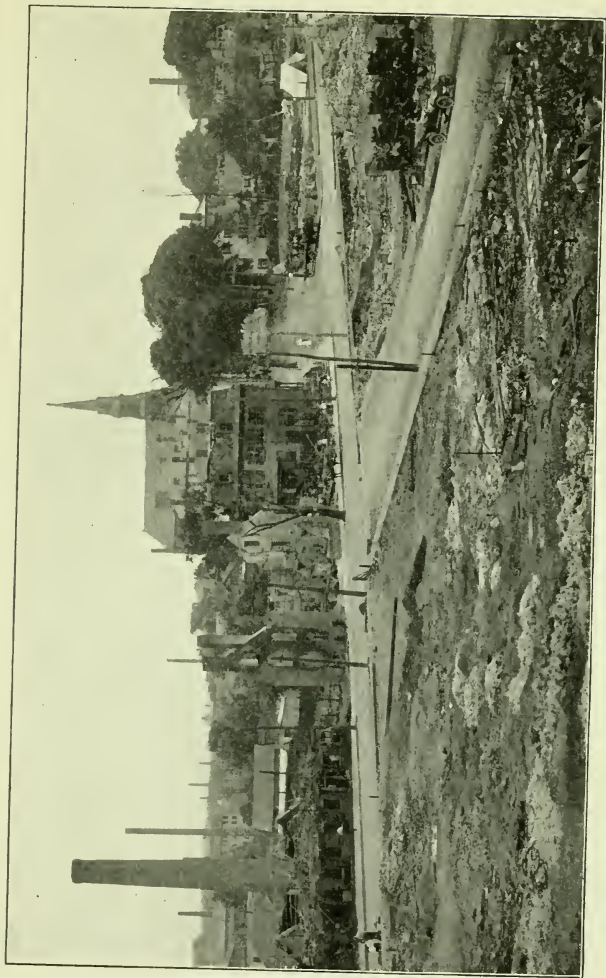
The fire burned down from Ropes street, taking the engine house, St. Joseph's Church, parochial school, Goodell's Garage, Zina Goodell's, Paul Patten's and others to New Derby street. The point caught through the side streets, the fire going down Lagrange street after 7 P. M. Police and citizens got the people off the point. The fire was very fierce in the Naumkeag Mills for over two hours.

A great stand was made at the Salem Laundry building by the firemen. The fire swept north from Goodell's and Patten's to Fairfield's wharf and Ropes's grain store, where another great stop was made. Langmaids, the so-called, Hamilton and Balcomb buildings, and the Salem Hospital's fine plant, except the administration building were all destroyed, as were the Pitman and Brown buildings. The park here contributed its aid in staying the flames on the north. Union bridge, Pickering's coal piles and wharves were on fire now, and with Lane's wharf thou-

sands of tons of coal were burning. At Lane's wharf a three story brick building, with a blind wall on the east, gave the firemen the opportunity desired, and the battle was won here, and by three o'clock the conflagration was under control. The Salem spraying machine protected Derby wharf.

At 9.06 P. M. box 613 sounded for a fire starting in Merritt's Express barn and, the sorely tried firemen turned their attention to this new fire which seriously threatened North Salem and Ward 2. Over twenty houses were on fire here at various times, two barns with thirteen horses being burned and ten houses destroyed. Ordinarily this would have been spoken of for some time as our "big fire" had it not been overshadowed by the other. The conflagration burned 253 acres, 1,376 buildings, the territory covered being about 1½ miles long by ½ mile wide, the entire loss probably being much in excess of \$15,000,000.00, the insurance loss paid, \$11,744,000.00, people homeless, almost 20,000 and out of work, about 10,000.

The Baltimore conflagration was probably

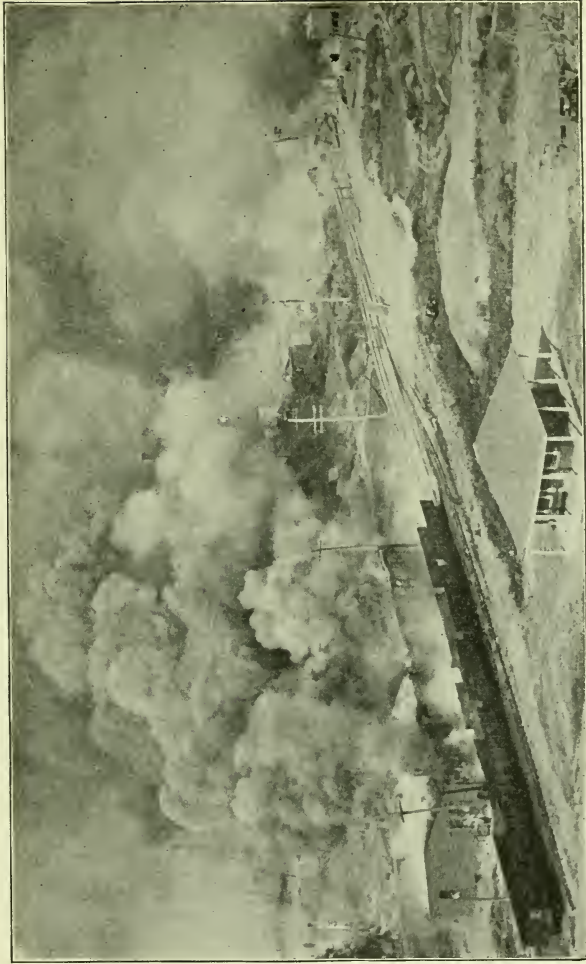


MRS. MARK SMITH'S HOUSE
Photograph by M. E. Robb, Salem.

the only one in the history of the country carrying with it no loss of life. The Salem fire took its toll of human life. Samuel P. With-ey, a veteran, was burned to death in the house at the corner of Winthrop and Prescott. Joseph J. Pickering burned to death at 131 Lafayette street. James Hosman's body found near the St. Joseph's rectory on Salem street. Two French citizens are said to be missing. A number died from the excitement of the fire or from being moved while unable to stand the strain.

Among the sixty or more injured, besides Charles Lee, already mentioned, were Oscar Choinard, jumped from the second story window at Korn's, Mary Broderick who was knocked down by the Gas Company's team, Vincent Dowell, arm broken while acting as a volunteer fireman, Charles McCarthy of Engine 39, Boston, and Captain Remon of Engine 3, Salem, hit in the face by flying nozzles, Captains Preble and Kelly of Lynn, overcome by smoke, James Hoey, Truck 1, Salem, three broken ribs, and Frank King, Engine 4, Salem, arms burned. These fire-

men were all able to remain at work, even James Hoey working quite a while with broken ribs.



AT 2.30 P. M. AS SEEN FROM THE HIGH SCHOOL

Photograph by Tichnor Bros., Boston

CHAPTER VIII

SOME OTHER CONFLAGRATIONS

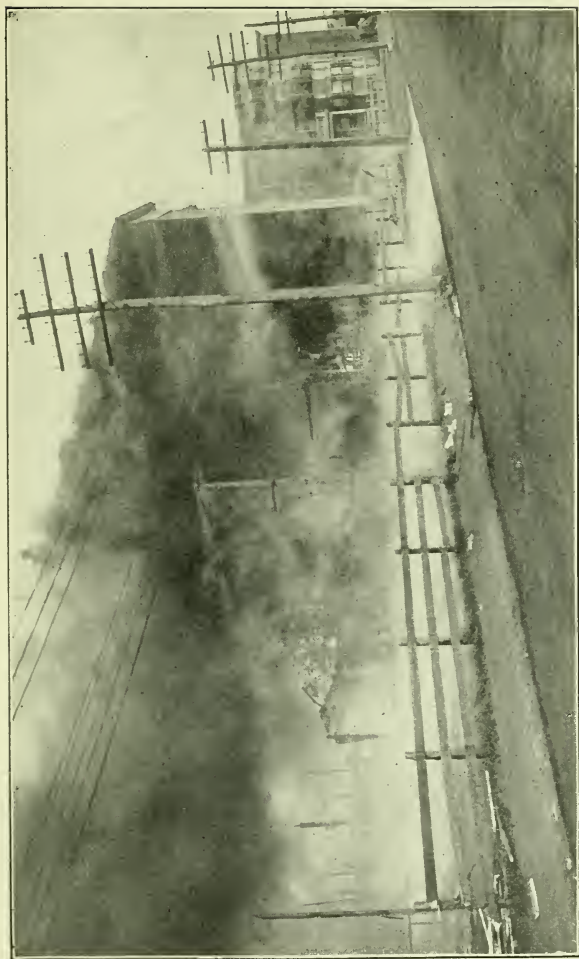
AT Portland, Maine, July 4, 1866, a fire cracker thrown in a builder's shop in Commercial street, started a fire which burned two hundred acres, eighteen hundred buildings, rendered six thousand homeless and caused a property loss of \$15,000,000.00.

A cow tipped over a lamp at the corner of DeKoven and Twelfth streets, Chicago, Oct. 8, 1871, and twenty-one hundred and twenty-four acres were laid waste, seventeen thousand four hundred and fifty buildings destroyed, two hundred people lost their lives, and the value of the property destroyed was \$200,000,000.00.

At a banquet of business men soon after the Chicago fire, Chief Damrell of Boston, was asked if such a thing were possible in Boston. He replied that with a delayed alarm

and bad conditions Boston could surely have a conflagration. How true his prediction was we shall see. Nov. 9, 1872, at 7 P. M. a spark snapped from a furnace at the corner of Kingston and Summer streets. A delay in sending the alarm gave the fire a start and the Boston Fire Department, the horses all sick with a distemper, faced a fire which burned sixty-five acres, seven hundred and seventy-six buildings, cost thirteen lives and \$70,000,000.00. Engine 1 and 2 and Hose 5 of Salem, arrived here at midnight.

At 10.48 A. M. on February 7, 1904, the automatic alarm registered for a fire in the basement of the Hurst building, Baltimore. A chemical stream was taken into the basement promptly, but the crew were soon driven out, and in seven minutes an explosion took place in the upper part of the building. This was probably a hot air explosion in the air shaft, but it is claimed there were one hundred dozen celluloid shirt bosoms in the upper story, which exploded. The fire spread through the entire building and in fifteen minutes the surrounding buildings were on fire, and in thirty minutes the fire was beyond control. One hun-



THREE-DECKERS ON CANAL STREET
Photograph by M. E. Robb, Salem

dred and forty acres were burned, twenty-five hundred buildings destroyed and the loss was over \$60,000,000.00. Not a life was lost. Baltimore had at this time fifty companies and four hundred and sixty-three full paid men. Thirty-four companies came from other cities and over one thousand enrolled firemen worked.

In San Francisco fire and earthquake April 19, 1906, at 5.16 A. M., destroyed four square miles, twenty-eight thousand one hundred and eighty-eight buildings, and the insurance loss paid was \$252,000,000.00. The fire department was almost helpless on account of broken mains.

Burning rags on a dump started a fire April 12, 1908, at 10.45 A. M., in Chelsea. Twenty-eight hundred and twenty-two buildings were destroyed, four hundred and ninety-two acres burned, and the taxable property loss was \$12,450,000.00. Eighteen bodies were found and over three hundred injured were treated. The worst feature of the Salem fire was the fact that so many people lost their employment as well as their homes.

CHAPTER IX

AMONG THE FIREMEN

THE Salem firemen were hustled round from place to place, companies were separated as men were sent on errands that could only be done by those who knew the city from end to end. I shall speak of some of the places each company worked, but that does not signify that they held no other position.

Engine 1's first position was at the corner of Federal and Boston, but on account of scarcity of water, moved down one hydrant in Federal street. Their last position was at Lane's Wharf where they stayed till 6 P. M., June 26.

Engine 2's first position was in New Bridge street, where their line was also used near the Sheridan Club, and at the place where the fire started. Arthur Russell worked with them here for a while. Part of the crew



ST. JOSEPH'S CHURCH COSTING \$250,000
ST. JOSEPH'S CHURCH AFTER THE FIRE
Photographs by M. E. Robb, Salem

were sent into South Salem. Half the crew went to box 613 and worked in Barr street with Chief Chase of Lynn. Afterward they took a position in Derby street staying there until well into Friday afternoon.

Engine 3 worked from the corner of Federal and Boston to the corner of Broad and Flint, during which time they almost burned the engine up three times. It was in Broad street that the writer worked with them until 1 A. M., responding to box 16, after that being sent to the corner of Herbert and Essex streets.

Engine 4 worked first at the front of the Korn factory, Robertson Court, at the corner of Boston and Essex. Here they stayed so long that Arthur Russell, who worked with them now until 6 P. M., June 26, and Driver Gahagen in disconnecting the hose and removing the chuck had to have the Lynn boys play the hose on them. Moved from here to Warren and Flint. They had an important position at box 613 at the corner of Barr and Mason streets where they did a fine piece of work. They went from here to Lafayette street near the Salem Laundry. Russell says

soft coal and fences will make steam just as good as cannel coal.

Captain Tom Pope with Chauffeur Flynn and crew were everywhere, weilding the axe, using the chemical and laying lines of two and one-half inch hose.

Hose 2 worked in Boston street, was the first piece to answer an alarm in South Salem, working at Leach street and Summit avenue, and in Hazel street, until 10 P. M. Worked with Gloucester on Derby street and in Salem Hospital from daylight until 2.30 P. M., June 26.

LADDER 1

This company worked from Boston street to Summer, at Box 613, working on the Gifford house and others with a Boston crew, went from there to Derby street, and later on in the east side of the hospital.

LADDER 2

This company worked with a line of hose in Blubber Hollow until ordered to Leach street. They pulled into Cedar street to put

out fires on roofs here and on Cherry street, raising ladders on a number of houses. Were then ordered to take off the horses and go to the freight to haul a Boston engine. Here the truck almost burned up, but was run by hand from here to Front street by Lieut. Moreland, ex-Lieut. William A. Campbell and others. Lieut. Moreland during the evening ordered the aerial raised on the Gifford house. When raising this ladder among the wires they received a bad shock, but used it effectively later.

James Koen, with the supply wagon, worked steadily both delivering coal and lending a hand wherever needed, as did all the boys during these trying hours.

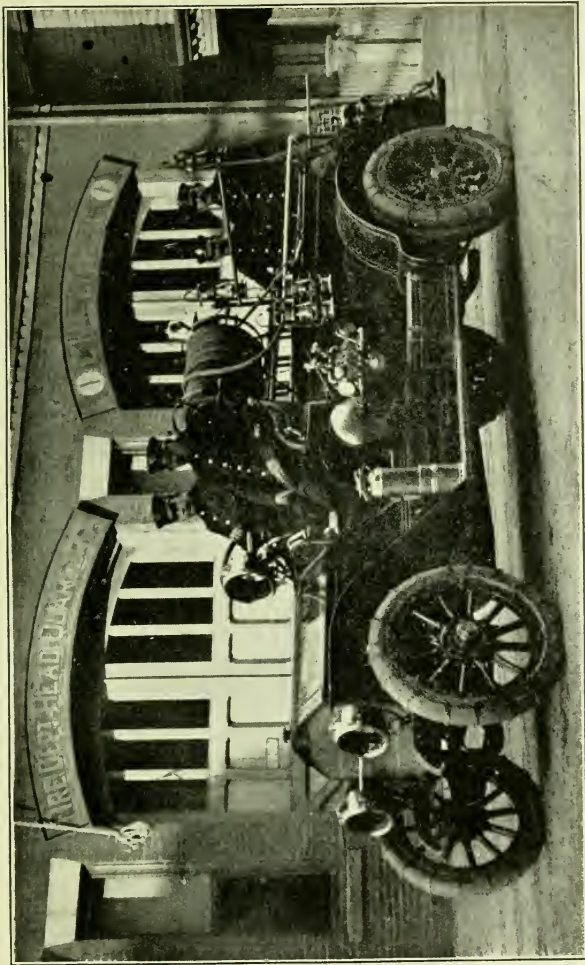
CHAPTER X

THE VISITING FIREMEN

TOO much cannot be said of the visiting firemen. Their names should go down into history for the promptness with which they answered the call and the manner in which they worked. I have made every effort to get the names, but in some cases have failed. We believe each one did what every man should do, his best. The time each company received the call is as near as possible correct.

PEABODY

Chief Jesse F. Barrett was at the fire among the first and hustled home in an automobile to get the kit. Call was received at 1.45 P. M. The chief ordered Engineer Hutchinson, Engine 1, driven by Martin Murphy and Hose 2, driven by J. H. Ellis,



AUTO COMBINATION, SALEM. CAPT. POPE, CHAUFFEUR FLYNN, PIPEMEN JAMES
KOEN AND JAMES NEEDHAM

to Salem, also going himself, arrived in Blubber Hollow at 1.55 P. M. Laid two lines, one of which was burned up. Made two other stands before landing at Broad street, opposite Hathorne where a fine stop was made. Answered Box 43 at 9.52 P. M., went from here to the hospital. At 2.25 P. M. the second call was received and Engine 2, driven by D. J. Hannon, and Hose 4, driven by John J. Costello left for Salem with Engineers Bodge, Carberry and Costello. First stand was at Warren and Flint streets, also worked in Phelps and Broad streets, later in High and Mt. Vernon. They claim to be the first ones to arrive at Box 613, taking a position at Mason and South Mason with Hose 1 of Peabody and Engine 6 of Boston, staying here until 5 A. M. They also did good work at corner of Central and Front. Chief Barrett tried to telephone for Hose 1, and not being able to reach them, went up and got them at 8.30 P. M., the wagon being driven by Capt. John Keefe. They worked over fifty men. Read the list of membership of the Peabody Fire Department, and you will see who was there. Returned home at 10 A. M., June

26, leaving 1,150 feet of hose, two Callahan shut-off pipes, and an extinguisher, and having burned two ton of cannel coal. Peabody turned their water into Salem about 5 P. M., June 25, and pumped about 5,000,000 gallon, through a 16 inch pipe.

BEVERLY

First call received at 1.50 P. M. Engine 4 and wagon and fifteen men arrived at the corner of Boston and Federal streets at 2.05 P. M. Second call at 2.25 P. M. Chemical 1 was sent over to answer all alarms. Late in the afternoon Capt. Brown and Lynch Brothers hauled four tons of cannel coal and delivered it to the engines. Chief Wittenhagen, with Engine 4 company and Dan. O'Brien of Salem, made a good stop at the Mark Smith house on Federal street.

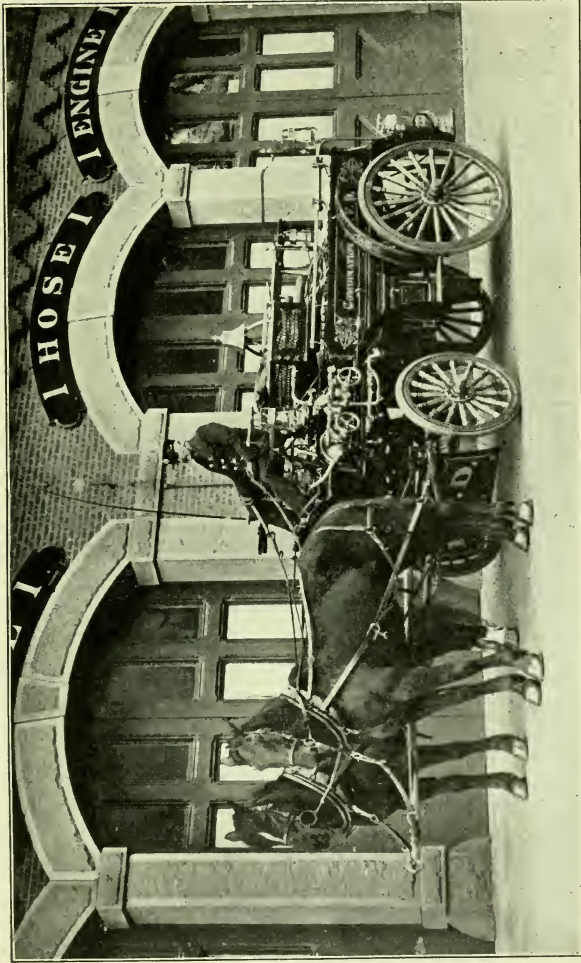
At 3.30 P. M. this line was taken through the yards to Fowler street, where with the assistance of Ladder 1 of Salem, another good stop was made. At 6.25 P. M. they took up their position beyond the Lefavor factory on Canal street, helping to save the Hopkins fac-

tory. They left for home at 5.30 A. M. Lost 400 feet of 2 1/2 inch hose, 200 feet of chemical hose, an extinguisher, a plaster hook, and badly damaged their horse-drawn chemical, it is said. They also supplied 4 tons of cannel coal. Assistant Chief Wittenhagen also received a letter from some Federal street people saying some very nice things. Officers and men, as follows: Assistant Chief Wittenhagen, Captain W. A. Richardson, Lieutenant W. L. Colson, Engineer S. Allen, Stoker, J. McConnell, Drivers F. Vickary and John Creese, Hosemen, F. A. Choate, F. K. Goodhue, R. S. Herndon, F. S. Smith, W. G. Bisson, W. W. Grant, J. Grant, J. O. Barrs, M. F. Kent, C. G. Ward, J. P. Foster, J. C. Kelleher, R. Symmes, J. G. Foster. Chemical 1, W. H. Woodbury, driver, Chemicalmen, G. W. Standley and F. Wittenhagen.

MARBLEHEAD

American LaFrance triple combination in charge of Assistant Chief John Atkins, stopped at Engine 1 house and got a chuck, took her first stands in North and South Pine

streets at 2.08 P. M. Here they lost their ladder while using their chemical. Next stand was in Upper Broad street in two places but could get no water. Moved from here to the foot of Summer street where they worked three hours; a number of houses being saved here. Their own steam engine was not here, having been sent for at 2.55 P. M. Worked with it in Prescott, Endicott, Mill and High, Norman and Mill, Front street and at Bertram square, at all of which places they worked in true Marblehead style, returning home at 5.45 A. M., June 26. Those who went, Assistant Chief John Atkins, Captain Jos. Graves, Chauffeur Pierce, Engineer Woodfin Bartlett, Driver Woodfin, George H. Reed, William Fader, Irving Lecraw, Arthur S. Adams, Thomas Whalen, Stoker John T. High, Fred Hinch, William Stone, Earnest Mason, Harold Van Blacker, Archer Dixey, W. Mitchell, W. Chapman, J. Chamberlain, J. B. Stacey, Chester Bowden, and Warren Stone. In an automobile were Herman Snow and Dan Holden.



COMBINATION WAGON NO. 1, PEABODY, IN RESERVE
Photograph by Hagar

LYNN

Call received at 1.53 P. M. The Ahrens—Fox motor-pumping Engine with Chief Chase, Acting Assistant Chief Kelly, Capt. Preble of Ladder 1, Capt. Philips of Engine 2, Lieutenant Smith and Assistant Engineer Nichols of Engine 5, Ed. Barnicoat and J. Duntley with Chauffeur Whiffen at the wheel, arrived at 2.08 P. M. At 2.35 P. M. the Seagrave combination was called, Chauffeur Blossom at the wheel. At 2.55, Ladder 1 was called and Chauffeur Johnson landed his crew, Leagere, Besson, Chapman, Potter, Holbrook, Shaw, Coffin and Belben there in twelve minutes. Assistant Chief Roberts and Jack Kellett and Engine 4 with the A. and B. Tractor landed at 6.33 P. M.

The Lynn boys made their first stand at the corner of Boston and Essex, but were driven back. At the corner of North Pine and Essex they beat back the enemy. Some dynamiting was done here and in one house a chimney was blown from its foundation and landed back again, although about a foot out

of plumb. The Carter house was an extra good stop. Capt. Preble and his boys pounded the fire out here. The next stand was on High street where the houses on the western side were all saved and some on the eastern side. At 9.06 P. M. they went to Box 613, and battled here for over three hours. Next to Herbert street where some residences demanded their attention until 5.30 A. M. This was a very important position and a good stop was made here.

SWAMPSCOTT

Chief Cahoon was called at 1.58 P. M. and arrived with an American LaFrance motor-pumping engine at 2.10. At Boston and Essex streets it made but a short stop. Its longest stand was at Broad and Winthrop, where it pumped over nine hours. At the corner of Union and Derby it stayed over four hours and was then moved to Bertram Park.

BOSTON

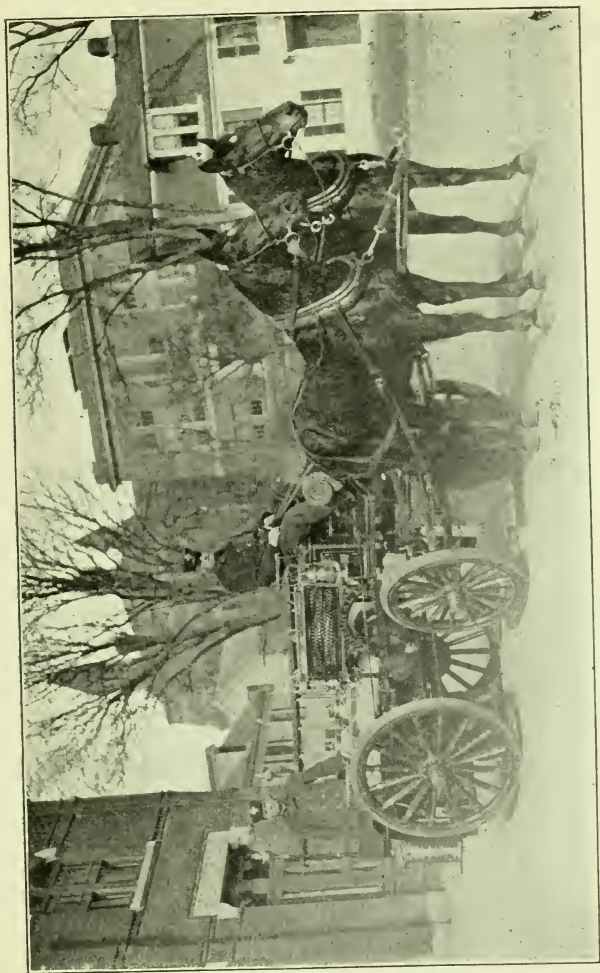
The call was received at 2.25 P. M. by Chief McDonough. Truck 21 of East Boston, motor-propelled, equipped with two 35 gallon chemical tanks and in charge of Lieut. Silva was ordered to proceed over the road. Engine 6, Lieut. Downey and Engine 27, Capt. Hayes were ordered to the railroad yard to load. Arrived in Salem at 3.45 P. M. In the meantime Commissioner Grady had proceeded over the road in his auto to assume command of the Boston companies. Another call was sent in at 4.40 P. M., and Engine 8, Lieut. Thos. Roose, Engine 26, Lieut. Hurley and Engine 39, Lieut. Daniel O'Brien were sent by train and arrived in Salem before 6 P. M. Sixty-seven officers and men went with the apparatus.

The services of Commissioner Grady were invaluable on account of his years of experience and his well known ability to cope with any situation which may arise. Perhaps he was never tested harder than, when the deputy, he was acting as chief and had charge of

the Albany street lumber yard fire, in the midst of which another "big one hit" down town. Needless to say he came through with flying colors.

Engines 6 and 27 first located near the freight house but were bothered about getting water. About 4.50 P. M. they took a position at the corner of Lafayette and Holly streets, only to be driven by the fire when the water gave out. They next located near Engine 1 house. Engine 39 worked all the way from the Orphan Asylum fighting the hottest kind of a fight. In Salem street, with the houses blazing on both sides, a Salem fireman assisted 39's men in rescuing an old woman from one of the blazing houses in the second story. The other men had to play the stream on them as they came out. She was taken as far down as New Derby street and there turned over to some folks.

Engine 39 now joined 6 and 27, and after being driven three times, made a successful stand near the Salem Laundry building. Engine 6 responded to Box 613, where they did fine work, Commissioner Grady working with



CHEMICAL NO 1, BEVERLY
Photograph by Hagar

them here until 3 A. M., when they returned to their previous position. Truck 21 used their ladders and the chemicals wherever opportunity offered.

Engines 8 and 26 worked at the extreme eastern end of the fire. Water was very scarce here. Engineers Thomas Roach and Barney Valentine worked together here and both had the pleasure of meeting the Woodman Bros. The lunch furnished was appreciated by both companies. Supervisor of Engines Byington, accompanied the men. They returned home at 7 A. M., June 26.

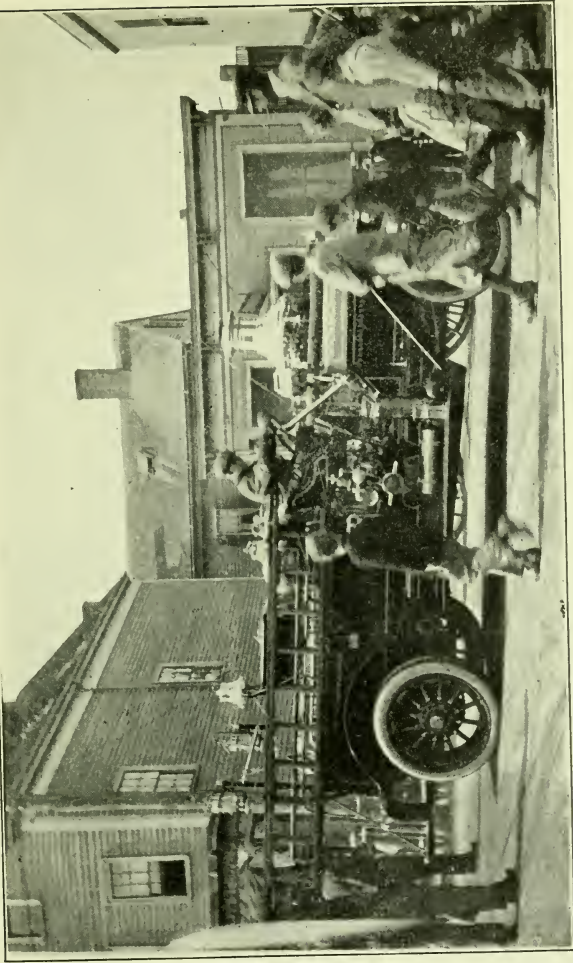
CHELSEA

Call received at 2.55 P. M. Arrived at Salem at 3.35 with the Robinson motor-pumping engine No. 2. Auto combination called at 6.40 P. M. Arrived at 7.20 P. M. These two pieces worked in Lafayette street and at the Salem Hospital. The former was in charge of Capt. James Harris, and Myron Beane, Edward Calley, Fred Armstrong, Dennis Sullivan, John Geyer and Stewart

Sloan worked with him. The latter piece was in charge of Lieut. Curry, O. P. Francis, Arthur Tompkinson and Wm. Gormly accompanied him. Returned home at 7.10 A. M., June 26. Lack of water prevented them from doing their best work. Chelsea lost one line of hose.

WAKEFIELD

Call received at 3.08 P. M. Left at 3.10 with Webb triple-combination motor-pumping engine, Chief Cade, in charge of eighteen men, arriving in twenty-four minutes. Perley Trask of Salem, took them to a position, as also a number of other pieces of kit. They worked at the corner of Leach and Lafayette after leaving the foot of Leach street. As with many other companies, shortage of water and inability to get a chuck, proved a great handicap to them. The auto returned home at 12.30 A. M., but the men stayed and assisted other companies.



AUTO PUMPER AND STEAM ENGINE, MARBLEHEAD

DANVERS

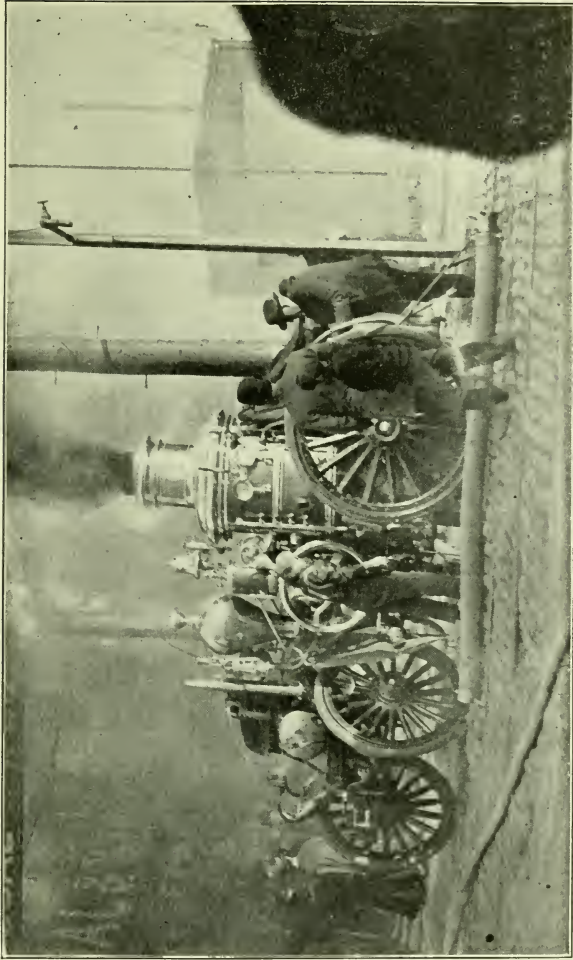
Call received at 3.15 P. M. Arrived at 3.23 with Knox combination, Chief Barry, Assistant Chiefs Batty and Dennett, Chauffeur Jones and eight others. Second call at 4 P. M. Electric light auto made a number of trips with men, acids and rubber coats, about fifty men in all responding. Took up position on Cedar near Cherry, using chemicals. Moved on to Lafayette near Cedar, connecting on to Engine 27 of Boston, with whom they stayed throughout the fire.

On moving from here they made three stops before reaching the laundry. Worked on the cemetery side of Ropes's grain store. Danvers' water was turned into Salem at about 3.30 P. M. Danvers' gage dropped from 84 to 68. Salem gage jumped from 21 to 68. At the corner of New Derby, Engineer Dennett burned 42 holes in his rubber coat. Returned home at 4.30 A. M., June 26.

READING

Received call at 4 P. M. Left at 4.09. Run 12 miles and arrived at the corner of Boston and Essex at 4.28. Went to the corner of Summit avenue and Leach for about an hour. Unable for some time to get a chuck. After getting it could not get water, pressure being very low. Went from here to a "mud hole" on Canal street. Had to keep a man in the hole all the time to keep the suction clear. This was the only piece of fire kit here at the time, and they put up a hard fight for two hours. Moved to the Lefavor factory on Canal street. Worked here about three hours, lifting water from the canal, having for a while to make a dam in order to get water.

At midnight got word to come to the hospital. To reach here they had to go up over Castle Hill and back through Jefferson avenue and Essex street. They took a position on Liberty street and with the aid of a crew from Chelsea, who had a line attached to one side of the Reading engine, the administration building of the hospital was saved. This



ENGINE No. 4, LYNN
Photograph by Hagar

machine is a Knox triple combination, and was away from quarters fifteen hours, pumped 10½ hours, travelled 42 miles, used 4,000 feet of hose and 42 gallons of chemical. Left for home at 6 A. M. and arrived home at 7 A. M., June 26.

Chief Ordway was in charge of the apparatus and the following men: Capt. Owen McKenney, Lieut. Geo. McClintock, Chauffeurs Shannon and Eames, Hosemen W. H. Van Horn, Louis Holden, T. J. Cullinane, James Maxwell, George Baxter, Wm. O'Brien, W. R. Zwickler and Capt. E. H. Crowe of Truck 1.

STONEHAM

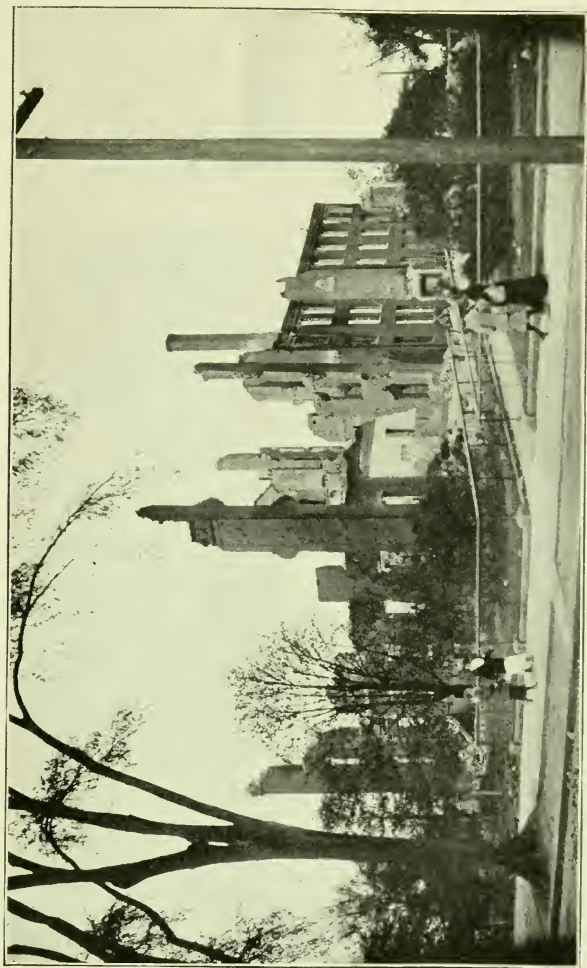
Call received at 4.10 P. M. The run was made in 26 minutes by the Seagrave combination, with 1,300 feet of hose and ten men in charge of Chief A. J. Smith. They were in service twelve hours and when returning home, left one hundred and fifty feet of hose, two fire axes, two pipes and ladder hook.

FORE RIVER SHIPBUILDING WORKS, QUINCY

No call was sent to Quincy. This large motor-pumping engine was in Stoneham, returning from Manchester, N. H., where it had gone on a test and ended by working at a big fire. Learning of the fire in Salem, they asked the Stoneham people to show them the way down. They located in Holly street and worked with five lines, from 650 to 1,800 feet in length, the Stoneham crew having one of them. They were bothered by not being able to get water enough.

NEWBURYPORT

Chief Osborne received the call at 3.30 P. M., and was loaded and left for Salem at 4.15. Arrived at 4.45. As there was no one to direct them, they took up their position at Cabot and Hancock streets, also worked as far as Gardner street, saving a number of houses, their work being much appreciated by the residents in this vicinity. Their horses also hauled five other pieces of apparatus. The apparatus taken was Engine 2 and wag-



ORPHAN ASYLUM
Photograph by M. E. Robb, Salem

on. Chief Osborne carried with him the following men: Captain Moses E. Wright, Lieut. John H. Packer, George W. Parker, Frank W. Landford, Charles S. Blake, Everett F. Landford, Thomas E. Colman, Geo. W. Ross, Edward H. Lang, George E. Dixon, John J. Welch, Frank Coffey, David Casey, Drivers John Coffey and Dennis Lucy of Engine 2. Samuel Chase and Daniel Kelleher of Engine 1 and Mayor Hiram H. Landford. Left for home at 8 A. M., June 26.

REVERE

Call was received by Chief Kimball at 4.24 P. M., and motor combination A was sent, arriving at 4.50. It was in service over seven hours, its line being attached to the Fore River pump.

LAWRENCE

In response to a call for help, Chief Carey left Lawrence for Salem at 4.40 P. M. in his machine and was on the ground at 5.40

P. M., held a consultation in Lafayette square with Mayor Hurley, and in consequence telephoned to Lawrence for Engine 2 and Hose 5, which is equipped with a large deck-gun.

About 6.30 P. M. the firemen began to arrive in automobiles and at once took up their position on Broad street, manning the hose lines of Engine 2 of Salem, they being without their apparatus at the time. After a hard fight of three hours the fire was prevented from spreading to the north, by the combined efforts of Lynn and Lawrence firemen. At this time the second conflagration broke out in North Salem, and the apparatus from Lawrence had just reported to Chief Carey at Broad and Flint streets.

It now being safe to leave the Broad street position, Chief Carey decided to go to the North Salem fire, and took with him Engine 2 and Hose 5 of Lawrence, and Engine 2 of Salem. He proceeded to North Salem and took up his position on Buffum street, setting the large wagon-gun of Hose 5 directly in the path of the flames, also set-

ting Engine 2 of Salem in the same vicinity. This engine was, at this time with the exception of the engineer and stoker manned by Lawrence firemen, it having been turned over to them in Broad street by an assistant chief of the Salem Department. After a battle of about two hours the fire was placed under control here.

About this time Chief Carey received a request to go to Derby street with the men and apparatus in his command and they picked up and proceeded through Essex to Derby street as soon as possible, arriving in front of the fire here at about 12.45 A. M. The chief set his large wagon-gun at the corner of Derby and Curtis streets, and with two engines playing into the gun, after two hours and a half work the fire was under control. They made up about four A. M. and under orders of an assistant engineer of Salem, proceeded to the Central Fire Station to cover in, which they did until relieved at 6.30 A. M., June 26. They left Salem for Lawrence by special train at 7.30 A. M.

The officers and men under the command

of Chief Engineer Dennis E. Carey, were as follows: Captain George H. Remick, Lieut. Fred M. Gibson, W. A. O'Reilly, John J. Hopkins, William A. Dwyer, Thomas T. Brideaux, John McLeod, William Cotter, Joseph Evans, Robert Graham, Alfred Cowperthwaite, Edward F. Flynn, Joseph Ford, Robert Henderson, George Bates, Andrew Campbell, John Quinn, Dennis F. Durgin, Charles Sawyer, James Bannon, Thomas Hughes, Richard Lamb, George Otis, Fred Wallace, Joseph Baggett, Edward I. Dooley, Thomas B. Hogan, Alfred L. Kennedy, Thomas J. Sessnan, Daniel C. Fitzpatrick, Earnest Hoehn, Carl Woekel, Thomas Doyle, James Green, Walter Smith, John J. Drummond, Robert Telter, Daniel J. DeCoursey, William R. Sawyer, Thomas Craven, Parker Dempsey, Thomas Hollows.

Chief Carey received a very complimentary letter in regard to the work of himself and the men under him, which letter was published in the Salem News at the time.

MALDEN

Call received by Chief Butler at 4.55 P. M., who at once ordered Combination A, a Knox auto, in use four years, to proceed to Salem over the road. Engine 1, a horse-drawn engine owned by the city 25 years, was sent by rail. Combination A made Lynn in twelve minutes, but were delayed here three minutes by a blow-out. At times they run fifty miles an hour. Engine 1 arrived at 6.35. In charge of Chief Butler were the following officers and men: Captain Powell, Chauffeur Brooks, Engineer Fred Palmer, Asst. Engineer George Blakely, Firemen, Moran, Keddie, Shandley, Buckley and Kirby. Among other places these men worked with Engine 8 of Boston, near the freight house, with Engine 6 of Boston on Buffum street and about two A. M. laid hose at the coal piles on Derby street and took part in the stop on Herbert street. They arrived home at 8.45 A. M., June 26., losing 650 feet of hose and a Callahan shut-off pipe. They were greatly bothered by the lack of a chuck.

GLOUCESTER

Gloucester loaded a second class Amoskeag, No. 1, and Hose 1 with 1,450 feet of hose and left at 5.05 P. M. for Salem, arriving at 5.30. Also took four horses. Changed positions seven times, working on Lafayette street, Canal street and near Derby Wharf. Lost 550 feet of hose. Arrived home at 7 A. M., June 26. Engineer A. P. Gorman had charge of these men. Captain Hearn, Lieut. Ed. Soames, A. W. Bulkley, Homer Marchant, Sam Clark, Russell Sargent, J. Lufkin, Walter Collins, Ben. Harvey, Henry Hilton, Howard Poland, D. F. Smith, Ray Friend, Lester Poland, Tom O'Maley, William Lowe, Charles Lowe, Tony Courant, J. Nichols and John McAuley.

MANCHESTER, MASS.

Call received at 5.07 P. M. Chief Hoare detailed Asst. Chief Thomas Baker to take charge. The automobile left at 5.10 and arrived at the corner of Bridge and Washington at 5.26. The equipment of this auto

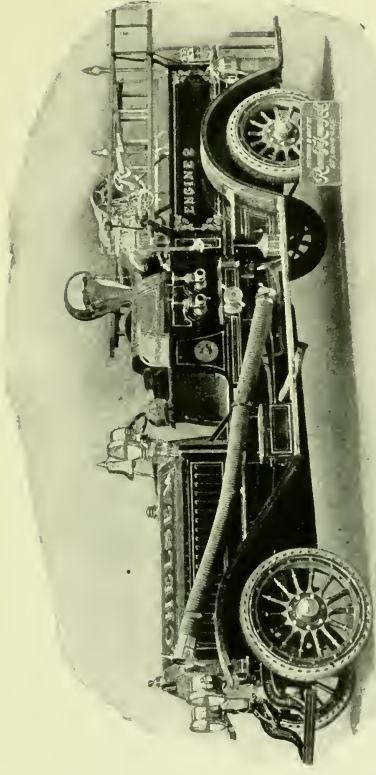
was 1,200 feet of hose, one forty gallon and two three gallon extinguishers. The engine left in the tow of the Paine furniture auto, and arrived on Canal street at 6.35. They started to work at about a block above the church on Lafayette street using chemicals. Were directed by the mayor to go to the corner of Canal and Ropes streets. They sent a messenger to direct the engine to the new position, and the engine arrived just as they had the hose laid.

They found the water pressure very low at first, but it improved later on and they worked two streams from their own engine and one from the Malden Engine. They worked all night on Canal street, from Ropes to Hancock streets, saving three apartment houses apparently doomed. Started breaking their line at 6 and arrived home at 8.35 A. M. Lost one pony extinguisher. In charge of Acting Chief Thomas Baker were the following men: Captain Ellery L. Rogers, William H. Allen, C. D. Cook, E. P. Flynn, F. L. Floyd, A. E. Hersey, J. A. Kehoe, M. S. Miguel, J. P. Read, J. E. Riggs, E. A. Smothers, R. G. Stanley, H. C.

Sweet, L. O. Lations, C. C. Dodge, B. S. Stanley, H. M. Stanley, S. O. Mason, R. W. Lane, W. Kelliher, Charles Chadwick and volunteers from Manchester, F. L. Smith, S. R. Stanley, Albert Smith and Wm. Mc Dairmid.

MEDFORD

Chief Bacon received a call at 5.10 P. M., and ordered Capt. W. R. Ordway of Combination E to take charge of Combination D, a Knox machine, and proceed to Salem, which he did at 5.15. The run was made through Cliftondale to Floating Bridge, where they turned into Eastern avenue, on account of road repairs, and came into Salem through Loring avenue, arriving at 5.45 P. M. Among others responding from Medford, were Lieut. John Qualey, Lieut. Harvey, Chauffeur Judson Hanson, Firemen, Foye, Splaine and Brewster. Fire Commissioner Percy Richardson met them in Salem. They were bothered by the lack of a chuck, but went to work on the Fore River engine, manning one



MOTOR-PUMPING ENGINE FROM CHELSEA. SALEM PURCHASED ONE ON JULY 28.
THIS IS A "ROBINSON"

line. Did fine work here but water went completely back on them at 9 P. M. They did good work with the chemical, among other stunts saving the Derby house on Linden street and stopping the spread of the fire in this direction. Lieut. Governor Barry complimented the Medford boys on their work.

HINGHAM

Captain Albert M. Kimball of Engine 2, hearing of the fire, got his company together and they arrived late in the afternoon in two automobiles. As the fire rushed unchecked down Eden street it seemed as if Messervey street would go. Taking advantage of their experience gained at similar fires in their outlying districts where no water is available for the engines, they gathered all the rugs and clothing they could find and taking them to the salt water, wet them, and then lay them on the roof and over the sides of the houses, where an occasional bucket of salt water would keep them wet. Meeting with success at No. 9 Messervey, we soon had plenty

of help, and further down the street had blankets spread and lots of help from a bucket brigade in wetting down the blankets, as they began to smoke our boys took their positions on the roofs and the crowd kept the water coming. The owners said many pleasant things that night.

On the north side, about 11.30 P. M., these boys relieved a crowd of volunteers handling a line on Union street. The volunteers were having quite a time handling it, losing ground all the time through improper handling. Captain Kimball and his boys manned this line till daylight, making the stop on the James Coffey house on one side and the Roache house on the other. Mr. Coffey was much pleased and has since entertained the boys.

SOMERVILLE

Chief Rich went to Salem in person, and on his arrival there telephoned for an engine and wagon. An engine driven by a Christie tractor and an American LaFrance combina-



LAFAYETTE STREET BEFORE AND AFTER THE FIRE
Photographs by M. E. Robb, Salem

tion wagon arrived at 7.30 P. M. They worked about four hours till the water supply gave out.

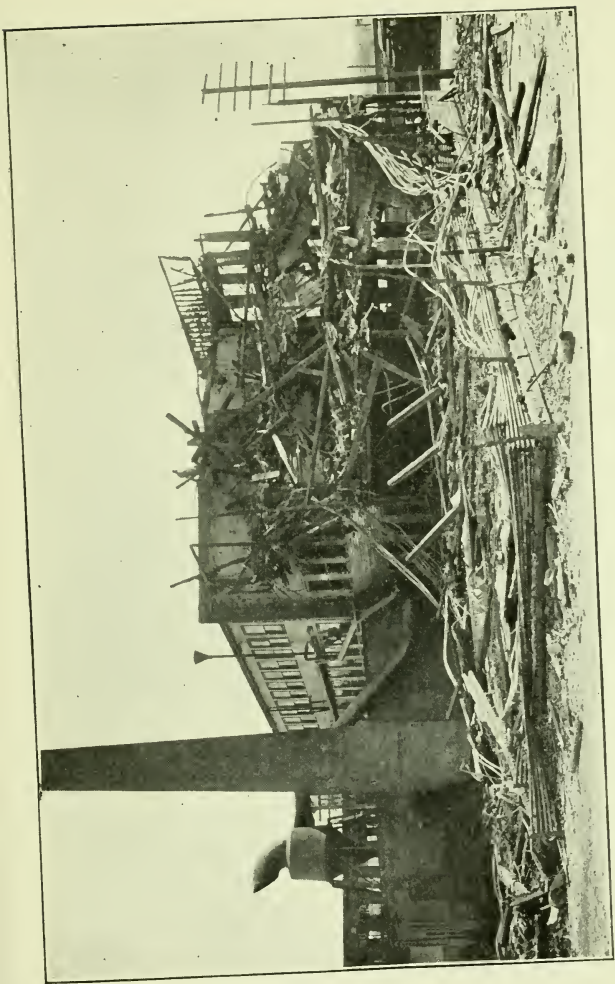
WINCHESTER

A Knox combination wagon and an engine drawn by a mercantile motor, both in charge of Chief DeCourcy arrived at 8 P. M. They worked in South Salem near the Orphan Asylum. Lack of water, fuel and a chuck handicapped them, but the chemical saved several houses. Arrived home at 8 A. M., June 26.

Firemen from Ipswich, Wenhan and from various other places came into town and went to work, and their unostentatious services should be appreciated and we know they are. In response to a call for men to relieve those who had worked from the start, Deputy Casey of Cambridge, left at 8.20 A. M., June 26, with motor-combination 5 and a picked crew of twenty men. Arriving at about 9 A. M. This crew went to the coal pile, afterward loading two Salem wagons with dry hose and relieved Engine 4 at Ropes's grain

store. Among those who made the trip were Deputy Casey, Capt. McSorley of Engine 5, Capt. Dardis of Engine 2, Capt. McCabe of Chemical 1, and Lieut. Newman of Engine 3, the three latter giving up their day off to go. Engineer Wm. Riley run the engine. They left for home at 5 P. M., June 26.

They came and helped us in our need,
Their names we never will forget,
For in these days of rush and greed
The helpful spirit liveth yet.



LEFAVOR SHOE FACTORY ON CANAL STREET
Photograph by M. E. Robb, Salem

CHAPTER XI

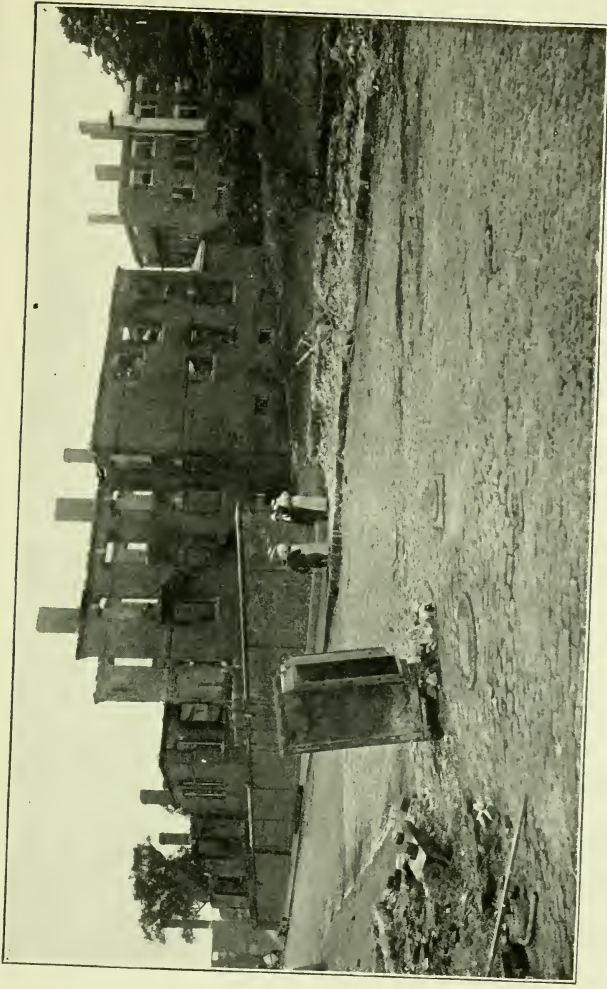
THE FIGHT AT THE MILLS

THE fight at the mills will go down into history as the gamest fight ever put up by a private fire department to save their plant, with absolutely no outside help. The first call came at 3 P. M. for a fire on the roof of the stable. This was extinguished. At 3.30 P. M. the mills were closed and Chief Engineer Frank Cook of the mill fire department, rallied his men. Four men were placed on each roof. At about 5 P. M. a line was laid on East Gardner street. In this line, attached to the hydrant by the store house, was one hundred and fifty feet of hose. Water was directed onto the roofs of wooden store houses, containing over \$1,000,000.00 worth of raw cotton. They also wet the roofs of the two cottages at the foot of the street and three-deckers.

There was now one line back of and playing on the roof of No. 6 weave shed, and another line in the yard between the store houses. The fire now got into the houses at the foot of the street, and the men were driven back by the heat and took their stand at No. 6. The salt water curtain was now turned on, completely enclosing the building.

Mr. French, engineer of the Massachusetts Mutual Fire Insurance Company, with an associate engineer now took charge. Men were now divided into squads of from three to five each. The men in back of No. 6 now pulled the hose onto the roof and were wetting the three-deckers across the street. From the street the other men were playing between the houses fighting the fire in back. The cotton sheds were burning and No. 6 had started, the water in the curtain being boiling hot.

No. 1 mill bell now rung, showing that they were on fire. The men called up from the point saw that the coping of the towers were burning. The pressure on the hose was fine, streams reaching the top of No. 1, five stories up. It could now be seen that No. 1



SALEM HOSPITAL
Photograph by M. E. Robb, Salem

was doomed and a stand was taken between No. 4 and the office, another squad between No. 5 and the office, also fighting the fires across the streets. Ward, Peabody, Harbor and the point, all belching their flames upon the mills.

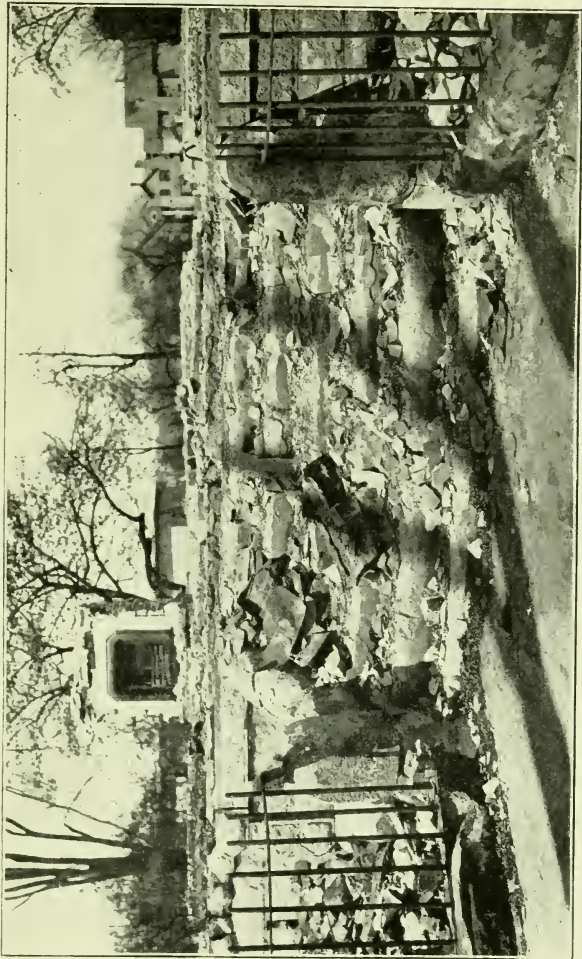
At about 10.20 P. M. No. 1 floors and roof fell. The heat was tremendous, and now all the mills were on fire. The bridges between the buildings were burning, Union Bridge and the wharf behind No. 5 Mill. Chief Cook now ordered a retreat. Two mill firemen, Howard Arey and the two insurance engineers, wet their garments, covered their heads and running between mills No. 1 and 2 made for the water front where a boat was waiting. Chief Cook forced his men across Union Bridge and when he found all were safe he went himself. When he crossed the bridge the Pickering buildings were all burning. Going to Derby Wharf he found that all who had gone to the boat were safe.

During the fire the pressure on the boilers was better than 120 lbs. When the firemen left the boiler room the pressure in the battery of boilers ranged over 100 lb., the fire

pumps were working, the electric generator running and the water injector on to assure safety. These boilers after the fire remained in sound condition. The vaults in the office were absolutely fire proof. The round cotton store house near the water, with brick walls, a wooden roof and asbestos shingles remained intact.

But it is of the cement storehouse we wish to speak especially. The wooden strip under the coping is burned up clean, the only wood in the building, except in the doors and shutters which are tin-covered. This building stood in the midst of an inferno of flames, so hot that all the wired glass windows cracked, the fusible links on the window shutters, all let go, closing the windows against the heat, the remarkable test being one window on the west side the wire glass in which rolled up, showing 2,500 degrees of heat, yet the shutter did its work so well that a sprinkler head three feet in from the window, set to open at 155 degrees, remained closed.

The No. 6 weave shed was a steel frame, brick walled building of fine construction, some wire-glass, sprinkled, with private



STONE STEPS ON LAFAYETTE STREET
Photograph by M. E. Robb, Salem

stand-pipes throughout and a water-curtain already mentioned. The saw-tooth roof gave excellent light. This building was filled with the very latest Draper machinery. The oil works on the north, their older wooden store-houses on the south and the blazing three-deckers on the west, whose sides blew out on the roof of No. 6, gave this building no chance.

CHAPTER XII

MODERN BUILDINGS

THE first of our better manufacturing plants to burn was the Carr Leather Co. After their other fire, which burned up the building clean, they erected a building nearly ideal. It was of mill-construction and was rated as one of the best of its type. It had every modern convenience for the placing of their product upon the market in the finest possible condition. It was sprinkled but was in such a nest of "quick burners" that it had absolutely no chance. The bottom was burned out of the water tank and the building was completely destroyed.

The next factory of the better type in the path of the flames was the Wilkinson building in which they had been about one month. Their two storehouses were burned and the building they had recently moved from. This

building was of mill-construction type of the best kind, sprinkled and with the proper quota of fire extinguishers, also covered with non-combustible shingles. It caught in the corner under the coping. The water pressure here was very poor and the fire companies trying to work here could do very little. Engine 6 of Boston rendered such aid as was possible, and with the sprinklers running constantly, all they lost was the top floor and business was being conducted in the two lower stories on July 14th.

The Lefavor factory on Canal street, though not of the latest type, was well sprinkled and a fire wall about a third of the way in from the north side, backed up by the fine work of firemen stationed here, saved the other two-thirds of the building and work was resumed in that portion a few days after.

The electric light station of the Tenney System, located on Peabody street, stood the test. There was a large open space on three sides which helped materially. There is no wood in this building it being constructed of brick, cement, steel frame and wire-glass windows set in metal frames. F. C. Sar-

gent engineering manager is very proud of it as he has good reason to be. Two men stayed inside it during the entire fire. No water was used.

The Salem Laundry building on the north is of hollow block concrete and formed an effectual barrier to the flames in this direction.

CHAPTER XIII

THE MILITIA

THE military call was sent out at 2.31 P. M., June 25. Adj.-General Chas. H. Cole on his way from service at Camp Newbury, saw the reflection and was at the armory forty-five minutes after the alarm came in. Sergeant Clay was at the armory and assisted the men as they came in. Musician Harwood was the first man to arrive and took the alarm card to the telephone exchange immediately, and the men were called. The list was divided up among a number of operators, and in less than forty-five minutes all were notified who could be reached.

Sergeant C. D. Brown of the hospital corps detachment of the Second Corps of Cadets and his squad of five men were the first militiamen to arrive at the fire. Richard Eagan took these boys up to Boston street in his

auto and made several trips between the armory and the fire. Lieut. Rushford, surgeon of the Second Corps of Cadets, arrived at 5 P. M. from West Newbury and took charge of the "first aid" work, establishing four dressing stations which were shifted, following the course of the fire. Dr. Rushford's automobile in charge of Private Carl Brewer, traveled over eight hundred miles during the tour of duty.

Captain Ingoldsby, Lieuts, Readon and Needham arrived in Salem at 3 P. M. from the officers' school at West Newbury. Corporal Dawson traveled farthest of any, coming six hundred miles from western Pennsylvania in seventeen hours, being notified by Captain E. R. Redmond of Co. C, Second Corps of Cadets.

The whole number of militia on duty was seventeen hundred. Col. Frank A. Graves and twelve companies of the Eighth Massachusetts, four companies of the Second Corps of Cadets, commanded by Lieut.-Col. Charles F. Ropes, seven companies of the Ninth Massachusetts, commanded by Major William J. Casey, Co. C, Coast Artillery from Chel-

sea, Co. E, Naval Brigade from Lynn, one company of the Second Regiment, a detail from the First Corps of Cadets, a detail from the hospital corps and a detail from the signal corps. A relief hospital was established at the armory on Friday by Captain I. C. Cutler, Surgeon of the Eighth Regiment.

General orders number one had to do with the placing of the city under semi-martial law. The following general order was issued. Districts are hereby established as follows:

District No. 1. All territory lying south and west of Broad street and south of Front street, District Commander, Major William H. Perry, Eighth Infantry, Companies D, G, H and I.

District No. 2. All territory lying on Flint and south through Broad and south to Boston streets and tracks (main line) District Commander, Major H. B. Campbell, Companies F, K, L, M.

District No. 3. All territory lying east of the Boston and Maine tracks, north of Dodge street, water front, including Concentration Camp on the Common, District Commander,

Major L. W. Jenkins, Second Corps Cadets, Troop 4.

District 4. All territory east of Boston and Maine tracks and south of Dodge street, to water front. District Commander, Major F. S. Elliott, Eighth Infantry, Companies A, B and E.

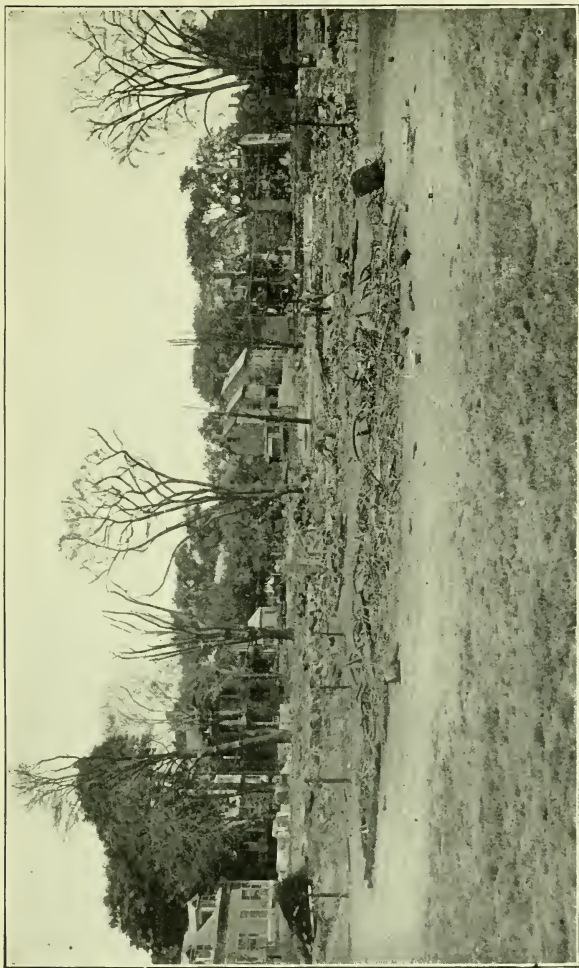
Second Company C, Eighth Infantry and Company E, Naval Brigade, will be held in reserve at the armory.

All civilians will be required to keep moving through the district and no one will be allowed to enter the ruins. Persons resisting or obstructing the troops in the discharge of their duty will be arrested and sent under guard to the armory.

District Commanders will assume command of their districts at 6 A. M., this date, and all present disposition of troops will be recalled as soon as the situation permits.

COL. GRAVES,
JULIAN A. CHAMBERLAIN,
Capt. and Adjt.

General orders No. 2 dealt with the "one way street" arrangements and specified ve-



BARR AND BUFFUM STREETS
Photograph by M. E. Robb, Salem

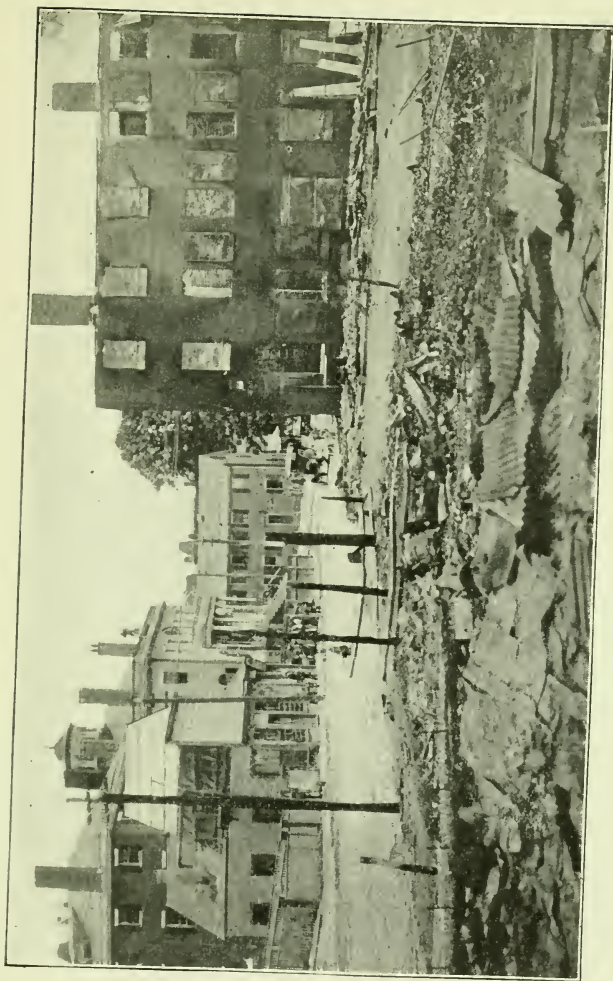
hicles having "right of way." The work of the militia in handling traffic deserves special commendation. Orders were given to shoot all looters on sight. Lieut. E. A. Rushford of the medical corps, Second Corps of Cadets, saw three men go into a burning house on Park street. He challenged them, but they paid no attention to him. Lieut. Rushford had slipped an empty revolver into his pocket on leaving his house, and upon showing this the men made their escape over the fence into Prince street.

The food at the armory was looked after by the commissary department and was in charge of General James H. White, Captain John F. Osborn, Lieut. William H. Gowell, Second Corps of Cadets and Lieut. Eugene Clapp, First Corps of Cadets. Twenty-five hundred people were given food Friday P. M., and hot coffee and lunch were to be had in the bread line. At the fire on Saturday night, which was really a panic, Co. K, Eighth Infantry, from Somerville, did great work, and during the dynamiting the militia was invaluable.

The following figures will show the mag-

nitude of the task confronting the commissary department. Number of rations issued June 28, 6,045, June 29, 6,038, June 30, 6,065. June 30, at 7.30 P. M., the food supply was turned over to the general committee in charge of Col. Spencer. The cost of feeding the refugees was about \$2,200 per day.

The militia was relieved at 8 P. M., July 7, after twelve days' duty, which cost the state \$50,000.00. Take it right through, they were a credit to the state.



THE STOP ON THE EAST AT LANE'S
Photograph by M. E. Robb, Salem

CHAPTER XIV

SAVED

A WOMAN saved what she could and took it to her husband's place of business. When that place was threatened, she had the safe opened and put in what she most desired to save. The place was not burned and the next day upon opening the safe they found the family Bible, a pair of silk stockings and her house slippers.

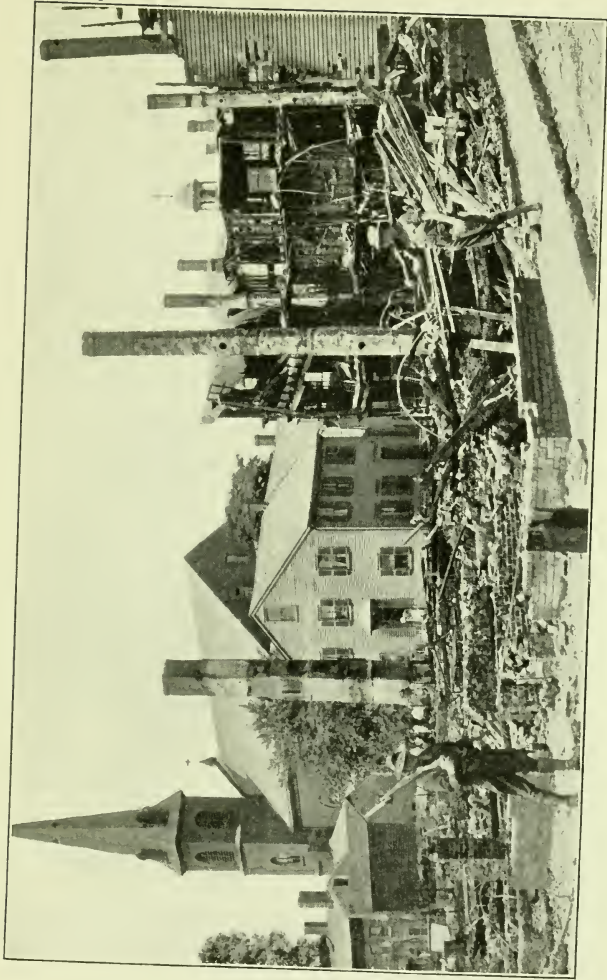
A woman gave her husband two hat boxes to take to a safe place, in one was his two best suits of clothes, in the other two fine Angora kittens. Down in the crush near the dock he made up his mind to carry the kittens no further. Overboard went one of the hat boxes. When he arrived where he was to leave the hat boxes he found he had thrown overboard his two suits and carried the kittens safely to the house.

A man whose home burned went to a friend's after midnight to sleep. Tired out, he threw himself down on a mattress on the floor and slept till morning. When he got up he picked up the only bundle he had brought away and said, "Well, I saved something anyway." Opening it he took out an old worn out pair of shoes and two suits of old under clothes he had done up to throw away.

An Italian rushed into his blazing home on Endicott street determined to save something, although it was dangerous at the time to go in. A few seconds later he came out bringing a water melon.

A Salem fireman seeing a woman go into her house after it started to burn, evidently to get a few of her most valuable belongings, made up his mind he would go in soon and get her if she did not come out. He had about made up his mind to go in and get her, when she came out, looking quite satisfied. Under her arm she had a pillow and in her other hand a gallon oil can.

A former city father arrived at his home just as it was burning. Taking from the wall



SHOWING FOOT OF HERBERT STREET
Photograph by M. E. Robb, Salem

the pictures of his father and mother, he started for the door. Thinking he heard the cat cry he went up stairs to look for it. When he came down he had to leave the house immediately. When he reached a safe place he took account of stock and found he had saved a revolver, a razor and a pair of blue glasses. Previous to this his wife had emptied his price lists and other things from his traveling bag and filled it with such things as she wished to save. On looking over these things she said to her husband: "Here is a good big envelope with something in it." It contained her daughter's hair combings.

A wash woman was getting some of her possessions out of her home. Her daughter warned her not to stay any longer and thought she was safely out. A while afterward she met her mother coming again from her home with a new broom and a duster.

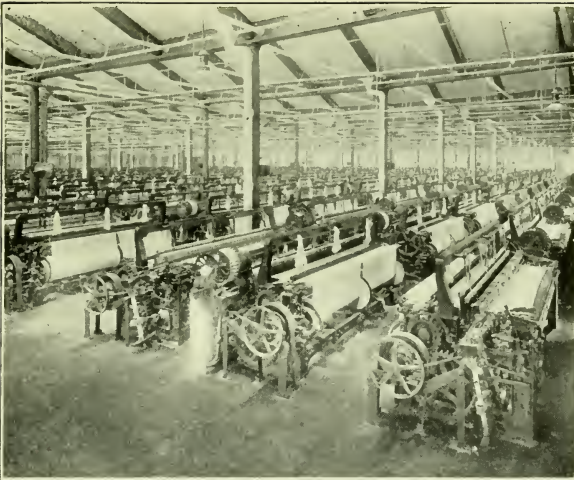
A South Salem man had a valuable piece of antique furniture and after scouting round a while ago found a mirror to match it. When the fire was coming his way he decided to save this piece. Carefully unscrewing the mirror he lay it on the bed. He removed

some of his things, including this dresser. After getting his things safely landed he remembered, too late, he had left the mirror on the bed.

A Hancock street woman walked down Lafayette street with a glass of water in her hand, all she took from her home; and a woman in Broad street went into her home when it was burning and brought out from her ice chest a small piece of ice.

LOST

One South Salem man packed his silverware and some other things into suit cases and took them to Engine 1 house. His home burned up, so did the engine house. Many other things taken here for safety went up in smoke. An employee of the mill office took his musical instruments down there to keep them from harm. The mill office was destroyed later. A woman drew \$1,500.00 to pay off the mortgage and was away from her home when it was burned with her money. A woman bought a new pocket book the day before the fire. Going into her house in



NO. 6 WEAVESHED AT THE NAUMKEAG MILLS
BEFORE AND AFTER THE FIRE
Photographs by M. E. Robb, Salem

a hurry she snatched the new pocket book and saved it, but the money, over \$50.00, was in the old one.

CHAPTER XV

SPARK CHASERS

BILLY JOHNSON, an ex-driver in the fire department, was passing a house on Margin street and noticed a fire on the roof. He went in and told the woman her roof was on fire. She said, "What can I do with no water in the faucet?" Billy inquired if she had tried the hot water tank. She admitted she had not. Billy drew some water and went on the roof. Not being able to put it entirely out that way, he got the axe, cut a hole in the roof, pulled off the shingles and the house is still standing.

Bill Peterson and Clarence Lee are quite friendly and meet "now and then." Bill's home is on the southeasterly end of the burned district. The street adjoining Bill's was cleaned up. Clarence's home was in a fairly safe district and he, knowing Bill would



RUINS AT THE NAUMKEAG MILLS
Photograph by M. E. Robb, Salem

not be home at that time, beat it to Bill's house, rendered "first aid" to the blazing shingles and Bill still has a home.

Ed. Holt, a B. & M. conductor lives on Barr street. He was away at work on Thursday evening, June 25th. With a garden hose, a neighbor kept the side of Ed's house wet while those passing told him his work was in vain. The neighbor stuck, the house was scorched as the next one was completely consumed, but the persistent neighbor with the small garden hose won out and saved Ed.'s house.

Dan. O'Brien came to Warren street and glancing at the coping of E. J. Faben's house, saw the coping under the tin roof on fire. Going to the front door Dan. rang the bell. The genial Joe Littlefield, who had been left to watch the house answered the bell. A few words of explanation and these two with Di-
bert and Dryer of Kressge's store reached the roof, and tearing up the tin, with tea-kettles and pans of water extinguished the fire. This large house was the possible key to the situation here, as the chances are, if it had burned, lower Warren street and Chestnut

street would have been fire-swept.

In Hathorne street Mr. Price on the roof of the house, stuck there when it looked as if the house was going under him, but he won out in a position where the firemen could not place their water, because of the poor pressure.

Minot Foote did his part in stopping the fire reaching Broad street from Hathorne, watching for hours a house where he had been working, putting out sparks and keeping the roof wet.

Engineer Costello was working with three of his Peabody boys with us on an Engine 3 stream in William Cass's house, corner of Hathorne and Broad streets, well into the night. The fire here had worked under the slate to the middle of the roof, and without a shut-off nozzle we had some job to get it.

CHAPTER XVI

NOTES

ENGINE 3 was nearly burned up three times. The first time at the corner of Federal and Boston, next at the corner of Boston and Essex, and the last time at Broad and Flint, when she was backed over a pile of cannel coal to save her.

This last stand was a very hot one and the writer, while working under Capt. Remon, had two great stickers with him, namely Jack Callerly, chauffeur of Hose 2, Beverly, and Mr. Cheney, chauffeur for Dr. Phippen of Salem. The way they hung to their work was a caution. Later in Hathorne street, Irving Day, a volunteer stuck with us till about one A. M. working with us when his shop and tools were burning up over in Hazel street, helping make this stop which was spoken of as one of the best.

A retired fire captain of Boston heard of the fire and came down with his son, not stopping to tell his wife where he had gone. Over around Peabody street, a blazing pole fell on him, knocking him unconscious. After they brought him to, he hustled for home, not telling his wife then where he had been, but two days after, she discovered the bruises on his shoulder and he had to confess.

John Cunningham, driver on Engine 3, though on his day off, came back and went to work. Capt. Lally of Boston, praised him for one job he did. At the time, he had the horse-drawn chemical and saved the house at the foot of Cedar street. Everything else here is burned up clean. Wrapping a blanket round his head and shoulders he worked on this house and the Hopkins' factory, and to-day they are both standing. In many cities service of this nature bring a letter of thanks from the Board of Engineers and a day off to make up the one lost. Assisting Driver Cunningham were Joseph Pope, son of Capt. Pope, and William Carr.

Some fire engines had to shut down for

lack of fuel, while others burned fence rails, soft coal, hard coal or anything they could get.

Driver DeGrandpe of Hose 2, Salem, went through some of the streets on the point, driving people out of the houses. In one house the woman was bound she would not leave. DeGrandpe pushed her out of the house, off of the steps and all the way down the walk to the street. When he got her to the street she was very indignant and told him she was going to report him.

Lieut. William Annable, retired, is in the fight at all fires that amount to anything, and this one was no exception. He extinguished fire at the Quaker church three times, but there was too much volume of flame behind it and later it burned. He went to Castle Hill and got the old hand reel, landed it in Hathorne street, laid two lines and did fine work here. One man from out of town with a fireman's badge he wore some years ago, and a special policeman's badge of more recent issue, made a good deal of extra work for our friend Annable. He insisted on taking the line to the roof against

Annable's advice, and would not be satisfied until with much tugging and straining they got it there only to find that at that height no water would leave the nozzle. Annable also piloted some out-of-town apparatus to proper positions.

The Salem boys who worked on the Lynn ladders in North Salem under Chief Chase's orders, speak in the highest terms of this fire official.

Early Thursday afternoon the Paine furniture autos were sent to Salem to be of assistance in moving families.

Many automobiles did great work the day and night of the fire. Guy Folkins moved seventeen families with part of their belongings. At one place Folkins saw a man sitting in a big car with his head in his hands, apparently dazed. Jumping from his car Folkins shook the man up and told him to get to work. The man came up full of spirit, thanked Folkins and immediately got busy moving families.

A man paid a dollar for a dozen doughnuts the night of the fire, sandwiches could not be purchased at any price, and the drug-

gists sold out everything drinkable even to vichey and apolinaris, the water being undrinkable.

It is said there were 1,000,000 people in Salem the night of June 25th and 400,000 on one or two of the busiest days.

Stephen Philips gave up his auto, one of the best in Salem, for relief work the night of the fire, and for ten days after it was in use by the police department, donated with the services of Patrick O'Hara, one of the finest chauffeurs round here, who in running errands turned over about fifteen hundred miles.

Engineer Dawkins, on a day off, came round, I am told, and lent a hand at many of the engines.

George Whelton, after working through the first of the fires in Boston street, took charge of the city spraying machine, and drawn by a pair of Sutherland's horses first and street department horses later, made a tour of the entire city. This machine first worked in Orne square. The fire in coming from Phelps street ignited the roof of Cain Miller's house in the rear of Hathorne street

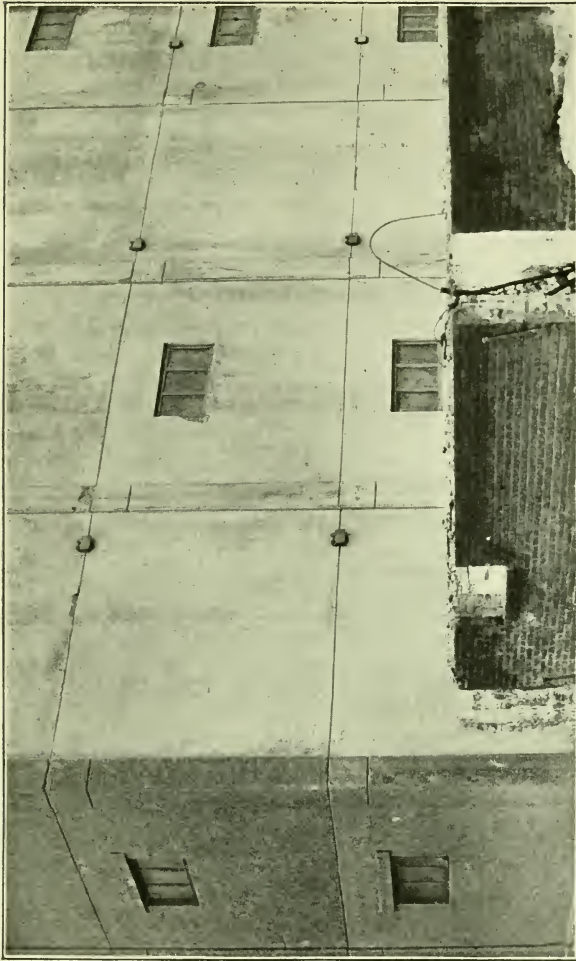
and jumped from there to the roof of Jas. Needham's house at the corner of Winthrop and Prescott streets.

The sprayer extinguished fires on the roofs of three houses in Cedar street which were afterward swept away. All through Lafayette street, Derby street by the hospital, over in North Salem, taking care of the buildings of Parsons, Stearns, Koen and Collins' coal yard, also Dawson's house on Mason street, working on this roof from the cross-trees of a telegraph pole and finally on Derby Wharf the sprayer did fine work.

A lighter belonging to the Beverly Wrecking Company, and having on it a derrick, diving equipment and other fittings caught fire while tied to Derby Wharf near the end. After midnight the hawser parted and she drifted out in the stream, finally beaching at the foot of East Gardner street.

The Now and Thens gave their celebration money, over \$500.00, which was to be burned up on the Fourth, over to relief purposes.

The Father Matthews building was well equipped for taking care of the refugees,



CEMENT STORE HOUSE, NAUMKEAG MILLS
Photograph by M. E. Robb, Salem

furnishing them mattresses at night. In the morning the floor was washed and the tables set for breakfast. There was plenty of food and the free use of the shower baths. Supt. Jas. J. Welch and a number of the members gave their time.

A club known as the "Salem Fire Fighters" was formed and a spread laid. It is composed of Salem, Boston and New York newspaper men who "covered the fire." There will be a banquet in Salem next year on June 25th. "Billy" Searles was elected the president.

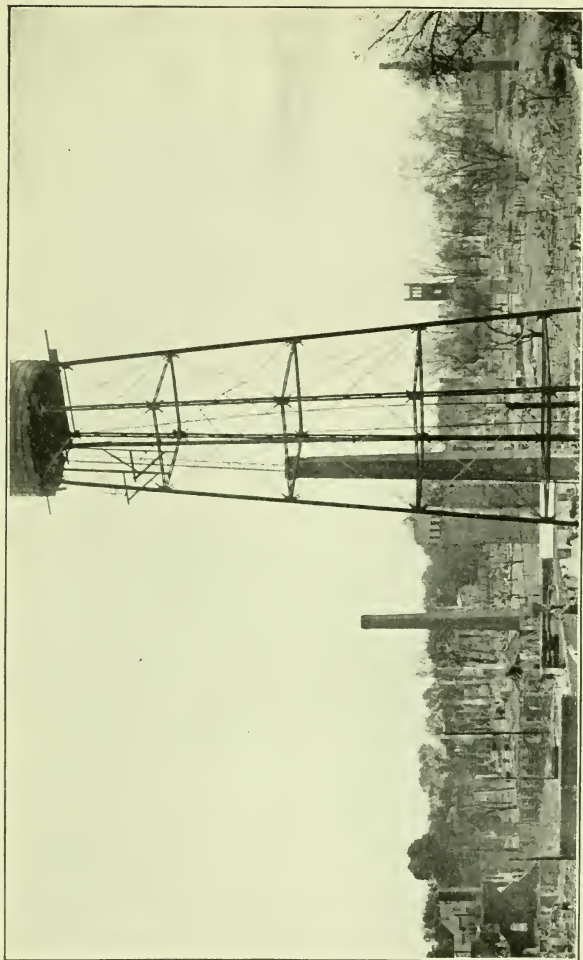
Pickering's coal pile and Ropes's hay were still burning July 13th.

Three or four hundred boy scouts assisted in the relief work, having their headquarters at the Fraternity building on Central street.

Friday evening, June 26th, quite a large portion of the lighting was resumed, quite a feat under the conditions.

The familiar faces of Assistant-Superintendents Young and Joyce of the Prudential Insurance Company will be seen in the centre of the picture of the Barr and Buffum street ruins.

The moving pictures taken in Salem, June 25th, were exhibited in Malden and Medford on the second day of July.



WHERE THE CARR LEATHER COMPANY STOOD
Photograph by M. E. Robb, Salem

CHAPTER XVII

PATHETIC INCIDENTS

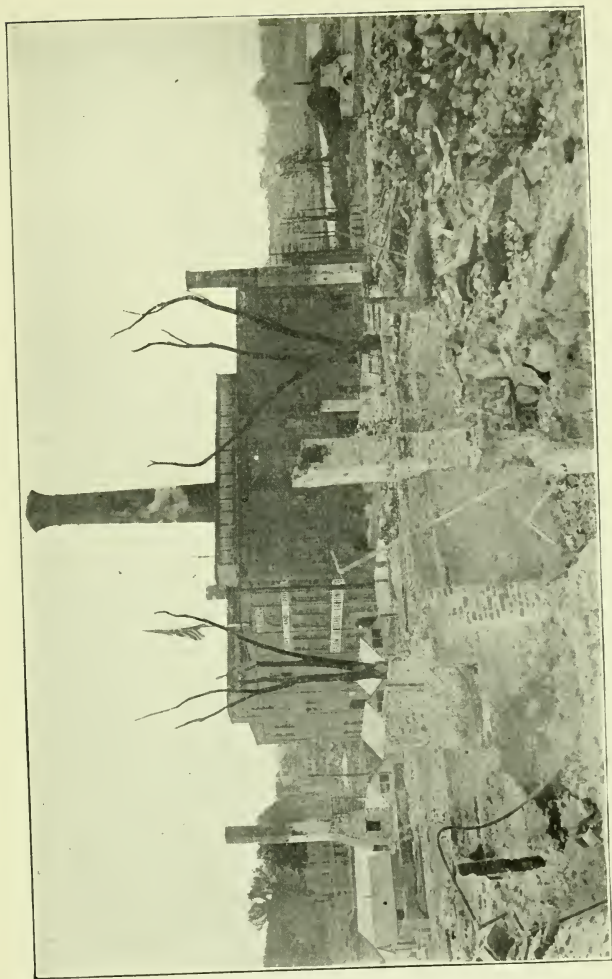
ALONE in the world with a tin bath tub, two chairs, a lamp and a little table, are John J. Long, aged 65, and his wife aged 60. They sat quite alone on Salem Common that morning, waiting for daybreak. They had no money. The couple lived simply, and the husband said: "Well, I'll have to begin all over again—it's hard when you're 65." The two lived at 46 Peabody street, a street which, in the morning, showed not a single wall standing. When the fire was at its height, Long was assisting others to fight the fire in Lafayette street. He heard somebody say "Peabody street is going."

Long ran back to his house, found it in flames. He got upstairs somehow, and found his wife sitting helpless in the kitchen. He carried her out in his arms, through a stair-

way that was ablaze and a door that was a framework of fire. Two young men had brought out the tin tub, the two chairs, the lamp and the little table. With their own hands the elderly couple took their belongings out to the common and sat down. At 9 o'clock they were given the first food they had had since the night before, served by the militiamen from the armory near by. "Boston Post."

A well-known business man told me that he and his wife stood and watched their fine home burn, with all their wedding presents and things they had taken so much pleasure in, and never shed a tear. The next day on the street he passed a Polish woman nursing her baby as she passed by him crying, the terrible reality of the disaster came to him, he sat down on the curb-stone, buried his face in his hands and burst into tears.

A pitiful case was called to the attention of the police early in the evening by Supt. Andrews. An Italian woman, shortly to be confined, had been made homeless by the flames and separated from her husband and children and had established her temporary

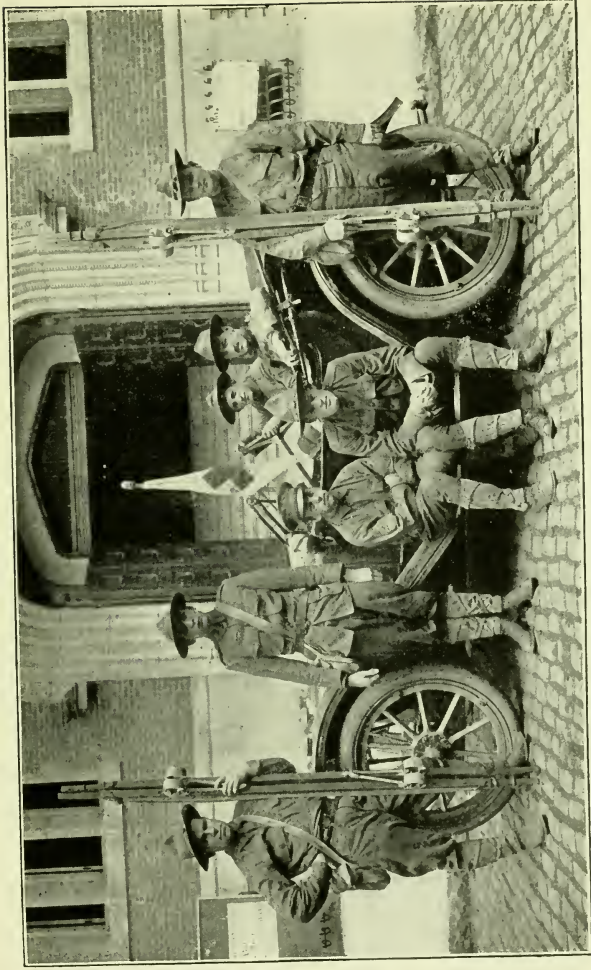


SALEM ELECTRIC LIGHT STATION
Photograph by M. E. Robb, Salem

home in the pastures back of the High School building. The poor woman was scantily clad and was compelled to depend upon the kindness of her companions in adversity for enough bed clothing to keep her warm. As soon as her case came to the attention of the police, Acting Sergeant Begley was sent to the scene in the ambulance and the woman was taken to the Peabody Hospital for proper care. "Salem News."

A pathetic scene was witnessed in the maternity hospital. After the fire Mrs. Fonchin Jolbert of 34 Congress street, was taken here. Her home was destroyed by fire and she came to the hospital for an operation. She could not understand English, and she cried continually, but was unable to make the attendants understand her wants for some time. Finally it was learned through an interpreter that her eight-months-old baby was missing. The next day Dr. Hughes visited the North Shore Babies' Hospital and inquired about different babies. One had been unidentified, a boy, who had been given the name of "Shackles." Dr. Hughes took the baby to the maternity hospital, and as soon as Mrs.

Jolbert saw it she recognized it as her child, and the little boy, although only eight months old, showed a perfect delight in getting back to his mother. "Salem News."



HOSPITAL CORPS, DETACHMENT OF THE SECOND CORPS OF CADETS

Photograph by M. E. Robb, Salem

Priv. Carl P. Brewer

Ljeut. E. A. Rushford

Priv. Steven Richards

Priv. Myron Hutchins

Priv. Percy Ray

Priv. Armie Michaud

CHAPTER XVIII

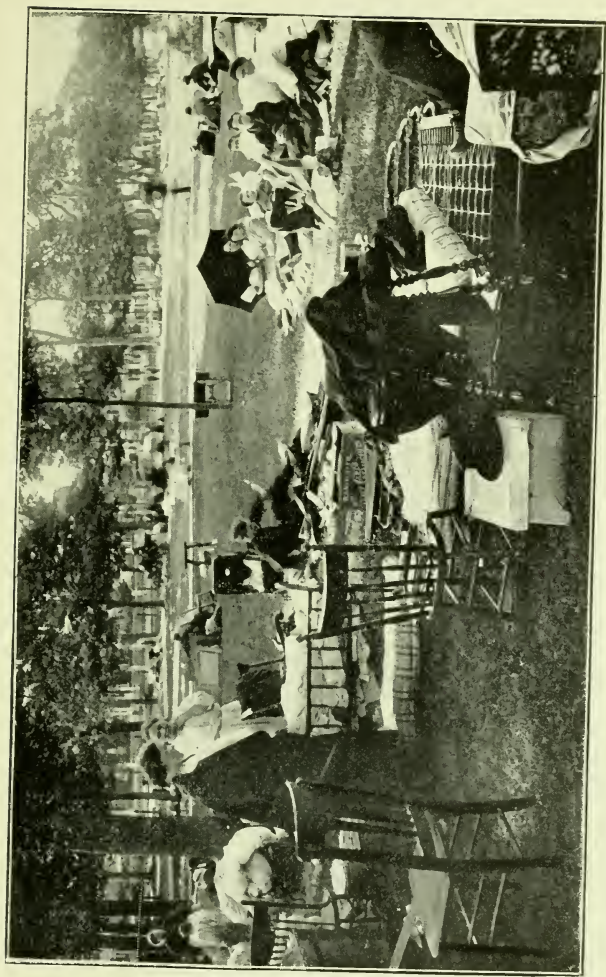
RED CROSS WORK

BY orders of Supt. Bigelow of the Salem Hospital, by 8.10 P. M., all the patients, numbering fifty-seven, besides over fifty fire patients, had been removed in automobiles and ambulances to the Hospitals at Beverly and Peabody, and almshouse and contagious hospitals at the neck. There were thirty-two nurses under Mr. Bigelow, among whom were Miss Ellen Drisko, matron, Miss Lillian Jenkins, night superintendent, and Miss Marion Gray, clerk in the office, who telephoned and also directed the people. All did magnificent work. Mrs. Mary Reed, a private nurse, was the first outside nurse to arrive. She was told the patients were being removed and immediately went to the hospital and assisted and then worked all night at the armory. Miss M. J. Award, Miss Madaline Stewart and

Martin Loftquist from the Gilbert Peabody Hospital at Gloucester, walked ten miles round the city to get to the hospital and assist.

Mabel T. Boardman, head of the Red Cross, came from Manchester Thursday evening, and Dr. Laura Hughes arrived Friday and took full charge of the Red Cross nurses. Friday the Red Cross in Washington telegraphed \$5,000.00, and the message that Earnest F. Bicknell, National Director of the American Red Cross, left Washington at 1 P. M. for Salem. The work they did here was fine. The administration building of the hospital, practically all that was left, was opened June 30 to be used as an emergency hospital, Dr. Phippen's home to be used in conjunction with the same.

The American Red Cross headquarters in Salem, received the following letter July 10: "Kind friends, I wish to thank you sincerely for your unceasing labors in the interest of relief, personally; and I am sure all my co-workers here acknowledge the importance of your stay among us. Without the aid of your society, the work of relief would have been



REFUGES IN THE COMMON AT DAYLIGHT, JUNE 26
Photograph by M. E. Robb, Salem

an almost unsolvable enigma and even today with the relief work systematized through your efforts, your help is still needed. Being assured that by your co-operation Salem will once again rise from her ashes, I remain,

Yours,

REV. J. D. BINNETTE,
Forest River Camp."

Miss Mabel T. Boardman, made the following statement: "The Red Cross is very pleased to receive this appreciative letter. It has been a gratification to the Red Cross to be of assistance in the serious disaster in Salem. The Red Cross feels that the people, both those who have suffered by the fire, and those who have not, have done great work."

The modified milk station was opened a week earlier than it was intended, June 27, on account of the fire. There was immediate need of aiding the babies so the station was opened in Broad street. They were able to supply all the prepared milk that was needed. Miss Catherine Buckley, the board of health nurse, and Milk Inspector McGrath, with two aids had charge of the station. Up

to noon on June 30 they had prepared and delivered 736 feedings. The milk was put up in four, six or eight ounce sterilized glass bottles, four, five or as many feedings as were ordered a day being packed in tin pails with ice to keep the milk cool until needed for the infants, when it was to be heated to the required temperature by the mothers, according to the doctor's orders.

The maternity hospital at the North Church parish house opened up June 28th in charge of the wife of Dr. Mixer of Boston, assisted by Miss Macaulay of Salem, Miss Holten of the Massachusetts General Hospital and Miss Gibbs, deaconess from Lynn. By July 2nd there were five babies and their mothers here, three French, one Italian and one American. Two girls and a boy were born here.

The North Shore Babies' Hospital has been active for nine years, and is the only hospital in this vicinity caring exclusively for very young children. It is carefully and economically managed. The cost of maintenance being per capita \$1.44 per day. On the twenty-ninth of June there were thirty-eight

babies here whose parents were left without homes. There were three lost babies whose parents had not called for them. These were found in homes where the parents had left them when they fled from the fire. Many mothers were nearly frantic until they learned where their babies were. One boy from the Forest River Park was tagged "Tecla, Gone to Brockton." This baby was nine months old. The other boy came from the same place, a plump little mite eight months old. The girl was born at the Salem Hospital, taken to the Beverly Hospital the night of the fire, then brought back again. She weighed three and a quarter pounds. Little Sidonia, standing up inside the fence, wears a plaster cast. Miss Marion Holmes, the superintendent stands in the door of the tent. Sixty-seven cases were treated here in 1913.

CHAPTER XIX

RELIEF WORK

IT is impossible to give credit on the relief work to all who gave their time or to touch on all the branches of this work. It must necessarily be gone over hurriedly. The "Salem Evening News" opened a relief fund early Friday morning, June 26, and the first subscriptions were:

Salem Evening News.....	\$500.00
John S. Saltonstal, Beverly...	500.00
Moustakis Bros.	100.00
Henry F. Banks.....	100.00

The relief committee established headquarters at the armory at 7.30 A. M., June 26. Governor Walsh called a meeting at the State House at 9.30 A. M., to form a general relief committee, and John F. Moors was made chairman. At 10 A. M. the regu-

lar meeting of the city council was held and a meeting of the citizens called for 12 M. At 10.30 A. M. a check for \$25,000.00 arrived at City Hall from H. C. Frick, also two of his automobiles to be used as needed. The President wired to Governor Walsh as follows:

“I am sure I speak for the American people in tendering heartfelt sympathy to you to the stricken people of Salem. Can the Federal Government be of service to you in the emergency?

Signed,

WOODROW WILSON.”

Among those present at the conflagration were Governor David I. Walsh, Lieut. Governor Barry, ex-Mayor John F. Fitzgerald of Boston, and ex-Senator George Tinkham of Boston. Said the governor: “My heart fairly aches for the people of Salem to-night. I never saw a more distressing picture than this in all my life.”

Lieutenant-Governor Barry said: “I am here to render such assistance as the Governor may desire. The Governor and I held a

conference and decided to come to Salem and get the facts about the fire first hand."

Early Friday morning offers of help had been received from Mayors McDonald of Beverly, Newhall of Lynn and Good of Cambridge, also from Congressman Gardner at Washington. By noon the Ward Baking Co. had two ton of bread in Salem, and Mayor Scanlon of Lawrence, two car loads of bread and provisions, Cobb, Bates and Yerxa sent 156 gallon of coffee, creamed and sweetened from Boston. Finance Commissioner Turnball sent fifteen truck loads of provision from Lynn. Hood offered 1,000 pints of milk a day and, the Mohican Market 1,000 rations a day, and many others in the surrounding cities and towns showed a like kindness.

The committee of 100 elected John B. Tivnan, chairman, and Josiah Gifford, secretary, Gardner M. Lane, treasurer of the main relief fund. Other committees appointed, on food, John E. Spencer, on housing, John Deery, on labor, Wm. F. Cass, on transportation, Dan. A. Donahue, on clothing, Mrs. J. W. Helburn, on publicity, E. G. Sullivan,

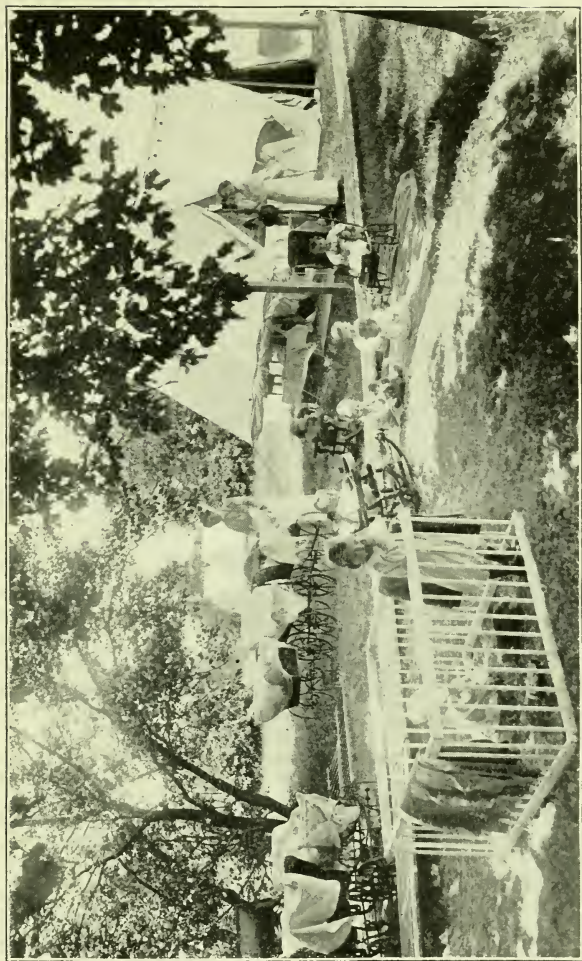
on insurance, Wm. S. Felton, and on general information, Harlan P. Kelsey. By 10 A. M., June 27, over \$150,000.00 had been subscribed. By the same time the Beverly Relief Committee had been formed consisting of Oliver Ames, H. C. Frick, T. A. Shuman, Frederick Ayer, Jr., Philip S. Sears, Thomas B. Beale, John S. Saltonstal, Sydney Winslow, Jr., and Gordon Dexter. A message was sent that Beverly would raise \$100,000.00. Committees were formed in all surrounding cities and towns.

The Now and Then hall was offered the relief committee and was accepted. Sections were arranged for different nationalities. The employment bureau was at the armory. The following provisions were made for the sick by the health committee: Maternity cases at the North Church parish house, contagious diseases at the contagious hospital, sick babies, North Shore Babies' Hospital, surgical, Salem hospital, accidents, armory, milk stations, for babies, 1 Y. M. C. A., Dr. Henry, 2 House of Seven Gables, Dr. Ahearne, 3 Salem Fraternity, Dr. Curtis, 4 Loring avenue, Cash Grocery, Dr. Tucker.

New members were added to the relief committee from time to time, and all worked nobly. The Governor was everywhere cheering and encouraging all and working as hard as any subordinate. Ex-Mayor John F. Fitzgerald of Boston, was one of the first out of town workers to arrive, and one of the last to leave. The work was conducted through the armory, Now and Then Hall, Franklin Building, Knights of Columbus and North Street Rink.

Hon. David M. Little was elected the "executive officer" of the board of health during emergency (without pay). Mr. Little looked after some of the details and clerical work, also assisting in an advisory capacity, which was very valuable on account of his long experience in city affairs. He was assisting in the mayor's office also.

Space forbids us to mention the contributions of food, clothing and money from all sources. It was a pleasure to meet our friend Timothy Toomey from Filene's with several auto loads of supplies. The tag-day campaign started by Frederick W. Mozart of Malden, and participated in from day to



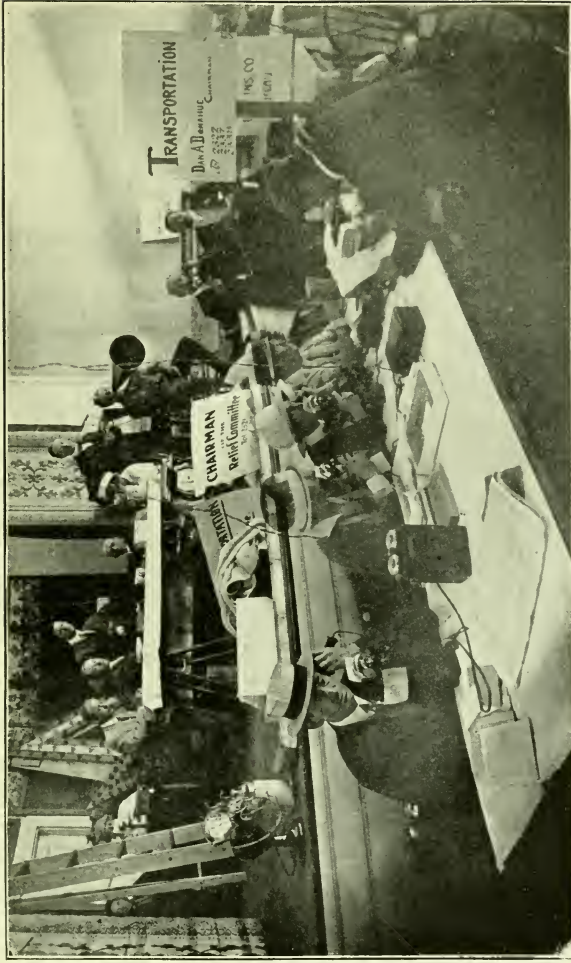
NORTH SHORE BABIES' HOSPITAL SHOWING THE FIRE BABIES
Photograph by M. E. Robb, Salem

day by Malden, Lynn, Marblehead, Cambridge, Haverhill and Boston netted nearly \$20,000.00. These were conducted among the sight-seers in Salem, Newburyport and Quincy conducted them in their own cities. Boston also had a carnation day in Boston.

Lodges, churches and societies early started a relief fund for their own sufferers, a type of assistance that was very effective. The Salem Firemen's Relief Association divided their available funds among forty-six members who were burned out, giving them fifty dollars apiece. The Massachusetts Permanent Firemen's Association sent three hundred dollars to the permanent firemen who were burned out and the fire departments throughout the state sent money for the firemen which gave them each quite a tidy sum, Chief Cade of Wakefield, bringing the first \$200.00.

The clothing supply was particularly well handled under the management of Mrs. J. W. Helburn, over one thousand people a day being taken care of at first, the clothing being for the most part new. The Salem Fund by July 22 had almost reached \$97,000.00. The

state fund on the same day was \$569,177.00. Congress voted \$200,000.00. Congressmen Gardner, Phalen and Gallivan putting up a great fight, not to forget Gov. Walsh.



RELIEF WORK AT NOW AND THEN HALL
Loaned by N. E. Tel. & Tel. Co.

CHAPTER XX

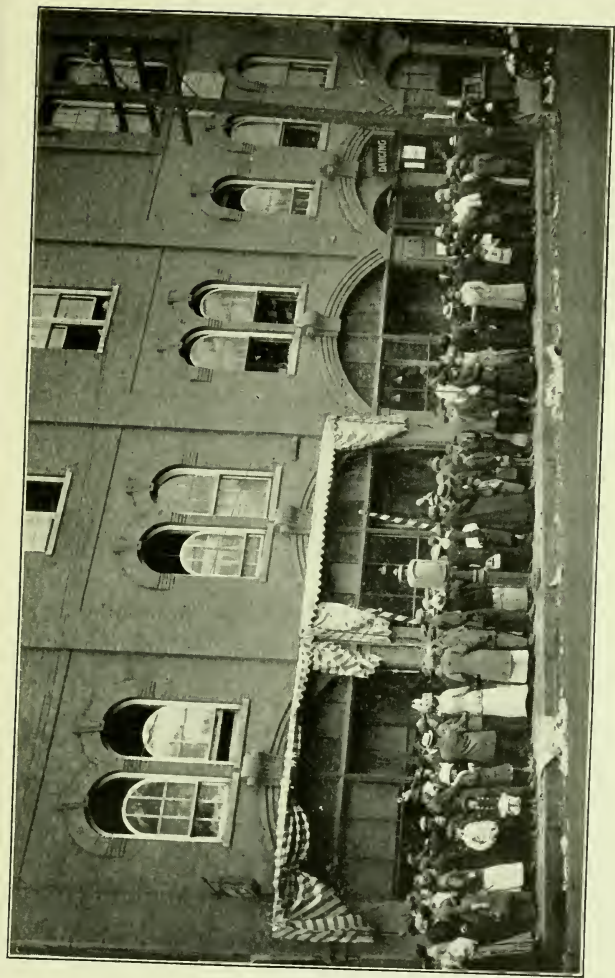
A FEW DAYS AT THE CAMPS

JUNE 26. The camps were started to-day. On Bertram Field at the High School were two hundred tents three cots in each. Major Wm. J. Casey of Ninth Infantry, had charge here. At Forest River Park were one hundred tents. Col. Frank A. Graves had charge here with a company of the Ninth and one of the coast artillery. Governor Walsh visited the camp at dusk. Twins arrived here at daybreak. Camp Sherry, near the Willows had one hundred and fifty refugees.

June 27.—At Bertram Field camp are nine hundred and fifty people of whom three hundred are children and thirty are babies. Captain Frederick A. King is in charge of the relief work here. Sergeant F. H. Rein and forty men are delivering modified milk to the mothers and the babies.

June 28.—On Sunday, in tents with wooden floors are living twelve hundred refugees at Forest River Park. Saturday the militia-men made, from boxes, a rude altar. Today silken covers were laid over it, two candles were lighted and a plain wooden cross was placed above it. The choir from the St. Joseph's, most of whom were burned out, were there. At 10 A. M. in the pouring rain, over three thousand gathered to celebrate high mass. Father Binnette, assistant rector of St. Joseph's, had charge, Father Rainville having sailed two days before the fire for Montreal. In the afternoon Governor Walsh addressed the camp with words of cheer. There was no sickness. Captain William N. Tenney, Surgeon of the Massachusetts Cavalry is medical chief. Captain Geo. T. Latimer, Company H, Fifth Regiment of Chelsea, in charge.

June 29.—There are now over four hundred tents and over fifteen hundred people at Forest River Park. A large dining tent has been secured which seats hundreds. To-night for supper they had canned corn, two potatoes, two slices of bread and butter, steak,



THE CLOTHING LINE
Photograph by M. E. Robb, Salem

cake and coffee.

June 30.—To-day many of the people at Forest River Park went in bathing. To-night the Eighth Regiment Band played patriotic music. Every evening Father Binnette conducts services, assisting him are Fathers Fillien, Tanquay and Baillargeon. At Bertram Field the United Shoe Machinery Band played to-night.

July 1.—Alfred Audet and Adelard Lavesque gave each child a bag of candy to-day. Lynn City Band played to-night at Forest River Park.

July 10.—Tents are being struck now every day, and at Bertram Camp only two families remained to-day and these are being removed to Forest River Park. At Camp Sherry all are removed, families finding tenements or going with relatives.

July 11.—At Forest River Park Capt. Frank S. Perkins relieved Col. Frank M. Cutting from command as he wished to join his regiment at Lakeville camp. There are now about seven hundred in camp.

July 24.—There are to-day four hundred and eighteen in camp. Throughout the month

that the refugees have been in camp there has been a remarkable absence of sickness. Captain Latimer and two Boston doctors are now the only ones in charge, outside of Captain Perkins' detail. The sanitary arrangements have been perfect. At the busiest time in camp there were thirty officers of the medical corps of the Massachusetts militia in charge of Col. Frank P. Williams, Surgeon General.

CHAPTER XXI

THE TELEPHONE COMPANY

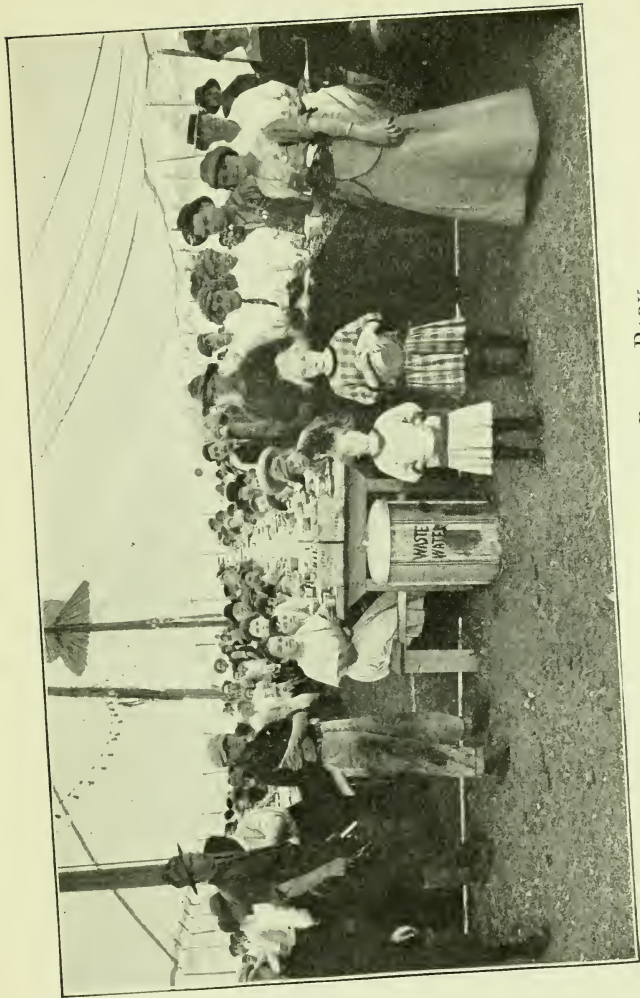
FROM the time the fire alarm blew, Manager Butterick and his assistants were very busy people. The manner in which the calls were received and transmitted, the cable men and linemen did their work in repairing damage, and extra machines installed for relief work reflect great credit on all, from the manager to the humblest employee.

The first extra work, of course, was the notifying of the militiamen and the surrounding cities and towns that aid was needed, which, in addition to the hundreds of people who wished to know the extent of the fire, was no easy task. All employees off duty came in, some having to go miles out of their way to get to the office.

About one-third of the entire number of telephones in use were burned. Some of the

largest private branch exchanges in the city were burned, and practically one-third of all the cables connecting Salem and the entire North Shore with Boston and the Metropolitan district. How they overcame the difficulties, replacing burned cables, poles and hanging wires, to give proper service to those having homes and places of business still left, the connecting up of temporary quarters of those burned out, as Kipling says, "is another story." My few remarks on the general efficiency of our local telephone exchange, unexcelled any where, I believe, must bear on the connection it had with the relief work.

Friday morning special telephones were requested for relief work, they to be installed in the armory. Before noon seven were in working order. The militia needing the armory, the relief committee had to move to Now and Then Hall. This necessitated the moving of fifteen telephones from the armory to the Now and Then Hall, Saturday morning. In doing this a lot of new cable had to be strung, but it was accomplished promptly. Then in the removal to the Philips School, new cable had to be laid underground beside



FEED TENT, FOREST RIVER PARK
Photograph by M. E. Robb, Salem

that hung. All this was accomplished promptly, and all calls from over sixty special lines are made by the relief workers through the private branch exchange shown in the picture. How much we owe to the telephone and the tireless workers operating the same cannot be expressed. The stringing of wires to Forest River Park was also quite a task. The many installations of telephones for relief work made it necessary to print a special card with a list of these numbers.

CHAPTER XXII

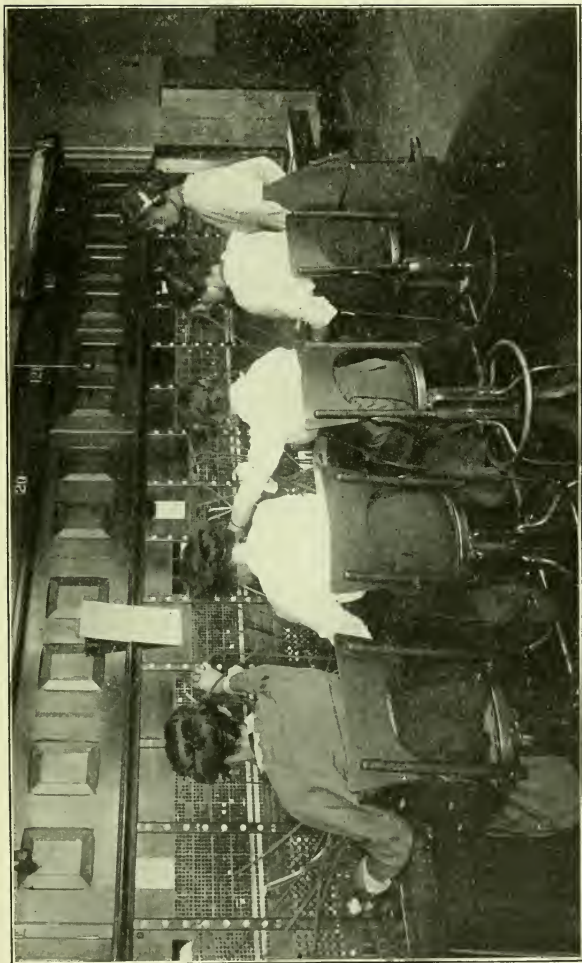
FIRST "COME BACKS"

SATURDAY, June 27.—With a fine tent and one barber's chair, surrounded by lone chimneys and cellars full of debris, John Frazier the barber, whose shop was burned here on Boston street near Federal, resumed business. Undaunted by the conflagration he was there to wait on his customers.

Friday noon the official statement made by Henry P. Benson, that the Naumkeag Steam Cotton Mills would vote on Saturday to rebuild larger and better than before was welcome news.

Pitman and Brown were fortunate in having the Washington street offices and store house to fall back on the next morning after their mills were burned.

Monday, June 29.—Zina Goodell was given a temporary permit to put a roof on the



PRIVATE BRANCH EXCHANGE FOR RELIEF WORK
Loaned by N. E. Tel. & Tel. Co.

brick walls of his garage.

Arthur N. Webb lost his fine printing plant on Washington street. He immediately ordered a new equipment for the barn in the rear of his house where he started business when he was 14 years old.

The first chimney erected in the burned district was put up by Samuel Blair the well known mason for Mr. Bourgeois, the proprietor of the Sunshine Bakery on Leach street. The name of the bakery is typical of the spirit of those burned out. A visit to the Sunshine Bakery showed a clean place and four busy men. The chimney was erected July 4th.

A. J. Sylvester received the first formal permit for a permanent building, a two story brick bakery at 16 Leavitt street for J. Dube, granted July 13.

One of the early "come-backs" was the Langmaid Lumber Company who erected temporary offices almost before their ruins were cool.

CHAPTER XXIII

REBUILDING OF OUR CITY

JUNE 29.—The City Council in session adopted an ordinance as follows: “Hereafter all roofs that shall be constructed, altered or repaired shall be covered with slate or other incombustible material, and the gutter shall be of metal or covered with metal.”

The committee of 100 discussed a rebuilding commission of five, to be local men, and Messrs. Chapple, Sullivan and Longley drew up a petition to be presented to Governor Walsh, the substance of which was that five local men be appointed to be called the Salem Rebuilding Commission to serve three years without pay, to have charge and control of the construction of all public buildings, take land by right of eminent domain, grant permits to build, pass regulations as to the location, size, material to be used in construction, the space between said buildings,

changing of parks, squares, streets, sidewalks, discontinuing, laying out, relocating, altering, widening and repairing of all streets.

This petition passed both branches July 3d, and went to the Governor to sign July 7. Governor Walsh appointed on the commission Edmund W. Longley, Eugene J. Fabens, Dr. Emile Poirier, Dan A. Donahue and Michael L. Sullivan. At 7.30 Wednesday night the commission held their first meeting. Mr. Fabens was elected chairman and Mr. Donahue secretary pro tem. The city council and Engineer Ashton joined the conference on rebuilding, the latter presenting plans for the rebuilding of the burned district, widening of streets and the laying out of new ones.

The commission engaged as consulting architect, C. H. Blackall for three years at a salary of \$5,000.00 for the entire time, and elected John T. Quinn as clerk. The first public meeting of the commission was held at Ames Memorial Hall, and many prominent citizens spoke on the laying out of streets. Mr. Blackall presented a code of building laws and recommendations governing the new

structures for the burned district at the meeting July 13.

July 14.—The commission gave a hearing to the Lafayette street residents, who have a live committee. John E. Stanton, James N. Clark, Robin Damon, Earnest P. Lane and P. O. Poirier. They want:

“Wires underground or on ornamental poles.”

“Trees planted along Lafayette street.”

“Three-deckers prohibited in this district.”

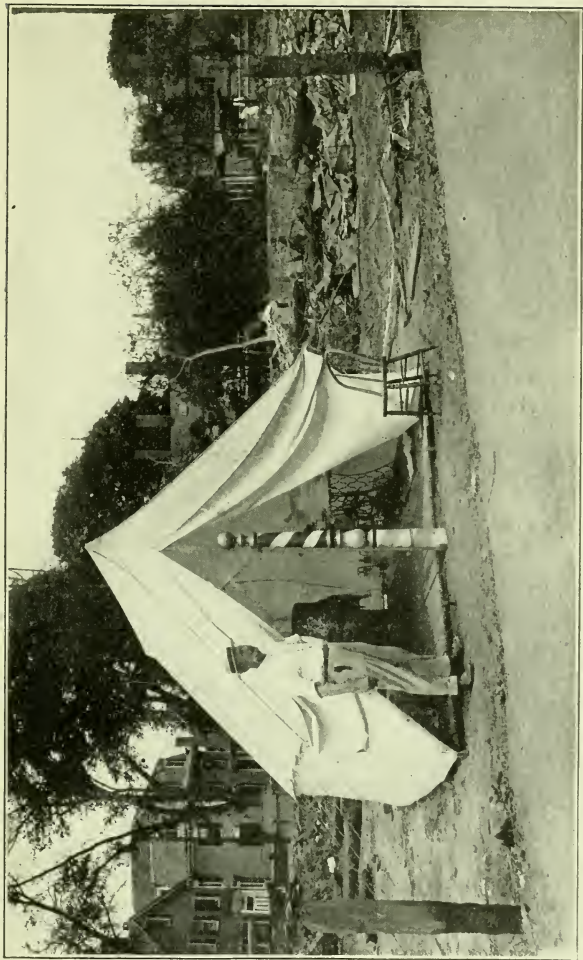
“No stores or shops on Lafayette street from Harbor street up.”

“Park bounded by Harbor, Lafayette and Washington streets.”

“No courts or private ways off Lafayette street.”

The commission announced the list of streets which will not be relined, and on which owners may build as soon as they file their plans and get the permit. At this same meeting, July 16, it was stated that no wooden structures of any sort could be built within the burned district. Later it was stated that the wooden house matter was being considered.

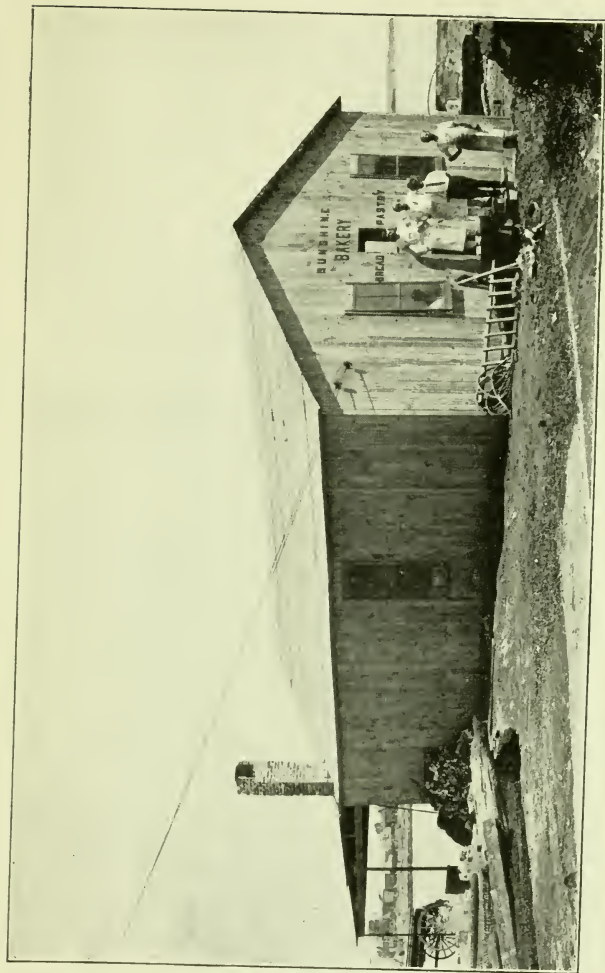
July 20.—At a meeting of the commission,



BARBER'S SHOP OPENED JUNE 27
Photograph by M. E. Robb, Salem

Mr. Sullivan won out on his contention for wooden buildings with a covering of incombustible material. It was voted to employ an assistant to Mr. Blackall. At the July 23d meeting of the commission Robin Damon was given the first permit to rebuild on Lafayette street. A meeting of citizens of Ward 5 was held Friday evening, July 24, and a committee appointed to wait upon the commission and ask permission to build the so-called three-deckers on the point, the same to have metal gutters and non-combustible roof.

The Salem Rebuilding Commission has a whole lot of work cut out for it, but we know they will meet it in a fair way and for the welfare of the majority. With our fine water front, best of railroad facilities, freedom from labor troubles we have faith in our city's growth as a manufacturing center. As a residential city it is all that can be desired. The splendid spirit of optimism which has so far carried the people over the hard places, we believe will prevail in the future and from the ruins rise a city far better than the Salem of the past.



FIRST CHIMNEY ERECTED IN THE FIRE ZONE
Photograph by M. E. Robb, Salem

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