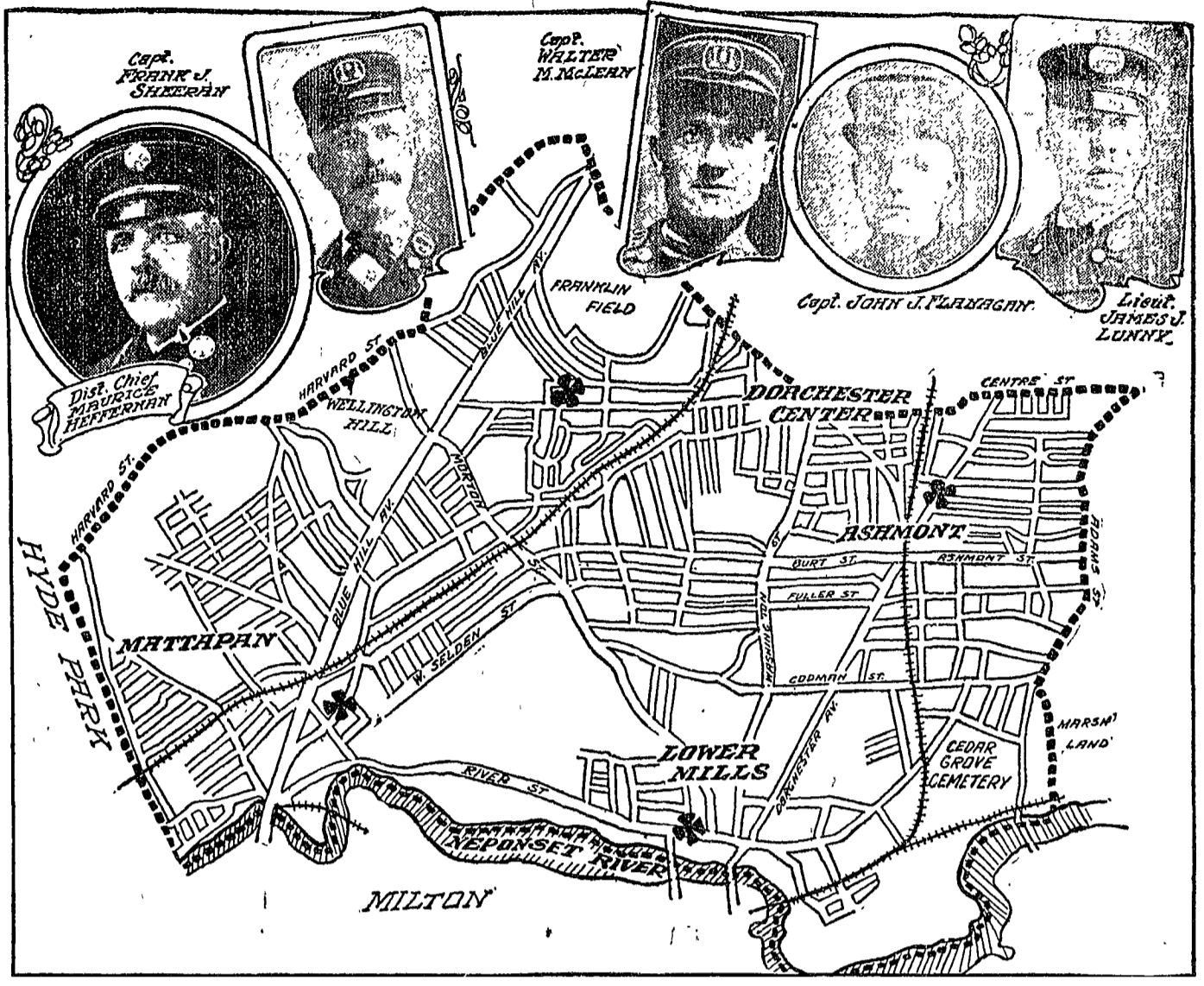


FOURTEENTH FIRE DISTRICT.

Vast in Extent and Guarded by Three Engines, Ladder 6 and Chemical 11—More Than 7000 Apartment Houses and Several Great Factories in the Many-Acre Area—Splendid Accomplishments of the Firemen—Personnel of the Companies—Remarkable Fires and Rescues.



THE 14th fire district of Boston stretches from Franklin park on the north to the Neponset river on the south, and from Mt Hope cemetery on the west to Adams st on the east. This territory covers the greater part of ward 24, and includes Mattapan, Ashmont, Lower Mills and a large part of Dorchester Center. It marks the southern boundary limits of Boston, and response to and from outside communities is part of the established "mutual aid system."

This district is guarded by engines 16, 19 and 46, ladder 6 and chemical engine 11.

The official boundary lines are: On the north by Angell st, Talbot av, Center and Adams sts, to Minot st, across marsh land to Neponset river; on the east by the Neponset river and the Hyde Park line; on the west by Harvard, Morton and Canterbury sts.

This district is chiefly a residential tract, there being more than 7000 three-flat apartment houses in it; but it also contains some of Boston's largest factories. The buildings of the chocolate mills alone cover four acres, and it is believed to be the largest establishment of the kind in this country, and perhaps in the world. The buildings of the huge piano factory cover more than two acres, and represent a value of \$2,000,000. Hospitals are numerous, for in this district are the buildings of the correctional institution of Austin farm, four acres in extent, the Convalescent home, the home for incurables, and the Consumptives' hospital. There are also about 18 school houses, and many garages.

District Chief Maurice Heffernan has charge of the 14th district. He has been a fireman since July 1, 1836, when he was assigned to engine 3. With that company and with ladder 3 he served till Jan 13, 1893, when he was promoted lieutenant of engine 3. He was promoted captain of engine 19, Feb 13, 1899, and chief of the 14th district when that district was first made, Sept 5, 1910.

Chief Heffernan is not in the least superstitious. His first badge number was 13, but it seems to have brought him luck, for several of his promotions were made on that date, and he has been an exceptionally lucky man in his many escapes while fighting fire. He has several times been hurt, and twice he has been blown down in "hot air explosions," once at the hotel fire and explosion on Washington st, when he was dragged from the building by the late Chief of Department Louis P. Webber. Again, at the explosion which occurred at the "Brigham's mills fire," on Castle st, when he was lieutenant of engine 3. He with many other firemen, was brought out unconscious. In each of these instances he was severely burned.

The headquarters house of the 14th district is that of engine 46, stationed in Peabody sq, Ashmont, under the command of Capt Walter M. McLean, who is also the acting chief, and assumes charge of this district in the absence of Chief Heffernan.

Capt McLean entered the department Sept 12, 1888. He was soon promoted assistant engineer of engine 26, and within a few years became engineer of the same company. He was promoted lieutenant of engine 8 September, 1898, and captain of engine 34 June 3, 1904. After a few weeks' absence he returned to engine 8, and remained there till he was sent to take command of engine 46 when that company was placed in service in 1907.

During his many years of hard service with engine 8 Capt McLean was hurt many times. Once while fighting fire among the timbers of the subway in Adams sq he fell to the bottom and had a remarkably narrow escape. On another occasion he was run over by engine 26. He was caught beneath the shower of bricks that instantly killed hoseman Patrick J. McCarthy while standing on a ladder at a fire in the North End March 11, 1900. Capt McLean then suffered severe injury to his head and several of his ribs were broken.

Hot-Air Explosion.

The year of 1904 was a particularly disastrous one for Capt McLean. On Feb 17 he with 22 other firemen was blown down in a "hot air explosion" on North st, and literally flayed. He was confined to the hospital for months, and for a large part of that time his recovery was doubtful. He also suffered a broken ankle during that year.

Lieut James T. Prendergast of engine 46 became a fireman May 24, 1889, and for 18 years served with engine 12. He was promoted lieutenant Jan 4, 1907.

The engineer of 46 is Francis Dolan, for many years the engineer of engine 25 in Fort Hill sq. The assistant engineer is John J. Craddock. The senior hoseman is Patrick J. Cray. The drivers are Frederick H. Brown and Ebenezer H. Wheelock, a veteran of the Charles-

town call force, with which he served on ladder 9.

The hosemen are William F. Ruth, Thomas Brady, Michael Powers and Edward G. Chamberlain, who is District Chief Heffernan's driver and telegrapher.

Chemical engine 11 is stationed at the corner of Callender and Lyons sts, in the Lauriat av district of Dorchester, in a new house recently commissioned by Commissioner Daly, and designed for auto apparatus and a double company. The men are deeply appreciative of the change from their former quarters.

This house is under the command of Lieut James J. Lunny, who before joining the fire force served with the Boston protective department. He entered the fire department Feb 21, 1898, and after 12 years of hard service with ladder 8 was promoted lieutenant of his present company.

During his long service with ladder 8 Lieut Lunny was several times badly hurt, his most severe injuries being received when he was struck and disabled by a falling ladder.

The drivers and hosemen of chemical 11 are William F. Marquand, James E. Nolan, and Joseph Smith. Hoseman Nolan served for many years with engine 6 in the West End, and was known as one of the best hosemen in the downtown district. Hoseman Smith has seen exceptionally hard service, and has probably received more injuries than any other man in Boston.

Chemical 11 is one of the busiest companies in this section of the city. It is a combination wagon, and, besides other equipment and chemical tanks and hose, carries 450 feet of 2 1/2-inch hose. The chemical is depended upon to hold a fire until the arrival of heavier apparatus, and during the month of July alone this company stretched 2400 feet of 2 1/2-inch hose, and 1800 feet of chemical line.

Engine 16, Temple st, Dorchester, is commanded by Capt John J. Flanagan. He entered the department March 28, 1885, and after service with engine 6 and as driver of chemical 1 he was promoted lieutenant of chemical 8 Feb 10, 1893. Jan 13, 1899, he was promoted captain of engine 16, and has since commanded of his present company since 1904.

Capt Flanagan has had some remarkably narrow escapes. While driving chemical 1 he was severely injured by a kick from a new horse. He had the nozzle of the line of engine 6 when the floors of the building collapsed at the fire on Clinton st, Jan 12, 1886. At the Wright & Potter fire a falling ladder left him clinging to the wooden sill of a window; and at the Washington-st fire in Dorchester he fell from the roof of a building and only saved himself by luckily catching the rounds of a ladder. Once his shoulder was dislocated at a fire; and at the Union-st drug store fire he was seriously injured by the inhalation of vitriol fumes.

Popular Lieutenant.

Lieut William C. Greely of engine 16 has been a fireman since April 9, 1894, and after service with engines 23, 38 and 39, was promoted lieutenant of engine 2, June 10, 1903. He has since served with engine 10 and ladder 19, and has been with his present company since Dec 23, 1909. He is one of the most popular lieutenants in the department.

The engineers of 16 are William R. Batchelder and Frederick T. Dyer. The drivers and hosemen are Michael F. Minehan, John K. Wheelock, Francis E. Merrill, Peter J. Dohovan, Michael B. Mulcahy and Joseph W. Towson.

Engine 16 responds to nearly all boxes in the 14th district, and to some in the 10th, and the number of runs increase every year. Ladder 6, also quartered at this station, is a combination truck. It is under the command of Lieut John F. Mooney, who has been a fireman since June 21, 1889, when he was assigned to engine 15.

Senior ladderman James M. Elliott of this truck has been a fireman since June 2, 1881, when he joined the Charles-town call force, with which he served on ladder 9. He was appointed to the permanent force Oct 24, 1890.

The laddermen and drivers are Robert J. McKay, Frank L. Lyons, Dennis J. Hurley, Daniel F. Buckley, James F. Kenney, Sylvester McGinley and Patrick F. McDonough, son of the second deputy chief.

Ladder 6 responds to all alarms in Ashmont and in all directions as far as the Hyde Park line, Mt Hope cemetery, Blue Hill av and Wellington Hill and to five boxes in Milton. The brush fires of this district occasion much running in dry weather, and special appliances are carried on the apparatus to contend with them when they occur beyond the line of hydrant service.

Engine 19, quartered on Norfolk st, near Blue Hill av, is under the command of Capt Frank J. Sheeran, one of Boston's best-known firemen.

Capt Sheeran has had an adventurous and interesting career. In his younger days he was a man-o-war's man, and among other voyages sailed all over

the world in the bark rigged USS Alliance. After voyaging on many seas, and particularly to the levant, he entered the fire department July 11, 1892. Being of an exceptionally observant disposition, he has during his many voyages collected an immense amount of information about foreign customs and countries, and is today the premier raconteur of the Boston department. His stories are a never failing source of delight to the younger men, and have a point and pungency that would make the fortune of a professional story writer.

When Capt Sheeran chooses to be, he is equally interesting about fire matters, and there are few vicissitudes of the life that he has not experienced during his 18 years in the busiest downtown companies, which include 7, 9, 25 and the fireboat.

Much of his time was spent on engine 8 in the North End, and it was with this busy company that he saw his hardest service, being several times injured while fighting fires, many times severely cut by glass, and once having all the bones of his hand broken by the thrashing about of a nozzle that was beyond control. He is able to fill any position, as he was a driver for years, and was fully as capable as an engineer.

His Escapes Many.

His escapes have been numerous. He had barely time to get away from the deck when the steamship Massasoit sank when he was fighting fire in her hold; and at the burning of the Winter garden in Park sq he, with Deputy Chief Grady and District Chiefs Fox and Sennott, raced round the bicycle track, pursued by a hurricane of flame.

In the busy tenement house district around engine 8 fatal burnings are frequent, and Capt Sheeran has many times been instrumental in saving life, or in bringing out those who have been burned. The worst case of this kind recorded in Boston in recent years is that known as the "Fleet-st holocaust." Into this scene of horror engine 8, then under the command of District Chief Ritchie, was the first piece of fire apparatus to arrive, and before the apparatus stopped Capt Sheeran had pulled off the life net, and flinging it

out to those around, called to a man standing at one of the windows to jump. Though surrounded by fire, and despite the shrieks of the crowd who was calling to him to jump, the man remained at the window without moving, and he staid there, immovable, until dead, for when at last Capt McLean and hoseman Sullivan reached the window to take him down, they discovered that he was held upright and rigid in the arms of his wife, who had clasped him round his knees. Thirteen bodies were found lying about in every conceivable attitude of agony, burned to death before the alarm bell struck.

Capt Sheeran was promoted from engine 8, and for a long time was lieutenant of the crack double company of engines 26 and 35. He was promoted captain of engine 6, Jan 4, 1907, and after much hard service with the company was so badly injured at a fire in Charlestown that he was disabled for months. He has been in command of his present company since Sept 5, 1910.

Lieut Anthony J. Burns of this company served for years with his present captain on engine 8. He entered the department Sept 24, 1889, and was promoted lieutenant May 1, 1901. He has been with his present company since June 24, 1904.

The engineers of engine 19 are John T. Weston and Daniel J. Murphy. The hosemen and drivers are Frederick W. Hayes, Edward B. Johnson, Andrew J. G. McKee, William A. J. Drinan, Joseph Dooley, an ex-man-o-war's man of the British navy, and James J. Higgins, a veteran of the Spanish war, through which he served with the artillery in the Cuban campaign. Many of the men of this company have exceptionally long service to their credit. Engineer Weston has been a fireman since Sept 10, 1874.

Hoseman Hayes has been a fireman since June 10, 1874, when he became a call man to ladder 4. He served under the late Chiefs of Department Damrell, Green and Cheswell and the present chief, John A. Mullen. He drove engine 21 for 29 consecutive years without an accident, and now he sometimes drives engine 19. He has many times been injured. At a bakery fire on Albany st several years ago he was badly burned, and at the great Roxbury fire his company lost its engine and hose.