HAS HAD PLENTY OF EXCITEMENT.
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Hoseman Daniel T. Callaghan's Enviable Record as Soldier, Sailor and Fireman —Injured in B & M Hayshed Fire.

Probably no member of the Boston fire department has a finer record for distinguished services in line of duty than hoseman Daniel T. Callaghan of engine company 36, who was one of those injured at the fire in the Boston & Maine haysheds in Charlestown Saturday.

HOSEMAN DANIEL T. CALLAGHAN.
Of Engine 36, Injured in the B. & M. Hay Shed Fire.

At the most critical point in the fight against the flames it became necessary for some one to penetrate into a section of one of the great sheds that was half consumed and made almost impassable by the flames and dense smoke. Twice Callaghan dashed forward, only to be thrown back by the terrible currents of hot air. His third effort was successful, but in picking his way back through the dense clouds of smoke he had a fall which wrenched his back badly and gave him several severe bruises.

"Dan" Callaghan, as he is known all over the city, has gained in his 11 years' service the reputation of being one of the most intrepid fire-fighters in the department. Three times he has earned the official commendation of the fire commissioner, in one instance at the Merrimac st fire for saving the life of a brother fireman when the latter was thought to be beyond all aid and the men had been ordered out of the building.

This gallant rescue was technically an act of insubordination, inasmuch as the men had been ordered out of the building, but this was the only insubordination Mr Callaghan was ever charged with, and it won him the highest official praise.

The high esteem in which he is held by the rank and file of the department was attested to last week by his election as president of the Boston firemen's relief association. This association has been in existence 29 years, and Mr Callaghan is the first hoseman who has ever been awarded the honor of the presidency. Out of a total of about 700 votes he received 449, notwithstanding there were three candidates in the field.

A detailed story of Mr Callaghan's life during the past 20 years would make a thrilling tale without the embellishments of the story teller's art. He was born in Boston in 1866 and attended the Rice grammar school. At the age of 14 he enlisted in the regular army as bugler and was assigned to the 16th infantry. With his regiment in 1880-81 he served through the Apache campaigns in New Mexico and Arizona, along the old Santa Fe trail, was in several actions, and belonged to a troop which did escort duty for the first survey of the Atchison, Topeka & Santa Fe railroad.

Afterwards, being incapacitated by illness, he was left behind at fort Bayard, and on recovery served in the 15th infantry and 9th cavalry, until he rejoined his old company at San Antonio, Tex. Having served five years on the plains he received an honorable discharge, in which his superiors commended his soldierly qualities in the highest terms.

But Mr Callaghan left one arm of the service only to enter the other. In 1884 he came east, shipped aboard the receiving ship Wabash, and was shortly transferred to the Vandalia, then fitting out at Portsmouth, N H. While the Vandalia lay in Newport harbor Callaghan rescued a shipmate from drowning under circumstances which made the feat doubly difficult and dangerous. This service was rewarded by testimonial letters from high naval officers.

His ship was stationed for a time in the south Atlantic and later at Honolulu during the uprising there.

Thus fate seems to have brought Mr Callaghan up against more excitement than usually falls to the lot of one man.

Having served out his enlistment he was honorably discharged from the navy again with most complimentary testimonials. On his way east he fell in with his old company at fort Douglas, near Salt Lake City, and received a rousing welcome, but the palmy days of soldiering on the plains, when the Indians would still make the game worth the candle, were over, and he was not tempted to reenlist.

Mr Callaghan's service in the Boston fire department dates from February, 1890, when he was detailed to engine 26. He was attached to engine 8 for nearly six years, and afterward to engine 4 and the fire boat previous to his assignment to engine 36, where he has been since February, 1898.

At the Chipman building fire in 1891 he had a narrow escape from death, having been pinned down by a falling roof for 40 minutes before he was liberated. At the Merrimac st fire in November, 1898, after being blown downstairs by a hot air explosion, he dashed back and saved the life of James Trumbull of hose 3.

At the moment Chief Eagan was killed in this fire Callaghan was fighting the flames on the fifth floor and stood within 10 feet of the spot where the falling roof bore down the terrific mass of timbers, which killed the chief and his men three floors below.

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