Boston

WEDNESDAY MORNING, JANUARY 14,

ONE DEAD, THREE HURT

Firemen Hit as Wall Falls.

Bacon Store Burned,

Big Area Menaced. Five Alarms Bring Out

Strong Fighting Force. Loss Estimated by the

Owner at \$150,000.

With the thermometer registering some eight degrees below the zero mark, fire, that was discovered shortly after midnight this morning, raced through the department store of W. & A. Bacon, 2175 to 2193 Washington st, Roxbury, resulting in the death of one fireman, the serious injuring of three others and a monetary loss estimated to be at least \$150,000. Not for years have the Boston firemen been forced to work under greater difficulties. The cold was so

intense that it was practically impossible for them to render a good account of themselves, but they stuck by their posts. Men were cased in ice so thick that, even though the emergency

arose, they would have been almost powerless to save themselves. They stood high in the air on ice-coated fire escapes, up which they dragged heavy lines of ice-covered hose, and they mounted ladders made dangerous by ice to direct streams into the fire. Wall Falls on Firemen. An unidentified fireman was killed

half an hour after the fire was discovered. He died while directing a deck gun from the wagon of Engine Company 23 when, without warning, the upper portion of the wall on the Ruggles-st side of the building fell, crushing him amid the ruins and the vehicle on which he stood. Joseph A. Hackett, chauffeur for Deputy Chief Peter McDonough, is missing and it is possible that it was

his body that was taken from the Hoseman P. L. Farren of Engine Company 37 was nearby when the wall fell, but he managed to escape death, although caught by a flying portion of the wall that hurled him to the ground.

He was extricated with difficulty and carried into a house on Ruggles st, where he was attended by Dr Raymond E. Bennison of 60 Kenilworth st, Roxbury. He found that Farren had been injured about the right forearm and right hip. Later he was sent to the City Hospital. Two Hurt by Fall From Ladder. When the wall came crashing down there was a scurrying on the part of Continued on the Second Page.

Continued From the First Page. the firemen working nearby to get to filled the streets Deputy Chief McDonough set men to work pulling over the bricks, and one body was brought out. He had been crushed to death under the great weight of bricks. The accident cast a gloom over the firemen, but they returned to work with determination. Later James Collins and Charles Curran of Ladder Company 4 were severely injured by a fall from a ladder and were sent to the City Hos-

ONE DEAD, THREE HURT

The building burned was what has been known to more than one generation of Roxbury residents as Bacon Hall. It was a three-story brick building, constructed in 1858, and for many years had been the home of the Roxbury Horse Guards. The organization occupied the greater portion of the two upper floors, but four years ago the business of the W. & A. Bacon Company grew to such an extent that the company was forced to seek other quarters. Grundy's Fate Unknown.

After renovation had been completed the firm took on the entire building and also built in the rear in Winthrop pl a narrow alleyway that runs along one side of the main building from Washington at to Shawmut av. This is a three-story brick structure, with large open floor spaces.

So far as known the place where the fire started has not been determined. Persons who were at the fire, even before the arrival of the first engine companies, say that the whole rear was in flames when the alarm was sent in John Grundy, the night watchman for the firm, gave the alarm. It is known that he left the building and sent in the alarm, but whether he went back into the place in the hope of saving some of the office records is not known. At any rate he had been missing ever since and it is not known what has become of him.

It is said that in the excitement attending the arrival of the firemen and police that he may have been forced back into the crowd and not given an opportunity to account for himself. He has been night watchman at the store for a number of years and was considered a most reliable man. also built in the rear in Winthrop pl a

Nearby Residents in Panic.

Horace Bacon, a member of the firm. which at present comprises himself and Augustus Bacon, was at the fire and

said that at all times they felt perfectly sure that there would be no fire start inside the building.

He said that the firm's loss would not be more than \$100,000. The buildings are owned by the Bacon estate and on them the loss will be about \$50,000, making the total loss about \$150,000.

The new building in the rear on and on them the loss will be about \$150,000, making the total loss about \$150,000.

The new building in the rear on Winthrop pl was badly burned on the top floor and the fire dropped down to the second, but there it was stopped by the hard fighting of the firemen.

The entire section adjoining the burning buildings was thrown into a panic when the fire was seen to leap through the roof of the old building on Washington st. But a short distance away from it is a large apartment house, and the occupants of these buildings, which are four stories in hight, lost no time in getting whatever valuables they had together and making ready to escape.

On the Washington-st side and separated by Winthrop pl is the Adelphi, a five-story marble front apartment hotel. All the occupants of this hotel were early aroused and made hurried preparation to leave.

In fact, some of those occupying apartments on the side of the structure adjoining the burning building did get out, but later returned by the advice of the police and firemen.

It was in the narrow alleyway that the irremen made a stand against the fiames. With the fire leaping out over their heads they went out on the narrow fire escapes and with ropes dragged up long lines of hose that in a few minutes were directed into the fire.

proportions as it leaped across Washproportions as it leaped across Washington at and set fire to the 1½-story wooden building, 2006 Washington at.

Deputy Chief McDonough was informed that the fire had crossed the street and men with chemical lines were ordered aloft and the blaze extinguished.

When the fire crossed the street men rushed into a stable in the rear of the place, which is occupied on the street floor as a millinery shop, and took out three horses. three horses.

Sparks from the burning pile also set file to the roofs of houses on Harrison av, a block away, where they were carried by the wind Chemical companies were kept busy putting out these fires that caused much consternation among the occupants of the tenements.

Elevated Trains Stopped.

Alarm Follows Alarm.

It was only by the greatest of luck

that the fire did not assume greater

Flames Leap Street.

The firemen were considerably handicapped by the elevated structure in Washington st, that runs close by the building. The street at this point is narow and the firemen found it hard work to direct effective lines from that side of the building. that side of the building.

It was just after midnight that the first alaim was sounded and at 12:05 the last thain outbound passed by the store. The fire was already in sight, but the train was in no danger.

Immediately orders were given to halt all trains. At Dudley st and Northampton at each a train was stopped, and others were blocked at signals as they came along. On these stalled trains were many persons who had been to dances and on their way home, which they were anxious to reach.

Finally the doors were opened and reach.

Finally the doors were opened and the persons in the stalled cars were allowed to leave and were directed to walk along the narrow board walk to the nearest station.

One woman while walking along the

platform between Northampton and Dudley sts fainted and but for the presence of a couple of men would have fallen on the tracks. She was carried to the Northampton Station where she was revived. At 12.15 the electric power was shut off from the third rail on that section of the Elevated structure so that the firemen might use the structure in fightof the Elevated structure so that the firemen might use the structure in fighting the fiames.

The Washington-st surface lines were hadly tied up until inspectors diverted the cats by other routes.

The first alarm for the fire was sounded just ofter midnight and when District Chief Kennedy arrived he saw that it had already assumed threatening proportions and ordered a second alarm sounded from box 216 at 12:05.

This was followed three minutes later by a third alarm and 14 minutes later a fourth alarm was ordered. Then it minutes later an additional alarm was sent in from box 319 on Eustis st.

At the same time the firemen were called to a West End box and to another on Massachusetts av in the Back Bay, taxing the capacity of the department to the utmost.

While watching the fire James Donnelly of 3 Ruggles et, in the rear of the burning building, was overcome by exposure and rushed to the City Hospital. He has frost bites of the ears, face and feet.

Boston Dailv Globe. THURSDAY MORNING, JANUARY 15, 1914-

BOSTON ALL DAY IN

BAD TRAFFIC TANGLE Two Fires, Serious in Results, Cut Off Elevated at Dudley St and Paralyze Service at North Station.



yesterday morning showed in upper Washington st a picture in wonderful snow, and daylight found the first fire completely paralyzed for more than which has been considered by railroad two hours yesterday forenoon and were men as the most efficient switching wind-driven whiteness-a volcano of engine which had taken its station literally frozen in its tracks, its engineer badly crippled in their service all the tower in the world. ice, yet smoking sullenly, into which a man coated with ice. rest of the day and night owing to the About 2900 switching operations were desperately weary men, themselves destruction by fire of Tower A, on the performed in this tower daily, including To the city's Building Commissioner, masked and cased in crackling white, bridge just outside the station - the the Fire Commissioner and the chief of regular trains, sight locomotives, empty were still directing streams of water. tower which controlled the switching of trains and other shifting operations. the department it was at once apparent Nothing was left of the century-old These operations were performed by all trains that enter and leave the stathat the old brick walls, even though building at the corner of Washington 60 electro-pneumatic machines that stiffened by their ice coating, were likeand Ruggles sts but jagged, empty

old "Bacon Hall" as a department store, and it had meant a night of terrible suffering for the firemen, stumbling, slipping, freezing-but sticking doggedly to their task. Coming just when it did the fire meant also the dislocation of the city's transportation system, the complete retirement of the Elevated train service just when it was most needed and keen discomfort for thousands of people. Walls an All-Day Menace. The fire broke out at midnight, and the first thing done was to shut off the

current from the third rail of the Elevated structure, which runs close to the front of the building, and from the trolley wires which serve the surface lines of Washington st. Only then could the firemen work without constant dan-

ger of death by electricity,

The fire had meant death for Joseph

A. Hackett, the chauffeur of Deputy

Chief McDonough; it had meant a

money loss of \$165,000 for W. & A.

Bacon, the firm which occupied the

The bright, but bitter, sunlight of

THREATENING WALL IN THE BACON FIRE RUINS WHICH CUT OFF ELEVATED TRAFFIC DURING DAY

Where the water struck it froze.

Where the spray drifted it fell in fine

ly to fall at any moment. Policemen

with ropes could keep passers in the

street out of danger, but the vibration

of the Elevated structure, as trains

Continued on the Fifth Page,

All the railroads whose Boston ter-

The entire Boston & Maine System

could not have been struck at a more

vital point in its mechanism than in

this Tower A, which handles or has

controlled more trains and shifting lo-

minal are at the North Station were

comotives daily than any other railroad

tower on the American continent, and

worked 120 levers, all of which have

been destroyed by the fire, throwing

the entire switching operations of the

North Station back to the old hand

system of switches until a new tower

Continued on the Fifth Page.

can be built and equipped.



who operate freight trains. The semasignals are out of commission and all signaling must be done by lanterns at night and flags by day, and in addition the signals must be passed along from the station to the drawbridge and then to points beyond up to Tower B near East Somerville. Where 573 trains were able to leave the North Station daily by means of the tower switching, not more than half that number could be operated by the hand system. There are 23 tracks in the North Station and these converge into the eight tracks just before they reach the drawbridge about 100 yards. from the station. Then they begin to

difficult to get switchmen who under-

stand the hand switch system, and the

signals, and who can work them ef-

ficiently. The only men who know

diverge again after crossing the bridge, although the great track divergence does not begin until Tower B is reached, which is more than a mile from the station. It is at this tower that the various railroads which constitute the Boston & Maine System meet. The fire which started in Tower A about 9 o'clock yesterday forencon was felt in pictty much every part of Western, Northern and Eastern New England, inside of half an hour, and alwould have been much worse had it occurred on the previous day when in addition to the severe cold the wind was blowing a gale. As it is only the tower

and the electro-pneumatic switch connections were destroyed, whereas the bridge and tracks might have been seriously injured if the fire had occurred 24 hours carlier. It was almost impossible for the regular fire apparatus to get at the burning tower owing to its location on the farther side of the drawbridge and the broad network of tracks leading to the bridge, so the blaze once started gained headway that could not be checked until the fireboat came on the scene and brought a half dozen streams to bear The intense cold of the morning froze

The land engines had to string hose lines from their positions on side streets thousands of feet to the burning building, and this required much time, so that the tower was doomed before a drop of water was available. The firebeat simply drowned the building and the fire when it arrived, however. No one seems to know how the fire started. No one was seriously injured. Resort to Surface Cars. The heaviest of the morning suburban assenger traffic had been disposed of

at the time, some ready to depart and

others empty after discharging passen-

The people on the incoming trains

were advised to take surface cars to

Boston and those in the station who

the water the moment it touched the building and the surrounding area, clogging up the switches and tracks in all directions, and the firemen from the regular engines were like animated cakes of ice before they had been at work 10 minutes.

before the fire started, but at that every road was choked with incoming trains inside of half an hour after the fire began, and these were stalled at East Somerville, at East Cambridge and at Union sq. The trainshed of the station was about half filled with trains cars for the Lynn narrow gage station,

and 6 30 p m. Great Crowd in Evening Rush. Another gang of men had to keep the tracks and switches clear of ice. Seven shantles were quickly constructed on these things well nowadays are the men the bridge for the use of the seven squads of switchmen and their shanties were connected by telephone with the train dispatcher's office in the station. Electric lights were also rigged along the bridge over the tracks, for the most serious part of the work began when darkness set in. It was fortunate that the tracks were in no way injured, and after the hand switches were adjusted and the switches thawed out the work of moving trains went forward with more and more rapidity, but at that it was utterly impossible to keep any kind of a schedule or to tell when a train would arrive or depart. Scheduled trains were from one to two and even three to four hours late in airlying at the station

and there was no attempt to send other than express trains off on time and these were all an hour or more late. However, these were no real express trains, for all such trains were ordered to stop at nearly all the stations along the lines. The officials of the road did the best they could to accommodate the public under the circumstances, and the marvel is that they were able to accomthough it is bad enough as it is it plish so much. The one thing that aided them was the rise in temperature and the fact that there was no snow. The average number of passengers leaving the North Station each day is 90,000-more passengers than go out of the South Station-or even the New York Central and slightly more than go out of the Pennsylvania Terminal in New York. So the condition of the North

Station between 4:30 and 6 o'clock yesterday afternoon may better be imagined than described. People poured into the station from every direction, many of them eager to get to their homes, or to keep engagements, or to go to far distant points. They were confronted with signs at every conspicuous point in the station, "Train service interrupted. All who can reach their destinations by electric cars are advised to take them." Half-Schedule Restored. The trainshed was jammed by 4:20 and the big waiting room was crowden. Oc-

casionally a man with a megaphone walked through the crowd and into the waiting room announcing that a train for Lynn or Fitchburg or Concord and way stations would be sent out from a certain track-usually a different one from the one on which such trains usually run. Then there would be a rush and sometimes even a cheer from the crowd, and that particular train was jammed to the doors ... a few min-One track was opened on the Eastern Division to Lynn and Salem, by reason of the fact that track one connected with the storage track on the old Fitchburg bridge, but even these trains were run irregularly. However, most people who wanted to go to Lynn and stations beyond rushed to the -levated and took

which did an enormous business yester-

After hearing one train announced

and then another, people would become

encouraged to wait, and many did wait

an hour or more, but most persons who

day afternoon and evening.

were not going on the express trains live in the suburbs took electrics as

Southern Division, as against 25 normal-ly, and eight over the Fitchburg, as against 16 normally. Under normal conditions a train leaves

the station every two minutes from 4 to Revere Beach Road Successfully Copes With Increased Traffic Bur Elevated Service Cut Off. den Thrust Upon It. By this time it was 3 o'clock in the LYNN, Jan 14-Traffic on the Boston, afternoon. The wrecking crew had been Revere Beach & Lynn Rallroad was so working steadily all day, with never heavy today that the riding between a stop for luncheon, but its members Lynn and Boston was almost equal to cheerfully tackled the front of the buildthe business handled on a Summer ing. This time they rove their wire cable round the piece of brickwork etween the second-story and third-story windows and hauled it out, carrying down an avalanche of brick into the holiday after the tieup on the Boston & Maine forced travelers to find another method of reaching Boston. Despite the unexpected demand upon the road, street
Arch by arch they hauled the upper part of the old building out Occasionally they made a new attempt upon the corner-piece, but up to sundown it reall trains were sent out of the Market-st Terminal on time and the same was true of inward trains. As soon as the extent of the trouble became known extra cars were added to trains and nearly every train was loaded to capacity on leaving its ter-

ally they made a new attempt upon the corner-piece, but up to sundown it resisted them.

Commissioner Arthur G. Everett of the Buildings Department looked over the situation carefully. Vice Pres Matthew C. Brush came, too, and he studied the dangers also, concluding finally that the Elevated trains could run without danger to the road or to the people on the street below the threatening walls. He announced that he was going to set the trains running

"It will be the responsibility of the Elevated, not ours," said Mr Everett. But he did not, forbid the running of trains past the place.

The first train, north-bound, passed the fire ruins at 2:49. According to Mr Brush's plan, the trains went in town loaded, but came back—from Northampton st to Dudley—empty, being then on the "fire side" of the structure. This arrangement was kept up all last evening and an announcement from the offices of the Elevated said that it will be maintained for Passangers. minal.

During the rush hours this evening the travel from Boston was far greater than the inward-bound traffic, and until 8 o'clock trains were crowded. In addition to Lynn passengers, the Narrow Gage transported hundreds-of people of cities and towns east of Lynn as far as this city where connections were made. cities and towns east, of Lynn as far as this city, where connections were made with street cars.

The shutting off of all trains on the Saugus branch forced people of that town and the extreme western section of Lynn to rely upon the street cars wholly.

Provision has been made to maintain regular service on the Marblehead branch of the Boston & Maine as far as this city by a train which was placed in operation today. Confusion for Passengers. its patrons In the morning rush, trains ran from Forest Hills to Dudley

It was a day of trial for the Elevated, and even more disagrecable trial for trains ran from Forest Hills to Dudley st as usual, but at Dudley st the passengers were obliged to change trains for surface cars, the lines ordinarily using Washington st being diverted to Shawmut av. Surface cars coming up town went through Eustis st and around by Harrison av to Dudley st.

To the crowd coming in on trains from Forest Hills was of course added the usual morning crowd on surface cars from the Southern suburbs. These two crowds met and mixed, and struggled for cars, and fought each other down the stairways of the Dudley-st terminal.

The bitter cold, the discomfort of having to transfer and the delay in getting to business all combined to produce a rougher crowd than Boston often sees.

And nine out of ten men wanted to know, after they did get down town, why they had been obliged to transfer at all, why the cars from Dorchester or Mattapan or Neponset, instead of looping back at Dudley st and leaving them to transfer, did not come all the way downtown.

The question was put up to the company officials, who said that to do so would have produced a congestion down town which would have given nobody good service. By transferring everybody as they did they overcrowded their service but came somewhere near their schedules.

Elevated trains ran as far south as Northampton st all day, and the chief inconvenience was the double transfer, to a surface line at Northampton st and to a second car at Dudley st. It is probable, however, that this inconvenience will be ended today.

WELL FOURPED FIREMAN st as usual, but at Dudley st the pas-

WELL EQUIPPED FIREMAN.

Hackett's Death Keenly Felt by

the Ranks.

His Superiors and Associates in

Fire Commissioner Cole said yester-

day afternoon that in the death of

fireman Joseph A. Hackett, chauffeur

and messenger for Deputy Chief Peter

F. McDonough, the Fire Department

lost one of its most promising young

"His death was indeed a great trag-