LOSES HIS LIFE BY A FALSE ALARM
Boston Daily Globe (1872-1922); Dec 12, 1909;
ProQuest Historical Newspapers Boston Globe (1872 - 1927)
pg. 1

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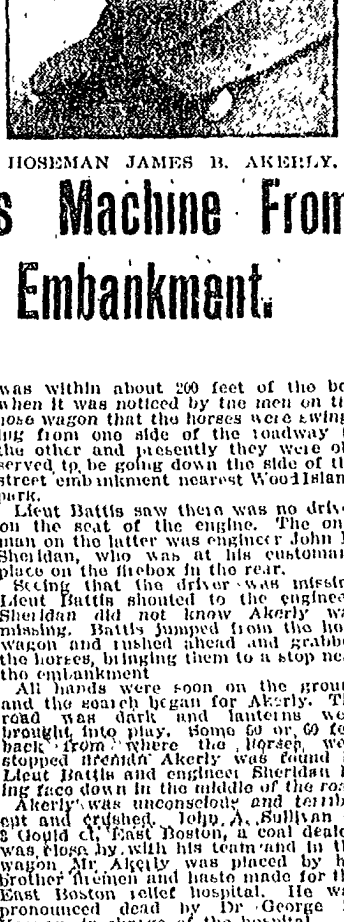
Hoseman J. B. Akerly Thrown From Engine 11 at East Boston.

Apparatus Passes Over His Body While Acting As Driver.



HOSEMAN JAMES B. AKERLY.

Lieut Battis Stops Machine From Going Over an Embankment.

While driving engine 11 through Lubec st, East Boston, to what proved to be a false alarm of fire at 5:44 yesterday afternoon, James B. Akerly, senior hoseman and spare driver of the company, was thrown from the seat of the engine and run over by one of the wheels of the machine, one of the latest remodeled engines of the fire department. The ride side of his face and head were terribly crushed, death resulting shortly after.

How the fireman, who had been over 14 years in the service, was thrown from the engine is not known, but as the section of Lubec st where the accident occurred has not yet been accepted by the city and is full of bad and unlevel spots it is supposed that the severe jouncing caused him to be thrown from his seat.

The engine had gone 50 or 60 feet before Akerly was missed from the driver's seat and both apparatus and horses had a narrow escape from going over an embankment.

The call which resulted in the death of fireman Akerly was from box 652, located on Prescott st, on the road to Wood Island park. The regular driver of engine 11, Andrew R. Hines, had a day off yesterday and Akerly mounted the driver's seat.

Through Saratoga, Moore and Bennington sts the engine was sent along at the usual speed. In order to reach the box with speed it is necessary in answering this alarm for the men of engine 11 to proceed through Frankfort st, Neptune av and Lubec st.

The turn was made from Neptune av into Lubec st without trouble. From that point to the box location is about 500 yards, the street being about 30 feet wide and full of holes.

Following the engine was the hose wagon, driven by Joseph Nolan, and on the wagon was Lieut Fred W. Battis and several of the hosemen. The engine was within about 200 feet of the box when it was noticed by the men on the hose wagon that the horses were swinging from one side of the roadway to the other and presently they were observed to be going down the side of the street embankment nearest Wood Island park.

Lieut Battis saw there was no driver on the seat of the engine. The only man on the latter was engineer John B. Sheridan, who was at his customary place on the firebox in the rear.

Seeing that the driver was missing Lieut Battis shouted to the engineer. Sheridan did not know Akerly was missing. Battis jumped from the hose wagon and rushed ahead and grabbed the horses, bringing them to a stop near the embankment.

All hands were soon on the ground and the search began for Akerly. The road was dark and lanterns were brought into play. Some 50 or 60 feet back from where the horses were stopped Hoseman Akerly was found by Lieut Battis and engineer Sheridan lying face down in the middle of the road.

Akerly was unconsciously and terribly cut and crushed. John A. Sullivan of 8 Gould ct, East Boston, a coal dealer, was close by with his team and in the wagon. Mr Akerly was placed by his brother firemen and haste made for the East Boston relief hospital. He was pronounced dead by Dr George F. Keenan, in charge of the hospital.

As soon as the excitement subsequent to Akerly's death had subsided the police began an extensive investigation, hoping to learn who had sounded the false alarm.

Fireman Akerly, who resided at 41 Ashley st, Orient Heights, was 40 years old and a native of St John, N B. When he was 2 years old he came to East Boston with his parents and had since made his home there. He attended the schools of the district and as a boy and young man engaged as a steamfitter's helper and after three years' apprenticeship served several years as a journeyman.

He was appointed to the fire department July 13, 1895, and was assigned to engines 38-39 on Congress st, this city. For over four years he served with this double company, and was then seat to engine 25 in Fort Hill sq. With this company, one of the fling-line companies of the city, he remained until July 20, 1904, when, at his own request, he was transferred to engine 11, East Boston.

With the officers and members of the fire department "Jim" Akerly was well liked and ever ready to do his duty. He was a member of the several organizations connected with the fire department. He leaves a wife, Mrs Mary Akerly.

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