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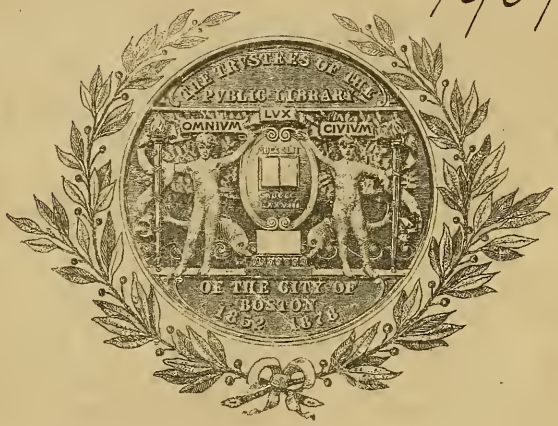


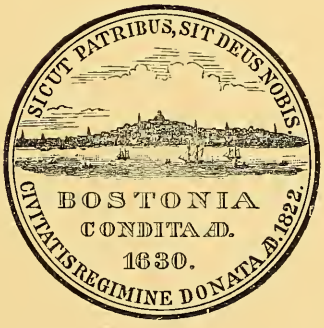
ANNUAL REPORT

OF THE

FIRE DEPARTMENT

FOR THE

YEAR ENDING JANUARY 31, 1911.



CITY OF BOSTON
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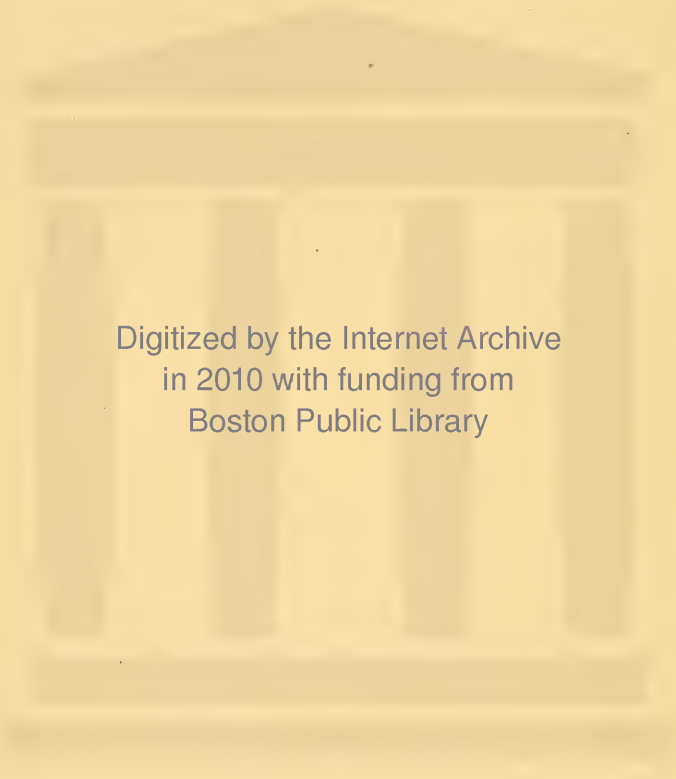
1911



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ANNUAL REPORT

OF THE

FIRE DEPARTMENT

FOR THE YEAR 1910–11.

Boston, April 25, 1911.

Hon. John F. Fitzgerald,

Mayor of the City of Boston:

Sir,— I have the honor to submit herewith the report of this department for the year February 1, 1910, to February 1, 1911.

During this period there have been three heads of this department: February 1 to May 27, 1910, Commissioner Samuel D. Parker; from May 27 to September 16, 1910, Temporary Commissioner Francis M. Carroll; from September 16, 1910, to February 1, 1911, Commissioner Charles D. Daly.

The loss has been heavy, exceeding $3,000,000. This may be partly due to the growth of the city and the increase in valuation. You will notice that the number of alarms has increased from 3,784 to 4,063.

Fire-Fighting Force.

I beg to call attention to the necessity of increasing the fire-fighting force of the city. It is no uncommon sight to see the most important pieces of apparatus in the city attending fires badly undermanned. With

due respect to the necessity of not increasing expenses, and with a reasonable amount of consideration for the burdens of the taxpayer, I strongly recommend that this department be increased by not less than fifty permanent men.

The apparatus and equipment of this department are, in the main, in excellent shape. The department is confronted by the necessity of a gradual change from horse-drawn to motor-driven apparatus. No more chiefs' buggies or horse-drawn chemical engines should be purchased. It has been definitely established that motor apparatus of these types can perform fire work with far greater efficiency than horse-drawn vehicles. This department will proceed along this line as fast as its funds permit.

The houses of the department are a matter of material concern. Many of them are in an old and dilapidated condition and are inadequate for men, horses and apparatus. Some are decidedly unsanitary. The department proposes to prepare plans and estimates for reconstructing some of the houses. These estimates will be forwarded and funds requested as fast as may seem justifiable.

Fire-Alarm Branch.

Since taking office I have retired four of the aged employees at the head of the fire-alarm service, and have reorganized this branch on the basis of younger men. The results have been most gratifying. The important work of transmitting alarms promptly is carried out with the highest efficiency. The fire-alarm office is being rewired and its delicate machines given a long needed overhauling. In the meantime the work of extending the underground system and keeping up the repairs on the outside circuits is being maintained.

Repair Shop.

The department experienced a heavy misfortune in the lumber yard fire of August 9, 1910. At this fire the repair shop was destroyed and the repair division of the department seriously crippled temporarily. The necessity of efficient maintenance of the varied equipment of the department is apparent to any thinking person. The loss of the tools, supplies and building connected with the service prostrated this division.

Under the able direction of the superintendent of repairs a temporary shop has been established at 252–256 Dover street. In these quarters the maintenance of the department has been carried on efficiently, and I do not feel that there has been any setback in the high character of the apparatus and equipment.

The rebuilding of the repair shop has been pushed. A fireproof building with an extra story and an enlarged boiler room will be built upon the site of the old structure. The work is progressing rapidly and will be completed this summer.

Veterinary Hospital.

Within the last year the pensioning of Dr. G. W. Stimpson necessitated the appointment of a new veterinary surgeon. The work of this division is being well maintained. Excellent horses, in proper numbers, are being purchased at a fair figure.

Fire Prevention.

The fire risk in the City of Boston is one of the heaviest in the world. The steps necessary to meet the situation are plain. The underlying necessity is, first, an improvement in the building laws. The Department has co-operated with the commission appointed by the Mayor. Tinder box conditions have been investigated and a law is now before the Legislature which, if passed, will insure some progress toward better building methods. A law requiring all garages to be of first-class construction has been prepared and will, doubtless, be enacted. Other special risks have been investigated. These matters should be pushed not only in this General Court but in each succeeding one until a reasonable class of construction is insured.

A second step toward improving building conditions is found in the extension of the building limits. This is a matter of great importance. The Fire Department, in conjunction with the Engineers of the National Board of Fire Underwriters, has prepared a tentative ordinance asking that these limits be extended. This is now before the City Council. The detail of the plan may be subject to change, but that the work is necessary, and that now is the time to do it, nobody questions.

Building Inspection.

The system of building inspection has been extended and developed. During the few months in which it has been carried on over seven thousand buildings have been inspected. The inspection has covered various special risks, such as garages, printing plants, factories, tenements, hotels, hay and grain sheds, lumber yards, mercantile houses, schoolhouses, theaters, moving picture houses, public assembly halls and buildings for the storage of explosives, etc.

When dangerous conditions are found they are reported to the owner, the Building Commissioner and the Boston Board of Fire Underwriters. The complete investigation of these various buildings tends to eliminate dangerous conditions, as has been shown by the ready response of owners in correcting those of a fire menace character. Many buildings in a state of collapse have been razed. Others with windows out and doors removed have been boarded up, thus eliminating the danger of fire from within by intruders. Much attention has been paid to buildings in which rubbish and litter of all kinds have been allowed to collect, and where benzine, naphtha, gasolene and other inflammables have been stored for use in a careless manner. In garages danger arising from escaping gasolene vapor has been minimized by the segregation of heaters and boilers from the main building. The regulation governing the storage of gasolene and the burying of tanks underground is being enforced, thus reducing the danger from explosions.

Great care has been exercised by the explosive detail in the inspection of high explosives. Enforcement of the new regulations, issued by the state police, has been rigid. Buildings and structures containing high explosives, such as dynamite, blasting powder, detonators or blasting caps, fixed ammunition, soluble or negative cotton, fireworks and firecrackers and inflammable fluids of all kinds, have been frequently inspected.

These inspections have been the means of bringing to the attention of the Building Department insufficient means of egress, defective buildings, etc., which would be a source of great danger in case of fire. It has also the additional advantage of acquainting the district chiefs with their territory.

Adequate building inspection can only result in far reaching benefit to the community.

High Pressure Service.

A bill providing for the installation of a high pressure service through the business district of Boston has been submitted to the Legislature, and indications are that it will become a law. If this bill is accepted by the City Council, the city will have made a material step toward modern fire protection. The benefits resulting from this system are inestimable.

The Suburbs.

Fire protection in the suburbs should be developed. I have gathered statistics showing the growth of the suburbs in population and valuation. These statistics show that there has been practically no increase in the fire protection of these districts during a period in which population and valuation have increased 30 per cent.

Mutual Aid.

The problem of receiving assistance from adjoining cities and towns in case of large fires has been investigated. A Board, consisting of Deputy Chief Grady, Chief Perkins and Assistant Superintendent Fire Alarms Donahue, have prepared careful plans for the orderly and proper handling of metropolitan aid. The extension of the tapper service to adjoining towns is being pushed. This office has in mind proper cooperation throughout the immediate metropolitan district.

National Board Investigation.

The National Board of Fire Underwriters, during the past six months, has investigated in detail all aspects of this department. This report, just published, speaks of the department in favorable terms.

The characteristic high grade of the Boston Fire Service has been maintained throughout the year, due to a strict attention of officers and men to their duties.

Very respectfully,

Charles D. Daly,
Fire Commissioner.

ORGANIZATION.

Commissioner, CHARLES D. DALY; term expires May, 1914.
Chief Clerk, BENJAMIN F. UNDERHILL.
Chief of Department, JOHN A. MULLEN.
Deputy Chief, JOHN GRADY, First Division.
Junior Deputy Chief, PETER F. McDONOUGH, Second Division.
Superintendent of Fire Alarms, GEORGE L. FICKETT.
Assistant Superintendent of Fire Alarms and Chief Operator, RICHARD DONAHUE.
Superintendent of Repair Shop and Supervisor of Engines, EUGENE M. BYINGTON.
Veterinary Surgeon, DANIEL P. KEOGH.
Medical Examiner, RUFUS W. SPRAGUE.

District Chiefs.

District.		Headquarters.
1.	John W. Godbold	Ladder House 2.
2.	Charles H. W. Pope	" 9.
3.	John O. Taber	" 18.
4.	Henry A. Fox	Engine House 4.
5.	Daniel F. Sennott	" 26-35.
6.	Edwin A. Perkins	" 1.
7.	John T. Byron	" 22.
8.	Stephen J. Ryder	Ladder House 12.
9.	Michael J. Kennedy	Engine House 12.
10.	John W. Murphy	" 18.
11.	John E. Madison	" 41.
12.	Michael J. Mulligan	" 28.
Marine,	Robert A. Ritchie	" 47.
14.	Maurice Heffernan	" 46.

Our Roll of Merit contains the names of:

Nathan L. Hussey	Engine 23.
Edward H. Sawyer (2)	Ladder 4.
James F. Bailey	" 17.
Eugene Rogers	" 1.
Peter Callahan	Engine 4.
Joseph A. Kelley	Chemical 1.
Timothy J. Heffron	Engine 4.
James E. Downey	" 6.
Frederick F. Leary	Ladder 12.
Florence Donoghue	Combination 8.
James J. O'Connor	Engine 7.
James F. McMahon	Combination 8.

Martin A. Kenealy	Engine 7.
Denis Driscoll	" 7.
William H. Magner	Ladder 8.
Thomas J. Muldoon	Chemical 8.
Dennis McGee	Combination 5.
Joseph P. Hanton	Ladder 17.
Michael J. Teehan	" 17.
Charles W. Conway	" 13.
Michael J. Dacey	" 13.
Patrick E. Keyes	District Chief.
Thomas H. Downey	Engine 8.

Force and Pay Roll February 1, 1911.

	Commissioner	$5,000 per annum.
	Chief clerk	2,500 "
	Chief of department	4,000 "
	Deputy chief	3,000 "
	Junior deputy chief	2,500 "
	Superintendent of fire alarms	2,500 "
	Assistant superintendent of fire alarms and chief operator	2,300 "
	Superintendent of repair shop and supervisor of engines	2,500 "
	Veterinary surgeon	2,000 "
	Assistant to veterinary surgeon	1,600 "
	Medical examiner	1,300 "
	Master carpenter	1,300 "
	Master painter	1,300 "
	Bookkeeper	1,650 "
2	Clerks	1,400 "
1	Clerk	1,200 "
1	Clerk	1,100 "
1	Clerk	900 "
1	Clerk	800 "
1	Clerk	700 "
14	District chiefs	2,000 "
56	Captains	1,600 "
88	Lieutenants	1,400 "
1	Lieutenant, aid to chief	1,400 "
1	Lieutenant, foreman hose and harness shop	1,400 "
2	Engineers	1,400 "
46	Engineers	1,300 "
1	Engineer	1,200 "
44	Assistant engineers	1,200 "
647	Privates:	
	464	$1,200 per annum.
	42	1,100 "
	39	1,000 "
	73	900 "
	29	720 "

2	Chief's drivers	$1 75 per day.
3	Chief's drivers	2 00 "
1	Chief's driver	2 50 "
3	Hostlers (average)	2 25 "
1	Horseshoer	3 00 "
1	Shipkeeper	2 00 "

Fire-Alarm Force.

4	Operators	$1,600 per annum.
3	Assistant operators	1,200 "
1	Foreman of construction	2,000 "
1	Machinist	4 25 per day.
1	Machinist	4 00 "
21	Telegraphers and lineman (average)	3 14 "
1	Hostler	2 50 "

Assistant superintendent and one operator on leave of absence with half pay pending decision on retirement.

Repair Shop Employees.

1	Master plumber	$1,300 per annum.
1	Engineer	3 25 per day.
3	Firemen	2 50 "
2	Plumbers	4 40 "
1	Steamfitter	4 00 "
1	Painter	3 75 "
3	Painters	3 50 "
2	Painters	3 16 "
2	Wheelwrights	3 25 "
4	Machinists	3 25 "
3	Blacksmiths	3 50 "
1	Blacksmith	3 25 "
5	Blacksmith's helpers	2 50 "
3	Carpenters	3 50 "
2	Hose and harness repairers	3 25 "
1	Hose and harness repairer	2 25 "
1	Vulcanizer	2 50 "
3	Laborers	2 25 "
1	Laborer	2 00 "

1,006 total force.

FIRE DISTRICTS.

The city is divided into fourteen fire districts as follows:

District 1.

All that part of Boston known as East Boston.

District 2.

All that part of Boston known as Charlestown.

District 3.

The territory bounded on the north by State street, on the east by the water front to B street, on the southeast by B street, on the south by West First street, across Dorchester avenue and Cove Street Bridge to Atlantic avenue, and on the west by Atlantic avenue, Dewey square, Summer street, Church Green and Devonshire street.

District 4.

The territory bounded on the north and east by the water front, on the south by State, Devonshire, Water, Washington, School and Beacon streets, and on the west by Charles and Pinckney streets and the Charles river.

District 5.

The territory bounded on the north by Water, Washington, School, Beacon, Charles and Pinckney streets, on the west by the Charles river, Otter, Beacon, Arlington, Boylston (Short), Church and Providence streets, Park square, Columbus avenue, Church and Tremont streets, on the south by Pleasant street and Broadway extension to bridge across Fort Point channel to Dorchester avenue, and on the east by a line from Dorchester avenue across Cove Street Bridge, Atlantic avenue, Dewey square, Summer street, Church Green and Devonshire street.

District 6.

The territory bounded on the north by Broadway extension across Fort Point channel, and Dorchester avenue to First street, through First street to B street, on the west by B street to harbor line, by harbor line to Locust street, on the south by Locust and Dorset streets to the South bay, and on the west by South bay to Broadway Extension Bridge.

District 7.

The territory bounded on the west by the Charles river, on the north by Otter, Beacon, Arlington, Boylston (Short), Church and Providence streets, Park square, Columbus avenue, Church, Tremont and Pleasant streets and Broadway extension to bridge, on the east by Fort Point channel and South bay, and on the south by Massachusetts avenue and the Charles river.

District 8.

The territory bounded on the north by the Charles river and Massachusetts avenue, on the east by Washington street, on the south by Atherton and Mozart streets, Chestnut avenue, Sheridan and Centre streets, Hyde square, Perkins street, South Huntington avenue and Castleton street, across Jamaicaway to the Brookline line, and on the west by the Brookline line to Cottage Farm Bridge.

District 9.

The territory bounded on the north by Massachusetts avenue, South bay, Dorset and Locust streets, on the east by Dorchester bay, on the south by Evandale terrace, Savin Hill avenue north, Pleasant and Stoughton streets, Columbia road, Geneva and Blue Hill avenues, Seaver street and Columbus avenue, and on the west by Washington street.

District 10.

The territory bounded on the north by Geneva avenue, Columbia road, Stoughton and Pleasant streets, Savin Hill avenue north, Evandale terrace to water front, on the east by Dorchester bay and Neponset river, on the south by marsh land to Minot street, through Adams and Centre streets, Talbot avenue and Angell street, on the west by Canterbury street and Blue Hill avenue.

District 11.

All that part of Boston known as Brighton, and extending east as far as Cottage Farm Bridge.

District 12.

All that part of Boston known as West Roxbury, bounded on the north by a line from the Brookline line across Jamaicaway to Castleton street, through Castleton street, South Huntington avenue, Perkins street, Hyde square, Centre and Sheridan streets, Chestnut avenue, Mozart and Atherton streets, Columbus avenue and Seaver street, on the east by Blue Hill avenue, Canterbury, Morton and Harvard streets, on the south by the Hyde Park and Dedham lines, and on the west by the Newton and Brookline lines.

Marine District.

All buildings or other property, including wharfs, bridges, etc., bordering on the water front, beginning

at a point on the northerly side of the reserved channel at L Street Bridge, South Boston, thence westerly along the harbor line of South Boston to Fort Point channel, thence southerly to Dorchester Avenue Bridge, thence northerly by the way of Fort Point channel, thence along and around the city proper harbor line to the Charlestown Bridge, thence northerly along the water front around the Charlestown district to Mystic river, thence westerly along the Mystic river (south side) to Malden Bridge, or Alford street. Also, beginning at Jeffries Point at the head of Marginal street, thence northerly and westerly along the East Boston water front to Chelsea creek, thence easterly along said creek (south side) to the Grand Junction Railroad Bridge, and to include all property on the islands in Boston Harbor.

NOTE.— The lines of Districts 1, 2, 3, 4, 5 and 6 are affected by the Marine District.

District 14.

The territory bounded on the north by Angell street, Talbot avenue, Centre and Adams streets, to Minot street, across marsh land to Neponset river, on the east by Neponset river, on the south by Neponset river and Hyde Park line, on the west by Harvard, Morton and Canterbury streets.

ASSIGNMENT OF DISTRICTS.

Each district is placed under the charge of a district chief, as follows:

DISTRICT.	Chief in Command.	COMPANIES IN DISTRICTS.			
		Engines.	Chemical Engines.	Ladder Trucks.	Water Towers.
1	John W. Godbold	5, 9, 11, 40	7	* 2, 21	
2	C. H. W. Pope	27, 32, 36	3, 9	* 9, 22	
3	John O. Taber	25, 38, 39	.....	8, 14,* 18	3
4	Henry A. Fox	* 4, 6, 8	1	1, 24	1
5	Daniel F. Sennott	7, 10, * 26, 35	2	17	
6	Edwin A. Perkins	* 1, 2, 15, 43	8	5, 19, 20	
7	John T. Byron	3, * 22, 33	4	3, 13, 15	2
8	Stephen J. Ryder	13, 14, 37	12	* 12, 26	
9	Michael J. Kennedy	* 12, 21, 23, 24	10	4	
10	John W. Murphy	17, * 18, 20	.....	7, 23, 27	
11	John E. Madison	29, 34, * 41	6	11	
12	Michael J. Mulligan	* 28, 30, 42, 45	5, 13	10, 16, 25	
Marine	Robert A. Ritchie	44, * 47			
14	Maurice Heffernan	16, 19, * 46	11	6	

* Headquarters of District Chief.

The following property is in charge of the Fire Commissioner:

Houses.

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
Dorchester and Fourth streets.....	8,167	$25,800	Engine 1 and Ladder House 5 on this lot.
Corner of O and Fourth streets.....	4,000	16,200	Engine 2.
Bristol street and Harrison avenue...	4,000	30,000	Engine 3 and Ladder 3.
Bulfinch street.....	6,098	96,000	Engine 4, Chemical 1 and Tower 1.
Marion street, East Boston.....	1,647	9,000	Engine 5.
Leverett street.....	2,269	40,000	Engine 6.
East street.....	1,893	36,400	Engine 7.
Salem street.....	2,568	24,000	Engine 8.
Paris street, East Boston.....	4,720	29,700	Engine 9 and Ladder 2.
River street.....	1,886	20,500	Engine 10.
Saratoga and Byron sts., East Boston,	10,000	39,500	Engine 11 and Ladder 21.
Dudley street.....	7,320	25,000	Engine 12.
Cabot street.....	4,832	16,000	Engine 13.
Centre street.....	5,713	14,600	Engine 14.
Dorchester avenue.....	2,803	18,600	Engine 15.
Corner River and Temple streets.....	12,736	19,200	Engine 16 and Ladder 6.
Meeting House Hill, Dorchester.....	9,450	17,300	Engine 17 and Ladder House 7 on this lot.
Harvard street, Dorchester.....	9,440	18,800	Engine 18.
Norfolk street, Dorchester.....	7,683	14,200	Engine 19.
Walnut street, Dorchester.....	9,000	17,300	Engine 20 and Ladder 27.
Columbia road, Dorchester.....	10,341	17,100	Engine 21.
Warren avenue.....	7,500	62,500	Engine 22 and Ladder 13.
Northampton street.....	3,445	11,200	Engine 23.
Corner Warren and Quincy streets....	4,186	18,100	Engine 24.
Fort Hill square.....	4,175	100,600	Engine 25, Ladder 8 and Ladder 14.
Mason street.....	5,623	175,000	Engines 26 and 35.
Elm street, Charlestown.....	2,600	18,000	Engine 27.
Centre street, Jamaica Plain.....	10,377	28,300	Engine 28 and Ladder 10.
Chestnut Hill avenue, Brighton.....	14,358	37,200	Engine 29 and Ladder 11.
Centre street, West Roxbury.....	12,251	25,000	Engine 30 and Ladder 25.
Bunker Hill street, Charlestown.....	8,188	26,200	Engine 32.
Corner Boylston and Hereford streets,	5,646	98,000	Engine 33 and Ladder 15.
Western avenue, Brighton.....	4,637	17,800	Engine 34.
Monument street, Charlestown.....	5,668	21,000	Engine 36 and Ladder 22.
Corner Longwood and Brookline aves.,	5,231	14,300	Engine 37 and Ladder 26.

Houses.—*Concluded.*

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
Congress street	4,000	$37,000	Engines 38 and 39.
Sumner street, East Boston	4,010	18,000	Engine 40.
Harvard avenue, near Cambridge street, Brighton	6,112	25,500	Engine 41 and Chemical 6.
Washington street, at Egleston square,	3,848	22,900	Engine 42 and Chemical 5.
Andrew square	5,133	19,600	Engine 43 and Ladder 20.
Washington street, corner Poplar street, Roslindale	14,729	22,400	Engine 45 and Ladder 16.
Dorchester avenue, Ashmont	4,875	22,900	Engine 46.
Church street	3,412	23,600	Chemical Engine 2.
Winthrop street	5,230	15,700	Chemical 3.
Shawmut avenue	889	4,300	Chemical Engine 4.
Saratoga street, East Boston	9,300	40,600	Chemical Engine 7.
B street	1,804	7,800	Chemical Engine 8.
Eustis street	1,790	8,000	Chemical Engine 10.
Corner Callender and Lyons streets	7,200	13,964	Chemical 11.
Corner Walk Hill and Wenham streets,	11,169	35,446	Chemical 13.
Friend street	1,676	37,200	Ladder 1.
Dudley street	3,923	26,000	Ladder 4.
Main street, Charlestown	4,290	16,400	Ladder 9 and Chemical 9.
Tremont street	4,311	25,600	Ladder 12 and Chemical 12.
Harrison avenue	2,134	23,500	Ladder 17.
Pittsburgh street, South Boston	8,964	35,400	Ladder 18 and Tower 3.
Fourth street	3,101	10,700	Ladder 19.
Washington street, Dorchester	6,875	21,400	Ladder 23.
North Grove street	3,918	19,800	Ladder 24.

	Assessed Valuation.
Fuel house, Dorchester street, 1,610 feet of land,	$3,100
Fuel house, Salem street, 417 feet of land	4,000
Fuel house, Main street, Charlestown, 2,430 feet of land	7,000
Headquarters Building, corner of Albany and Bristol streets, 23,679 feet of land	125,000
Water Tower No. 2 and wrecking wagon are in Headquarters Building.	
Veterinary Hospital, Atkinson street, 64,442 feet of land	68,300
Fuel house, Washington, near Dover street, 1,007 feet of land	10,500
11,500 feet of land adjoining the South Ferry, East Boston, quarters of Engine Company 47, Building not assessed.	16,300

Engine Companies.

Steam Fire Engines.— Forty-four in service.
Fireboats.— Two in service.
Horse Hose Wagons.— Forty-four.

No.	Location.	Built by	Put in Service.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	
1	Dorchester street, near Fourth, South Boston	Rebuilt by American Fire Engine Company, 1899	*April, 1890* 1899	8½	5	7	Second size.
2	Fourth street, corner O, South Boston	Rebuilt by American Fire Engine Company, 1904	*1890* 1904	8	4¾	8	Second size.
3	Harrison ave., corner Bristol street	American Fire Engine Company	Jan., 1904	9	5½	8	First size.
4	Bulfinch street	International Power Company	Jan., 1907	8½	5	8	First size.
5	Marion street, East Boston	American Fire Engine Company	*1870*	8	4¾	8	Second size.
6	Leverett street	Rebuilt by Manchester Locomotive Works	Nov., 1900	7⅝	4⅝	8	Second size.
7	East street	Rebuilt by American La France Fire Engine Company, February, 1907	*Feb., 1893* 1907	9	5½	8	First size.
8	Salem street	American La France Fire Engine Company	May, 1907	9	5½	8	First size.
9	Paris street, East Boston	Rebuilt by American Fire Engine Company, 1902	*Feb., 1888* Dec., 1901	8	4¾	8	Second size.
10	Mt. Vernon st., cor. River st.,	Rebuilt by American Fire Engine Company	July, 1903	8	4¾	8	Second size.

11	Saratoga street, corner Byron street, East Boston	Rebuilt by Manchester Locomotive Company, May, 1905	*March, 1879* 1905	$6\frac{7}{8}$	$4\frac{1}{4}$	8	Third size.
12	Dudley street	Manchester Locomotive Works, rebuilt by same company, November, 1904	*March, 1882* 1904	$6\frac{7}{8}$	$4\frac{1}{4}$	8	Third size.
13	Cabot street	Rebuilt by American Fire Engine Company, April, 1899	*April, 1890* 1899	$8\frac{1}{2}$	5	7	Second size.
14	Centre street	Rebuilt by International Power Company, December, 1907	*1872* 1907	$7\frac{5}{8}$	$4\frac{5}{8}$	8	Second size.
15	Dorchester avenue and Broadway	American Locomotive Works	Dec., 1904	$8\frac{1}{2}$	5	8	First size.
16	Temple street, Dorchester	Rebuilt by American British Company, October, 1910	*July, 1872* 1893	$7\frac{5}{8}$	$4\frac{1}{2}$	8	Second size.
17	Meeting House Hill, Dorchester	Manchester Locomotive Works, rebuilt by same company, January, 1906	*May, 1886* 1906	$6\frac{7}{8}$	$4\frac{1}{4}$	8	Third size.
18	Harvard street, Dorchester	Manchester Locomotive Works, rebuilt by same company, 1905	*Nov., 1890* 1905	$6\frac{1}{8}$	4	8	Fourth size.
19	Norfolk street, Dorchester	Manchester Locomotive Works	Feb., 1896	$6\frac{7}{8}$	$4\frac{1}{4}$	8	Third size, rebuilt 1909.
20	Walnut street, Dorchester	Rebuilt by American Fire Engine Company, 1900	*Aug., 1882* 1900	8	$4\frac{3}{4}$	8	Second size.
21	Columbia road, Dorchester	Rebuilt by International Power Company, February, 1907	*Sept., 1870* 1907	$7\frac{5}{8}$	$4\frac{5}{8}$	8	Second size.
22	Warren avenue	Manchester Locomotive Works	Nov., 1896	$7\frac{5}{8}$	$4\frac{5}{8}$	8	Second size.
23	Northampton street	Rebuilt by American Fire Engine Company	*April, 1890* July, 1901	8	$4\frac{3}{4}$	8	Second size.
24	Warren st., corner Quincy st.	Rebuilt by American Locomotive Works	*July, 1867* Nov., 1904	$7\frac{5}{8}$	$4\frac{5}{8}$	8	Second size.
25	Fort Hill square	American La France Company	Dec., 1910	9	$5\frac{1}{2}$	8	First size.
26	Mason street	International Power Company	Feb., 1909	$8\frac{1}{2}$	$5\frac{1}{8}$	8	First size.

Engine Companies.— *Concluded.*

No.	Location.	Built by	Put in Service.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	
27	Elm street, Charlestown	Rebuilt by American Fire Engine Company	June, 1902	8	$4\frac{3}{4}$	8	Second size.
28	Centre street, Jamaica Plain	Rebuilt at Fire Department repair shop, June, 1904	*Oct., 1882* 1904	$6\frac{7}{8}$	$4\frac{1}{4}$	8	Third size.
29	Chestnut Hill avenue, Brighton	American British Company	Jan., 1911	$7\frac{5}{8}$	$4\frac{5}{8}$	8	Second size.
30	Centre street, West Roxbury	Manchester Locomotive Works. Rebuilt by International Power Company, February, 1910.	Nov., 1890	$6\frac{1}{8}$	4	8	Fourth size.
31	Spare fireboat	Clapp & Jones Manufacturing Company	July, 1889	16	9	10	2 sets of pumps, 4,790 gallons.
32	Bunker Hill st., Charlestown	International Power Company	June, 1907	$7\frac{5}{8}$	$4\frac{5}{8}$	8	Second size.
33	Boylston street	International Power Company	Nov., 1909	$7\frac{5}{8}$	$4\frac{5}{8}$	8	Second size.
34	Western avenue, Brighton	Rebuilt by American Locomotive Company, March, 1904	*Dec., 1869* 1904	$7\frac{5}{8}$	$4\frac{5}{8}$	8	Second size.
35	Mason street	Manchester Locomotive Works, self-propeller	Jan., 1898	$9\frac{1}{4}$	$5\frac{3}{4}$	8	Double extra first size.
36	Monument street, Charlestown	International Power Company	Nov., 1909	$8\frac{1}{2}$	$5\frac{1}{8}$	8	First size.
37	Longwood avenue	Rebuilt by International Power Company, April, 1907	March, 1896	$6\frac{7}{8}$	$4\frac{1}{4}$	8	Third size.
38	Congress street, South Boston,	Manchester Locomotive Works, self-propeller	June, 1897	$9\frac{1}{2}$	$5\frac{3}{4}$	8	Double extra first size.
39	Congress street, South Boston,	Manchester Locomotive Works	June, 1901	$8\frac{1}{2}$	5	8	First size.
40	Sumner street, East Boston	American Locomotive Works	Jan., 1906	$8\frac{1}{2}$	5	8	First size.
41	Harvard avenue, Brighton	International Power Company	Feb., 1909	$7\frac{5}{8}$	$4\frac{5}{8}$	8	First size.
42	Washington street, at Egleston square	Rebuilt by International Power Company, January, 1907	*March, 1884* 1907	$6\frac{7}{8}$	$4\frac{1}{4}$	8	Third size.

43	Andrew square, South Boston.	Rebuilt by American Locomotive Company, November, 1904.....	*Nov., 1867* 1904	$7\frac{5}{8}$	$4\frac{5}{8}$	8	Second size.
44	Central Wharf (fireboat).....	American Fire Engine Company....	Aug., 1895	$12\frac{3}{4}$ H. 18 L.	P. P. 10	11	2 sets of pumps, 6,000 gallons.
45	Washington street, cor. Poplar street, Roslindale.....	American Fire Engine Company....	Feb., 1895	7	$4\frac{3}{8}$	7	Third size.
46	Dorchester avenue, Ashmont..	Rebuilt by Manchester Locomotive Works, November, 1902.....	*Nov., 1890* 1902	$6\frac{1}{8}$	4	8	Fourth size.
47	South Ferry, East Boston....	G. F. Blake Manufacturing Company.....	Aug., 1909	12 H. 22 L.	10	11	2 sets of pumps, 6,000 gallons.

In Reserve.

C	Formerly Engine 21, 11 and Relief C.....	Rebuilt by Manchester Locomotive Works, 1889.....	*Nov., 1872* 1898	$6\frac{7}{8}$	$4\frac{1}{4}$	8	Third size.
D	Formerly Engine 7.....	Rebuilt by American La France Fire Engine Company, 1907.....	*June, 1895* 1907	9	$5\frac{1}{2}$	8	First size.
26	" " 26.....	Manchester Locomotive Works.....	July, 1903	$8\frac{1}{2}$	5	8	First size.
F	" " 1.....	Rebuilt at Fire Department repair shop, 1893.....	*Sept., 1872* 1893	$7\frac{5}{8}$	$4\frac{1}{2}$	8	Second size.
H	Formerly Engine 24 and Relief H.....	Clapp & Jones.....	Feb., 1888	7	$4\frac{3}{8}$	7	Third size.
	Formerly Engine 29.....	Rebuilt at Fire Department repair shop, 1893.....	*1874* 1893	$7\frac{1}{4}$	$4\frac{3}{8}$	8	Third size.
	" " 5.....	Rebuilt by American Locomotive Company, December, 1905.....	*Oct., 1872* Dec., 1905	$7\frac{1}{4}$	$4\frac{3}{8}$	8	Second size.
33	" " 33.....	Manchester Locomotive Works.....	April, 1901	$7\frac{3}{8}$	$4\frac{3}{8}$	8	Third size.
29	" " 29.....	Rebuilt at Fire Department repair shop, July, 1900.....	*Dec., 1890* 1900	$6\frac{1}{8}$	4	8	Fourth size.
36	" " 36.....	Rebuilt by American Locomotive Works, December, 1904.....	*1867* 1904	$7\frac{5}{8}$	$4\frac{5}{8}$	8	Second size.

Also five hose wagons.

Chemical Companies.

Chemical Engines.— Twelve in service.

Number.	Location.	Builders.	Put in Service.	Capacity.
				Gals.
1	Bulfinch street	American La France Company	Dec., 1910	100
2	Church street	American La France Company	April 25, 1874	160
3	Winthrop street, Charlestown	Fire Extinguisher Mfg. Co.	April 29, 1898	70
4	Shawmut avenue	Rebuilt by Hinman in 1886, rebuilt at repair shop, B. F. D.,	April, 1906	160
5	Washington street, at Egleston square	Altered by Hinman	Sept. 21, 1876	100
6	Harvard ave., near Cambridge st., Brighton	Altered by Hinman	May 1, 1876	100
7	Saratoga street, East Boston	Altered by Hinman	Sept. 27, 1886	100
8	B street, South Boston	Altered by Hinman	Oct. 27, 1887	160
9	Main street, Charlestown	Altered by Hinman	July 17, 1889	100
10	Eustis street	Altered by Hinman	Sept. 13, 1889	100
11	Carlos street, Dorchester	Charles T. Holloway	March, 1892	70
12	Tremont street	Babcock Mfg. Co	Oct., 1890	100
13	Walk Hill and Wenham streets	Knox Auto Company	July, 1910	35

In Reserve.

A	Former Chemical 2	Charles T. Holloway		100
B	Former Chemical 1	Charles T. Holloway		100
C	Former Chemical 12	Charles T. Holloway		80
E	Former Combination Wagon 2	Charles T. Holloway		70
Old 1	Former Chemical 1	Babcock Mfg. Co	1890	100

Ladder Companies.

Ladder Trucks.— Twenty-seven in service, including five extension ladder trucks.

Number.	Location.	Builders.	Put in Service.	Number of Ladders.
1	Friend st	Hunneman & Co. Rebuilt by Charles Waugh & Co	Aug. 24, 1901	12
2	Paris street, East Boston	Built by Abbott-Downing Company	1899	12
3	Harrison avenue, cor. Bristol street	Built by Abbott-Downing Company	June 2, 1886	14
4	Dudley street, Roxbury	Built by Abbott-Downing Company	April 25, 1884	15
5	Fourth, near Dorchester street	Hunneman & Co. Rebuilt by Charles Waugh & Co	Nov. 4, 1902	17
6	River street, Dorchester	C. N. Perkins & Co	Aug., 1905	17
7	Meeting House Hill	C. T. Holloway & Co	July 28, 1898	10
8	Fort Hill square	Hunneman & Co. Rebuilt at Fire Department Repair Shop	1907	14
9	Main street, Charlestown	Repair Shop	1908	15
10	Centre street, Jamaica Plain	Fire Department Repair Shop	Mar. 18, 1909	12
11	Chestnut Hill avenue, Brighton	American LaFrance Fire Engine Company	Jan., 1907	14
12	Tremont street, Roxbury	Rebuilt by Boston Fire Department	Nov., 1906	15
13	Warren avenue	Fire Department Repair Shop	1907	Extension.
14	Fort Hill square	American La France Fire Engine Company	Jan., 1911	Extension.
15	Boylston street	American La France Fire Engine Company	Nov., 1906	Extension.
16	Washington, cor. Poplar st., Roslindale,	Fire Department Repair Shop	Sept., 1888	15
17	Harrison avenue	Rebuilt by American La France Fire Engine Co.	June, 1906	Extension.
18	Pittsburgh street	Segraves Company	April, 1910	Extension.
19	Fourth street, South Boston	Fire Extinguisher Manufacturing Company	Jan., 1898	8
20	Andrew square, South Boston	Charles N. Perkins & Co	Dec. 30, 1902	8
21	Saratoga, cor. Byron st., East Boston	Charles T. Holloway	Jan., 1898	9
22	Monument street, Charlestown	Charles T. Holloway	Jan., 1898	9
23	Washington street, Dorchester	American La France Company	Dec., 1910	9
24	North Grove street	Charles T. Holloway & Co	Oct., 1901	7
25	Centre street, West Roxbury	Charles T. Holloway & Co	April 25, 1900	7
26	Longwood avenue	American La France Fire Engine Company	Nov., 1908	7
27	Walnut street, Dorchester	Charles N. Perkins & Co	Nov., 1901	9

In Reserve.

Description.	Builders.	
Relief A	Fire Department Repair Shop.	
Relief E, old 8	Fire Department Repair Shop.	
Former Ladder 11	Hunneman & Co., rebuilt as combination in 1900.	
" " 14	Fire Extinguisher Manufacturing Company	Extension
" " 16	Hunneman & Co.	
" " 6	Hunneman & Co.	
" " 18	International Fire Engine Company, Oct., 1902	Extension
" " 9	Waugh & Co.	

Water Towers.

Water Towers.— Three in service.

Number.	Location.	Builders.	Put in Service.
1	Bulfinch street	Kansas City Fire Department Supply Company,	Dec. 18, 1893
2	Bristol street	Kansas City Fire Department Supply Company,	May 17, 1890
3	Pittsburgh street	International Fire Engine Company	Nov. 2, 1903

Portable Extinguishers.— Carried on ladder trucks, hose wagons, chemical engines, water towers, and located in the department houses.

Wagons.— Thirty-nine for fuel, six for repairs, two for supplies, three for manure and one caravan. Twenty for chief of department and district chiefs (fifteen in service and five in reserve), also one buggy for superintendent of fire alarms.

Pungs.— Forty-five: Thirty-nine for carrying hose, two for jobbing and four for fire-alarm branch.

Automobiles.— Four.

Tools and Machinery in Repair Shop.— In the repair shop one 25 horse power steam engine, cylinder 9 by 31 inches, Putnam Machine Company; one 26-inch by 26-inch iron planer, 8-foot table, 12-foot bed; two 14-inch swing engine lathes, 6-foot bed; one 14-inch swing engine lathe, 10-foot bed; one No. 2 upright drill; five blacksmiths' forges; one furnace for heating tires; one 28-inch swing standard engine lathe; one 14-inch speed lathe, 5-foot bed; two 25-inch shaping machines; one 68-inch radial drill; two Blake pumps for feeding boilers; one Knowles triplex pump for testing hose; one patent gooseneck belt drill; one band saw; one circular saw; two electric sewing machines; one hose expanding machine; two boring machines; one buzz planer; one bolt cutter; one combination machine, shears and punch; two tire upsetters; one emery grinder; three upright tubular boilers, 100 horse power; two dynamos for lighting and fire alarm, together with numerous smaller tools and appliances, and also tools for repairing hose and harness, and one power hammer.

NEW APPARATUS PURCHASED DURING THE YEAR.

2 85 feet aerial trucks.
1 First-size Metropolitan steam fire engine.
1 Second-size Amoskeag steam fire engine.
1 Combination chemical engine and ladder truck.
1 Chemical engine.
1 District chief's wagon.
1 Sleigh.
1 Buick roadster.

Built at Fire Department repair shop:

1 Hose wagon.
1 Ladder truck rebuilt, and destroyed in repair shop fire.
1 Chemical engine rebuilt, and destroyed in repair shop fire.

Amount of hose purchased and condemned during the year:

	Purchased.	Condemned.
Leading cotton	13,300 feet	9,400 feet
Leading rubber	2,500 "	800 "
Chemical	1,000 "	1,350 "
Deck	300 "	100 "
Rubber suction	312 "	195 "
Flexible suction	200 "	150 "
Deluge	200 "	48 "
	17,812 feet	12,043 feet

Amount of hose destroyed in repair shop fire, August 9, 3,586 feet.

Amount of hose in use and in store February 1, 1911:

	In Use.	In Store.
Leading cotton	100,414 feet	4,010 feet
Leading rubber	7,600 "	2,750 "
Chemical	11,950 "	200 "
Deck	600 "	300 "
Rubber suction	956 "	124½ "
Flexible suction	525 "	87½ "
Deluge	816 "	187½ "
	122,861 feet,	7,659½ feet

HORSES.

Purchased during the year	52
Sold or exchanged	27
Killed for cause	11
Killed in service	3
Died	3
Number in the department	408

EXPENDITURES FOR THE YEAR.

Salaries to January 26, 1911, inclusive:		
Samuel D. Parker, commissioner, to May 27, 1910, inclusive	$1,643 83	
Francis M. Carroll, temporary commissioner, from May 28 to September 15, 1910, inclusive	1,424 65	
Charles D. Daly, commissioner, from September 16, 1910	1,917 80	
B. F. Underhill, chief clerk	2,493 40	
John A. Mullen, chief of department	3,988 92	
Deputy and districts chiefs	30,391 72	
Members of the various companies	1,030,849 63	
Clerks in office	5,662 29	
Pensioners	102,763 94	
	$1,181,136 18	
Less amount deducted for cloth,	3,034 84	
		$1,178,101 34
Horses:		
Hay, grain and straw	$52,394 93	
Shoeing	20,030 54	
Harnesses and repairs	13,518 83	
Purchase and exchange of	10,599 08	
Attendants at hospital, medicine, etc.	7,481 44	
Horse hire	4,644 50	
		108,669 32
Repairs of apparatus, including stock sent to repair shop:		
Mechanics	$39,937 12	
Materials, etc.	24,011 02	
		63,948 14
Fuel for houses and engines		38,219 07
New apparatus:		
2 aerial ladder trucks	$10,597 00	
2 engines	9,815 00	
1 automobile	1,798 00	
1 combination chemical engine and ladder truck	1,790 00	
1 chemical engine	1,408 00	
1 chief's wagon	215 00	
1 sleigh	107 50	
		25,730 50
Carried forward		$1,414,668 37

Brought forward		$1,414,668 37
Hardware, tools and supplies		19,397 03
Hose, pipes and repairs		19,028 71
Repairs and alterations of houses		18,298 13
Electric lighting		10,453 20
Furniture and bedding	$8,670 06	
Washing	1,201 85	
		9,871 91
Rents		8,113 50
Printing		5,304 42
Uniform cloth		3,471 34
Gas		1,775 04
Medical services		1,751 36
Hats, badges and buttons		944 39
Stationery		794 51
Chemicals		713 85
Janitress at headquarters		602 40
Ice		481 00
Expenses of detailed men		394 75
Advertising		257 98
Traveling expenses		188 76
Allowance to members for clothes, etc., lost at repair shop (order of City Council, November 12, 1910)		148 25
Postage		80 10
Freights and small items		78 74
Automobile insurance		76 25
Expert services		75 00
Rent of gas regulators		54 75
Medical supplies		30 57
		$1,517,054 31
Fire-alarm telegraph:		
Salaries:		
Brown S. Flanders, superintendent, to November 10, 1910, inclusive	$2,515 76	
George L. Fickett, superintendent, from November 11, 1910	527 45	
Operators, repairers, etc.	44,163 82	
	$47,207 03	
Less amount deducted for cloth	38 47	
	$47,168 56	
Wire cables and conduits	8,325 36	
Instruments, tools and repairs	4,629 35	
Carried forward	$60,123 27	$1,517,054 31

Brought forward	$60,123 27	$1,517,054 31
Repairs and alterations	2,665 94	
Telephone service	1,014 26	
Use of duct in East Boston Tunnel	450 36	
Maps and plans	420 36	
Electric light for clocks	248 39	
Car fares and traveling expenses,	187 31	
Electric power	144 06	
Repairs of clocks	82 10	
		65,336 05
		$1,582,390 36

Fire Station, Lauriat Avenue District.

Payments on account:	
Contractors, McGahey & O'Connor	$12,075 76
Architects, Moller & Smith	603 00
Printing	82 98
Advertising	2 50
	$12,764 24

Fire Station, Oak Square and Faneuil Section.

Payments on account:	
Advertising	$4 00

House, Land and Apparatus, Forest Hills.

Balance of payments:		
Contractor, Martin Flynn		$16,355 71
Architects, Moller & Smith		625 02
Fire-alarm cable		591 22
Conduit		519 70
Oil tank, etc.		96 50
		$18,188 15
Cost of land	$3,966 45	
Cost of building	28,979 97	
	$32,946 42	

New Fireboat No. 31.

Continuation of payments:	
Contractors, Bertelsen & Petersen Engineering Company	$40,875 00
Architect, Arthur Binney	1,362 50
Inspector of hull	747 00
Carried forward	$42,984 50

Brought forward	$42,984 50
Nozzles, pipes, hose, etc.	702 20
Consulting engineer	400 00
Launching	201 15
Advertising	6 60
	$44,294 45

New Quarters for Fireboat Crew, Boston Side.

Payments on account:	
Engineering	$75 00

Recapitulation.

Fire Department	$1,582,390 36
New fireboat No. 31	44,294 45
House, land and apparatus, Forest Hills	18,188 15
Fire station, Lauriat avenue district	12,764 24
New quarters for fireboat crew, Boston side	75 00
Fire station, Oak square and Faneuil section	4 00
	$1,657,716 20

Income.

Permits for keeping explosives	$7 50
Rent	32 00
Permits for keeping fireworks	77 50
Sale of manure	230 00
Sale of old material	3,309 64
Bath Department, steam for Dover Street Bath House	3,520 04
	$7,176 68

MONTHS.	ALARMS RECEIVED.							LOSS.		INSURANCE.		ALARMS.									BUILDINGS.			
												TELEGRAPH.			STILL.									
	Members.	Police.	Citizens.	Telephone.	Automatic.	Unknown.	Totals.	Buildings.	Contents.	Buildings.	Contents.	Fire.	False.	Needless.	Fire.	Needless.	Confined to Building.	Extended to Others.	Not in Building.	Out of City.	Damage None.	Damage Slight.	Damage Considerable.	Totally Destroyed.
1910.																								
February	12	10	177	32	9	1	241	$213,088	$194,382	$2,428,941	$1,037,575	124	1	7	85	24	188	8	15	...	78	115	6	1
March	9	20	290	125	8	9	461	210,208	528,772	3,880,292	2,612,326	201	9	4	223	24	216	8	196	6	93	129	9	...
April	10	25	223	55	15	6	334	73,802	104,296	1,785,033	460,214	146	6	13	141	28	182	4	100	1	104	75	9	1
May	2	8	200	39	8	8	265	40,254	78,970	1,406,626	386,600	133	8	14	92	18	183	2	39	1	101	77	6	3
June	4	9	220	44	8	11	296	34,395	26,122	864,405	164,450	138	13	14	104	27	176	1	63	2	93	79	4	1
July	11	36	322	71	17	16	473	44,277	71,276	1,379,924	456,525	196	16	17	210	34	252	8	147	3	131	123	8	1
August	13	20	220	40	13	14	320	278,139	611,235	1,508,019	1,697,375	115	14	11	159	21	185	27	86	...	107	86	12	7
September	9	14	160	18	10	14	225	55,213	59,910	942,000	358,265	115	14	7	62	27	139	4	33	1	69	62	13	2
October	13	32	288	60	10	20	423	42,205	38,336	1,357,233	309,750	183	20	11	185	24	216	10	141	9	114	104	10	...
November	6	14	190	51	19	6	286	41,081	66,301	827,525	391,764	130	6	12	99	39	162	5	65	2	74	84	9	...
December	8	22	232	55	17	7	341	77,115	270,525	1,887,017	1,127,100	151	8	7	133	42	247	7	35	4	120	116	15	1
1911.																								
January	13	16	284	62	15	8	398	62,194	102,897	1,528,714	1,464,075	174	8	20	158	38	263	5	66	1	133	129	8	...
Totals	110	226	2,806	652	149	120	4,063	$1,171,968	$2,153,022	$19,795,729	$10,466,019	1,806	123	137	1,651	346	2,409	89	586	30	1,217	1,179	109	17

CAUSES OF FIRES AND ALARMS FROM FEBRUARY 1, 1910, TO FEBRUARY 1, 1911.

Alarms, accidental, false automatic	120
Alarms, false, needless bell and still	181
Alarms out of city	28
Ashes, hot, in wooden receptacle	50
Automobiles, igniting of	41
Boiling over of fat, tar, etc.	35
Bonfires, grass, brush, rubbish	704
Careless use of lamp, candle, lantern	81
Careless use of pipe, cigar, cigarette	114
Chimneys, soot burning	196
Chimneys, defective	43
Clothes too near stove	23
Defective flue	14
Defective stovepipe	14
Defective furnace, stove, boiler	3
Defective gas pipe	14
Defective fireplace	5
Electric motor igniting car	9
Electric wires, motor	56
Explosion and ignition of chemicals	5
Fireworks and firecrackers	23
Friction, picking machines, shafting	17
Fumigating	6
Gas, escaping and explosion,	7
Gas jet setting fire	49
Gas stoves, careless use of, and explosion	33
Grease, igniting in ventilator, oven	34
Kerosene, careless use of in lighting fire	2
Lightning	2
Incendiary	15
Incendiary, supposed	42
Lamp, explosion of	35
Lamp, upsetting and breaking	50
Light, smoke, mistaken for fire	36
Matches and rats	21
Matches and children	124
Matches, careless use of	238
Meat burning on stove, in oven	27
Naphtha, gasolene, benzine, turpentine, careless use of, and ignition	26
Oil stove, careless use of, and explosion	37
Overheated boiler or steam pipe	14
Overheated stove or furnace,	67
Plastering, drying	11
Plumber's, roofer's, painter's stove or torch	16
Rescues, elevators, miscellaneous	25
Rekindling of ruins	7
Set by boys	115
Slacking of lime	8
Smoky chimney	67
Smoky lamp	6
Smoky stove or furnace	86
Sparks from another fire	5
Sparks from boiler	5
Sparks from chimney	41
Sparks from engine or locomotive	89
Sparks from forge	12
Sparks from furnace or stove	15
Sparks from open grate	4
Spontaneous combustion	37
Steam escaping	19
Street fight, family brawl	1
Unknown	807
Water, gas pipes, thawing out	36
Water back, bursting of	5
Wood drying in oven	5
	4,063

1910–11.	Fire Extinguished by							
	Extinguishers.	Buckets of Water.	Chemical Engines.	Hydrant Stream.	Steamer.	Miscellaneous.	Citizens.	Sprinklers.
1910.								
February	43	26	54	3	39	18	26	.....
March	81	27	83	61	36	92	36	2
April	50	27	59	40	30	41	39	.....
May	66	25	38	18	29	18	30	.....
June	51	23	51	32	25	17	40	1
July	94	46	76	67	32	22	65	1
August	55	23	53	53	30	20	38	2
September	44	23	29	16	28	10	26	.....
October	74	39	66	65	33	44	38	.....
November	47	23	45	24	31	27	29	1
December	79	28	55	8	43	23	44	.....
1911.								
January	87	38	71	20	36	56	22	.....
Totals	771	348	680	407	392	388	433	7

BOX ALARMS BY DISTRICTS.

February 1, 1910, to February 1, 1911.

District.	District Chief.	Alarms, 1909-10.						Alarms, 1910-11.						
		First.	Second.	Third.	Fourth.	Fifth.	Totals.	First.	Second.	Third.	Fourth.	Fifth.	Sixth.	Totals.
1. East Boston	Godbold	196	1	....	....	....	197	166	2	....	....	....	....	168
2. Charlestown	Pope	112	4	....	....	....	116	157	6	4	....	....	....	167
3. North End and City Proper	Taber	56	8	2	....	....	66	56	8	4	2	1	....	71
4. West End and City Proper	Fox	366	6	1	....	....	373	342	7	2	2	....	....	353
5. City Proper and South Boston	Sennott	89	....	....	....	....	89	111	3	....	....	....	....	114
6. South Boston	Perkins	199	2	....	....	....	201	187	6	....	....	....	....	193
7. South End and Back Bay	Byron	285	6	2	1	....	294	248	8	2	1	1	1	261
8. Roxbury and Back Bay	Ryder	202	....	1	....	....	203	210	1	1	....	....	....	212
9. Roxbury and Dorchester	Kennedy	183	1	....	....	....	184	215	2	....	....	....	....	217
10. Dorchester	Murphy	216	3	....	....	....	219	122	3	1	....	....	....	126
11. Brighton	Madison	70	....	....	....	....	70	65	2	2	1	....	....	70
12. West Roxbury	Mulligan	88	1	....	....	....	89	117	2	1	....	....	....	120
13. Marine District	Ritchie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14. Dorchester	Heffernan*	.....	....	....	....	....	.....	132	....	....	....	....	....	132
Totals	.....	2,062	32	6	1	....	2,101	2,128	50	17	6	2	1	2,204

*Set off from District 10 September, 1910.

FIRE LOSSES FOR YEAR ENDING JANUARY 31, 1911.

Buildings	$1,171,968
Contents	2,153,022
Total	$3,324,990

FIRES WHERE LOSS EXCEEDED $15,000.

DATE.	Location and Owner.	Loss.
1910.		
Feb. 7	112-116 State street, Tiffin Club *et al*	$19,311 02
Feb. 8	727 Boylston street, T. H. Thomas *et al*	37,204 70
Feb. 9	Brighton Abattoir, Brighton Packing Company *et al*	194,942 95
Feb. 11	220 State street, Charles E. Moody Company *et al*	49,544 89
Feb. 27	Lewis Wharf, Company	30,765 00
March 5	194–200 Summer street, The Boston Rubber Supply Company *et al*	326,729 92
March 12	439 Albany street, Boston Elevated Railway Company	270,295 92
March 15	74–78 Canal street, J. M. Mann *et al*	35,199 80
March 30	941 Washington street, Harmon Westcoat Dahl Company,	34,413 26
April 1	400 Market street, H. C. & C. D. Castle *et al*	38,899 62
April 14	134 Richmond street, John Holman *et al*	36,798 87
April 14	7–13 Sherman street, Raymond Syndicate *et al*	18,551 45
April 16	62–70 Water street, Chapin & Trull	15,473 85
May 12	43–47 Kemble street, Poland Laundry Machine Company *et al*	15,242 04
May 28	Mystic Wharf, Export Lumber Company	58,214 11
July 3	78–84 Purchase street, Hodgdon Brass Works *et al*	19,930 30
July 4	Dunlow place, Boston Belting Company	16,863 75
Aug. 9	55–59 High street, Johns Manville Company *et al*	55,565 77
Aug. 9	350 Albany street, Blacker & Shepard and repair shop Fire Department *et al*	364,410 70
Aug. 10	92–100 Massachusetts avenue, Maxwell-Briscoe Company *et al*	63,674 94
Aug. 18	169–181 Congress street, Crimmins & Peirce *et al*	334,001 27
Aug. 27	11 Columbia street, Harry R. Barry *et al*	19,948 19
Sept. 7	Simpson Dry Dock and Bradley Fertilizer Company	15,275 00
Sept. 27	89–103 Medford street, Palmer & Parker Company	30,065 67
Oct. 10	167–173 Summer street, Jewish Publishing Company *et al*,	22,567 56
Nov. 17	386–390 West First street, Mente Company *et al*	17,058 88
Dec. 3	73–75 Essex street, Simons, Hatch & Whitten *et al*	62,678 06
Dec. 5	69–75 Chauncy street, E. L. Ham & Co. *et al*	67,694 50
Dec. 8	144–150 Congress street, Bates & Guild *et al*	28,296 67
Dec. 22	27–33 Hayward place, Hotel Epicure *et al*	50,137 53
Dec. 27	39–41 Kingston street, Bedford Manufacturing Company,	28,020 31
1911.		
Jan. 11	21–23 Portland street, Aldrich & Chisbee	31,897 00
Jan. 22	Clayton and Park streets, Sturtevant Mill Company	20,142 00

YEARLY LOSS FOR THE PAST FIFTEEN YEARS.

Year ending February 1, 1897	$1,394,707
" " 1, 1898	775,525
" " 1, 1899	1,441,261
" " 1, 1900	1,630,149
" " 1, 1901	1,702,217
" " 1, 1902	1,830,719
" " 1, 1903	1,762,619
" " 1, 1904	1,674,333
" " 1, 1905	2,473,980
" " 1, 1906	2,130,146
" " 1, 1907	1,130,334
" " 1, 1908	2,268,074
" " 1, 1909	3,610,000
" " 1, 1910	1,680,245
" " 1, 1911	3,324,990

ALARMS FOR THE PAST TEN YEARS.

YEAR.	Bell.	Still and Automatic.	Totals.
1910	**2,066**	**1,997**	**4,063**
1909	2,101	1,677	3,778
1908	2,210	1,700	3,910
1907	2,441	1,600	4,041
1906	1,687	1,262	2,949
1905	1,905	1,210	3,115
1904	1,580	1,159	2,739
1903	1,633	1,121	2,754
1902	1,566	1,099	2,665
1901	1,349	977	2,326

BOSTON FIREMEN'S RELIEF FUND.

FROM SEPTEMBER 1, 1909, TO SEPTEMBER 1, 1910, INCLUSIVE.

The Fire Commissioner, as president of the Boston Firemen's Relief Fund, acknowledges the following contributions; these sums were accompanied by letters expressing appreciation for services rendered by the department:

Gov. Eben S. Draper	$100 00
Mrs. Gardner Blanchard Perry	25 00
Estate of Florence Lyman	3,877 10
Lewis Wharf Company	100 00
	$4,102 10

The receipts from the annual department ball and contributions constitute the fund from which sick benefits and doctors' bills are paid. Destitute members of deceased firemen's families are also given assistance from this fund.

FINANCIAL STATEMENT OF THE BOSTON FIREMEN'S RELIEF FUND SEPTEMBER 1, 1909, TO SEPTEMBER 1, 1910, INCLUSIVE.

Receipts.

Balance, September 1, 1909	$7,845 25
Net proceeds of ball, February, 1910	14,566 76
Interest on bonds	7,912 50
Interest on deposits	191 88
American Trust Company	1,000 00
Check canceled	3 00
Donations	4,102 10
Total receipts	$35,621 49

Expenditures.

Benefits paid	$15,261 32	
Massachusetts General Hospital, free bed	200 00	
Carried forward	$15,461 32	$35,621 49

Brought forward	$15,461 32	$35,621 49
Carney Hospital, free bed . . .	200 00	
City of Boston bond	14,357 28	
Salaries	500 00	
Running expenses	130 95	
		30,649 55
Balance, September 1, 1910		$4,971 94

Assets, September 1, 1910.

$117,000 00	City of Boston bonds at 3½ per cent.
94,000 00	City of Boston bonds at 4 per cent.
8,000 00	C. B. & Q. R. R. bonds at 4 per cent.
4,971 94	cash on deposit.
Total, $223,971 94	

FIRE-ALARM BRANCH.

From February 1, 1910, to February 1, 1911, 2,128 first alarms, 50 second, 17 third, 6 fourth, 2 fifth and 1 sixth (general) alarms were received and transmitted to the department.

For 131 alarms the same box was received one or more times and for 184 alarms one or more adjacent boxes were received for the same fire; 25 alarms received in March for grass fires were treated as "still" alarms, one or two pieces of apparatus being notified to respond to the box location; together these make a total of 340 box signals received but not struck out to the department.

From 292 boxes no alarm was received; eight boxes show a record of 20 or more alarms; box 705 has the record for the year with 51 alarms; from eight boxes (702 to 709, inclusive) 145 first and 2 second alarms were received.

Department companies reported to the operating office 1,069 "still" alarms to which they had responded; 638 telephone reports of fire were received from citizens and 187 from the Police Department, making a total of 825 telephone reports to the operating office for fire. For 98 of these reports department box alarms were received.

Reports of 197 automatic alarms were received, 148 from the Boston Automatic Company, 43 from the American District Telegraph Company, and 6 from local automatic service; for 11 of the Boston and for 24 of the American District Telegraph Company alarms, department box alarms were given.

Eliminating the "stills" and automatics for which department box alarms were transmitted, there were 162 automatic and 1,769 "still" alarms, and these added to the box alarms make a grand total of 4,162 alarms received from all sources and passing through the operating office during the year.

During the year the department has added 7 public boxes to the system; 10 schoolhouse boxes and 1 private box were also added, making 746 boxes in service, and 6,142 box tests and inspections were made.

Six more public telephone lines have been added to our telephone system and connected to our switch board, 5 from the Tremont Exchange, making a total of 7 from that exchange, and 1 from the Oxford Exchange, so that if any cause cuts off service from Tremont Exchange we still have an avenue open for the public to communicate with this headquarters. One private line has been established between this office and police headquarters, thus establishing direct communication between these two departments of public safety.

The gong service to Milton, Newton and Somerville has been abandoned and tapper service established in place; the tapper service has also been extended to Brookline and Cambridge so that all alarms and "all-out" signals are now transmitted to the departments of these cities and towns. Cambridge has extended its tapper service to Engine 41 house, Brookline has its service to Engine 37; Somerville is connected with Engine 32, and Milton has connections with Engines 16 and 19.

Arrangements are now under way to substitute tapper service, in place of present gong service, with Chelsea; Newton is to connect its service at Engine 29. These connections will give opportunity for the extension of mutual aid plans.

The Brighton gong circuit has been extended to the Water Department Pumping Station at Chestnut Hill, and a gong installed there so that they may receive alarms and be able to regulate the water pressure in case of large fires.

The removal of overhead wires, within the district prescribed by Wire Commissioner, for 1910 (Dorchester avenue, from Fort Point channel to Romsey street), and the necessary underground construction for the same, has been completed. Overhead wires have been removed and underground construction has been further extended in Dorchester avenue, as far as Park street, Dorchester.

Considerable other underground construction has been done during the year and cable used as follows: Northampton street, near Engine House 23; Fourth street, at Dover Street Bridge, for repairs; Hanover street, for new lamp-post Box 709; Chelsea and Gray streets, for new lamp-post Box 422; Hyde Park avenue and Walk Hill street, for new house of Chemical 13.

The storm of December 25, 1909, caused much damage to overhead construction, compelled extensive repairs, and in several places new construction was necessary;

this work was principally in the following territory: Massachusetts avenue, from Southampton street to Columbia road; Dorchester avenue, from Andrew square to Field's Corner; Adams street and Neponset avenue, from Dorchester avenue to Engine House 20; Rutherford avenue, Chapman street to Sullivan square; Academy Hill road, from Washington street to Engine House 29; First street, E street and Congress street, from A street to Box 117; Freeport street, from Dorchester avenue to Mills street.

The equipping of and connecting in service the new house of Chemical 11 made necessary new construction on poles on Lauriat avenue and Lyons street, cable being used.

A new cable of about 7,000 feet has been run on poles in East Boston, on Maverick, Jeffries, Marginal, Cottage and Lamson streets, to take the place of overhead wires running on same poles with wires of high voltage and makes for the betterment of the service.

The gong installed at the pumping station at Chestnut Hill necessitated extensive construction, the circuit being extended from the house of Engine 29.

The work of installing circuit test switches in department houses has been continued and all of the houses in West Roxbury have been equipped, and also several of the houses in East Boston, Charlestown and South Boston.

The substitution of tapper service for gong service in Milton, Newton and Somerville and the extension of the tapper service to Cambridge made necessary much overhead construction.

The house of Engines 29 and 34 have been wired and equipped for electric lighting and extensive alterations and repairs have been done in other department houses.

The care of thirty-one public clocks and the repairs on department clocks has caused much work along that line.

Summary of Construction Work During the Year.

New wire used	90,675 feet
Old wire taken down	217,005 "
Overhead cable construction	37,830 "
Overhead cable removed	5,133 "
Conductors in cable construction	187,037 "
Conductors in cable removed	37,130 "
Underground cable used in ducts owned by the New England Telephone and Telegraph Company	17,669 "
Underground cable used in fire-alarm ducts, service connections, etc. (new construction)	3,971 "
Total underground cable used	21,640 "
Conductors in same	348,650 "
Cable used for repairs	2,635 "
Conductors in same	57,559 "
Conduits built by this department	3,070 "
Ducts laid by this department	3,757 "
Manholes built	1
Fire Department boxes built over	31
Schoolhouse Department boxes built over	26
Total number of boxes built over	57
New public boxes established	7
New schoolhouse boxes established	10
New private boxes established	1
Total number of boxes established	18
Schoolhouse boxes equipped with keyless doors	37
New public boxes placed on lamp-posts	3
Public boxes changed from poles to lamp-posts	7
Public boxes knocked down and reset	6
Total boxes placed on lamp-posts	16
Cross-arms used	406
Public clock reports attended to	59
Department clocks repaired	75
Number of box circuits	44
Number of boxes in same	746
Number of tapper circuits	10
Number of tappers in same	121
Number of registers in same	3
Number of relays in same	1
Number of gong circuits	13
Number of gongs, 124 and 1 bell in same	125
Number of telephone circuits in service	40
Number of public telephone lines to switch board,	8
Number of private lines from switch board	2
Number of telephones connected in department circuits	128
High pressure signalling circuit	1
Miles of box circuits underground	395½

Miles of box circuits overhead	239
Miles of gong circuits underground	111
Miles of gong circuits overhead	40
Miles of tapper circuits underground	86
Miles of tapper circuits overhead	41
Miles of telephone circuits underground	215
Miles of telephone circuits overhead	52
Miles of high pressure circuit underground	5½
Miles of wire in use underground	598
Miles of wire in use overhead	320
Number of boxes owned by the Fire Department	513
Number of boxes on lamp-posts	184
Number of boxes on poles	293
Number of boxes on fences	1
Number of boxes on trees	1
Number of boxes on buildings	5
Number of boxes on buildings with lanterns	29
Number of schoolhouse boxes with keyless doors,	37
Number of schoolhouse boxes with key doors	88
Number of auxiliary boxes on poles	4
Number of auxiliary boxes on posts	1
Number of auxiliary boxes on buildings	7
Number of auxiliary boxes in buildings	46
Number of private boxes with keyless doors	4
Number of private boxes with key doors	50

The following boxes are private property: 113, 115, 117, 119, 149, 152, 161, 163, 166, 212, 228, 244, 271, 277, 279, 283, 297, 299, 328, 342, 358, 359, 434, 442, 443, 448, 449, 466, 467, 468, 469, 475, 495, 511, 533, 616, 617, 619, 626, 629, 711, 712, 713, 714, 715, 716, 718, 719, 720, 721, 722, 724, 725, 726, 727, 728, 729, 730, 731, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 755, 758, 759, 762, 766, 767, 773, 776, 778, 779, 781, 782, 788, 789, 791, 792, 793, 794, 795, 798, 828, 838, 841, 842, 864, 865, 875, 919, 927, 967, 969, 971, 974, 2236.

ALARM BELLS.

The fire-alarm telegraph is connected with the following bell:

Faneuil Hall, steel, 5,816 pounds, owned by the city.

Bells owned by the city, which have been disconnected from service, are located as follows:

Berkeley Temple, composition, 2,941 pounds. Formerly used on Quincy Schoolhouse.

City Hall, Charlestown, composition, 3,600 pounds.

Engine House No. 1, Dorchester street, South Boston, composition, 2,911 pounds.
Engine House No. 16, Temple street, Dorchester, composition, 4,149 pounds.
Engine House No. 17, composition, 4,000 pounds. Removed and stored at Engine House No. 33.
Engine House No. 18, composition, 3,184 pounds. Removed and stored at Engine House No. 33.
Engine House No. 19, Mattapan, Dorchester, composition, 2,927 pounds.
Engine House No. 20, Walnut street, Dorchester, composition, 3,061 pounds.
Engine House No. 21, Columbia road, Dorchester, composition, 3,026 pounds.
Engine House No. 28, West Roxbury, composition, 4,000 pounds.
Engine House No. 29, Brighton, composition, 1,535 pounds.
Old Engine House No. 30, West Roxbury, steel, 1,000 pounds.
Engine House No. 34, Brighton, composition, 1,501 pounds.
Engine House No. 41, Allston, composition, 800 pounds.
Engine House No. 45, Roslindale, composition, 1,059 pounds.
Ladder House No. 4, Dudley street, Roxbury, composition, 3,509 pounds.
Saratoga street M. E. Church, East Boston, steel, 1,968 pounds.
Trinity Church, Trenton street, East Boston, composition, 1,760 pounds. Formerly used on Castle Street Church.
Van Nostrand's Brewery, Charlestown, composition, 818 pounds. Formerly used on Old Franklin Schoolhouse.
Bells formerly in service, located on schoolhouses, have been turned over to the Schoolhouse Department.

Public Clocks.

The following public clocks are cared for by this department:

City Proper.

Charles Street Church.
Christ Church, Salem street, owned by city.
Commercial Wharf.
Odd Fellow's Hall, Tremont street, owned by city.

Old South Church, owned by city.
Old State House, owned by city.
Suffolk County Jail, owned by city.
St. Stephen's Church, Hanover street, owned by city.
Shawmut Avenue Church.
Tremont M. E. Church, owned by city.
Young Men's Christian Union, owned by city.

South Boston.

Gaston Schoolhouse, owned by city.
Lincoln Schoolhouse, owned by city.
Phillips Church, owned by city.
St. Augustine's Church, Dorchester street, owned by city.

East Boston.

London Street Church, owned by city.
Lyceum Hall, owned by city.
Trinity Church, owned by city.
Oriënt Heights Church, owned by city.

Roxbury.

Winthrop Street Church, owned by city.
Boston Elevated Railway car house, Columbus avenue, owned by city.

Dorchester.

Baker Memorial (Upham's Corner), owned by city.
Neponset Church.
Tileston School (Mattapan), owned by city.
Unitarian Church (Milton Lower Mills).

Charlestown.

St. Francis de Sales Church.
City Hall, owned by city.

West Roxbury.

Dr. Strong's Church (South Evangelical), owned by city.
Unitarian Church, Jamaica Plain, owned by city.
Congregational Church (Roslindale), owned by city.

Brighton.

Bennett Schoolhouse, owned by city.