

BOSTON PUBLIC LIBRARY



3 9999 06316 857 7

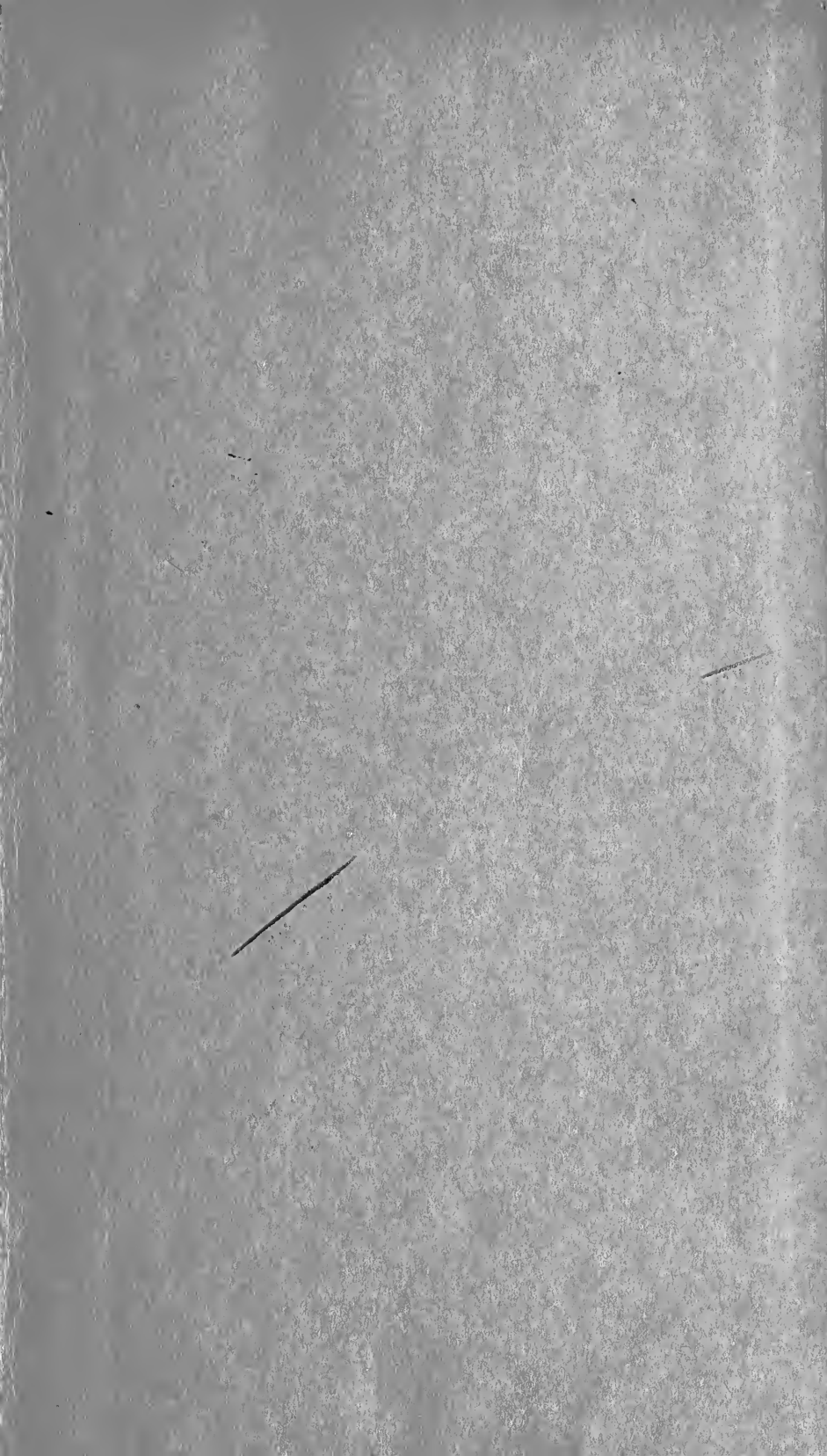
*me*

6351.8

No. ~~6359.15~~

1909-15







ANNUAL REPORT

OF THE

FIRE DEPARTMENT

OF THE

CITY OF BOSTON

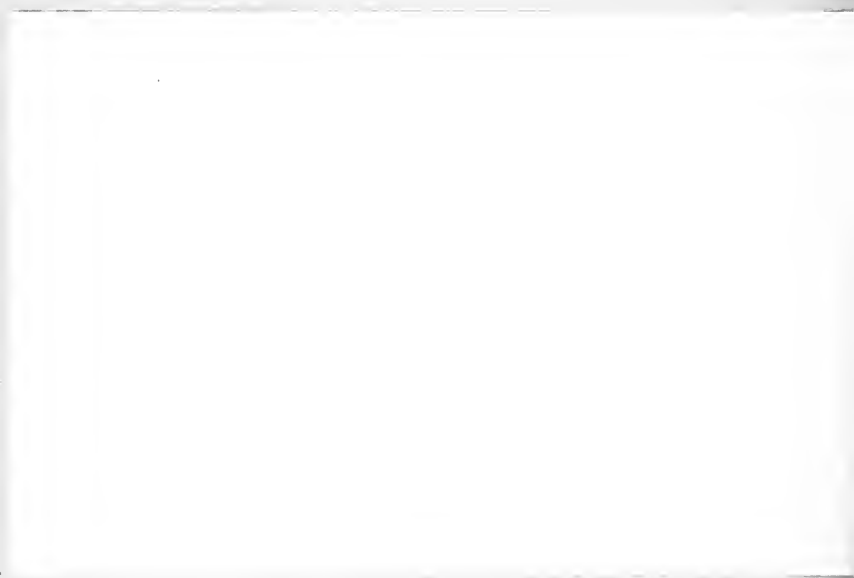
JANUARY 31, 1912

Compliments of

CHARLES H. COLE,

FIRE COMMISSIONER.

CITY OF BOSTON  
PRINTING DEPARTMENT  
1912



# ANNUAL REPORT

OF THE

# FIRE DEPARTMENT


OF THE

# CITY OF BOSTON

JANUARY 31, 1912



CITY OF BOSTON  
PRINTING DEPARTMENT  
1912



Digitized by the Internet Archive  
in 2010 with funding from  
Boston Public Library



ANNUAL REPORT  
OF THE  
FIRE DEPARTMENT  
FOR THE YEAR 1911-12.

---

BOSTON, February 1, 1912.

HON. JOHN F. FITZGERALD,  
*Mayor of the City of Boston:*

SIR,— In accordance with section 24 of the Revised Ordinances, 1898, City of Boston, I have the honor to submit herewith the report of this department for the twelve months, February 1, 1911, to February 1, 1912. I would call to your attention the reports and tables of the Chief of Department, the Superintendents of the Repair Shop and Fire Alarm Branch and the Veterinary Surgeon, herewith attached, which give in detail the figures and workings of the department for the past year.

The total expenditures for the year were, under the regular appropriation, \$1,612,395.31; under special appropriations, \$144,742.53.

Mr. Charles D. Daly was Fire Commissioner up to January 26, 1912. He was succeeded on that date by John H. Dunn as Temporary Fire Commissioner.

Very respectfully,

JOHN H. DUNN,  
*Temporary Fire Commissioner.*

## REPORT OF THE CHIEF OF THE DEPARTMENT.

FROM THE CHIEF OF DEPARTMENT, BOSTON, February 1, 1912.  
TO THE TEMPORARY FIRE COMMISSIONER:

The following is the report of the Fire Department for the year ending January 31, 1912.

During the year the department has responded to 4,433 alarms. The fire loss was \$2,232,267.

## ADDITIONS AND CHANGES.

A third fireboat was put in service and a wharf and pier built for same, with a fire station for the crew at 521 Commercial street.

A gasolene combination chemical and hose wagon was purchased and put in service with Engine Company 11 as a hose tender. This was for the better protection of the Orient Heights section.

Nine hose wagons were equipped with turret nozzles, making a total of twenty now in service.

A new horse-drawn steam fire engine was purchased and put in service as Engine 12.

A new fireproof building for the repair division has been completed and occupied.

Land has been procured in Oak square, Brighton, and plans and specifications prepared for a fire station on the site.

Permission was obtained from the War Department and plans and specifications prepared for a new berth for Fireboat Engine 44 and station for crew at Northern Avenue Bridge to replace present quarters at Central Wharf, which are inadequate, and for which this department is paying a yearly rental of \$4,000.

The department headquarters has been equipped with a high pressure window sprinkler system which, in view of the always existing danger of the surroundings, should to some extent lessen the probability of fire from the outside destroying this building in which is located the fire alarm central station.

January 1, 1912, the town of Hyde Park was annexed

to Boston and the fire department of that town absorbed, pursuant to chapter 469 of the Acts of 1911.

The property and apparatus acquired consisted of a fire station in Hyde Park Centre in which was located one Seagrave ladder truck, fully equipped; one reserve ladder truck, fully equipped; two hose wagons with 3,400 feet of single jacket hose; one chemical engine with two 50-gallon tanks and 300 feet of  $\frac{3}{4}$ -inch rubber hose, one exercising wagon, six horses, with harnesses, blankets, etc.; a fire station in Readville in which was located a hose wagon with 1,950 feet of single jacket hose, two horses, harnesses, blankets, etc.

One captain, one lieutenant, six permanent men and thirty call men were taken on by this department.

Changes in the boundary lines of fire districts 10, 12 and 14 were effected and a new district known as district 15 was established. This district consists of the former town of Hyde Park and the Mattapan section of Dorchester.

#### BUILDINGS.

There are 69 buildings for all purposes in charge of this department.

The care of this property is conducted in a systematic manner, and the cleanliness of the interiors show the evidence of this work.

The everyday wear and tear on the floors requires the constant attention of the men in the carpenters' squad, while the men employed to look out for the plumbing and painting have plenty of work on hand.

The fact remains that a great many of the houses are not modern, a few are very dilapidated, and at least one is in an unsanitary condition and hardly fit for occupancy.

In the near future some of the houses must be remodeled, and in any event changes must be made in the bathing facilities and inside and outside repairs, including painting, done.

#### APPARATUS AND EQUIPMENT.

The apparatus and equipment, including hose, has had the usual annual inspection and test and was found in condition for good service.

This department must soon meet the established fact that motor-driven apparatus of certain types will

be more economical and can perform the work more efficiently in certain localities than can horse-drawn.

#### FIRE ALARM BRANCH.

By the rearrangement and addition of equipment in the fire alarm operating room higher efficiency is now obtained. The operating force has been increased in order to give the best service under all conditions.

A number of new boxes have been established and several schoolhouse boxes relocated on the outside of the buildings to make them accessible to the public, hence more facility for giving alarms. A large amount of underground cable has been installed to replace overhead wires.

The same hazard of losing the headquarters building by fire from the outside still exists, though probably to a lesser extent. For further details of this branch, see report of the superintendent, hereto attached.

#### REPAIR SHOP BRANCH.

The new building has been completed and occupied, order has been restored and this most important division is now running smoothly.

It is a four-story structure with a one-story addition for the engine room and blacksmith shop. Total cost, \$105,893.84. The construction is fireproof. The foundations and floors are reinforced concrete, the roof is terra cotta and concrete, all steel is protected by a covering of concrete and partitions are terra cotta. The window sashes are metal, glazed with wired glass. All doors are metal.

For outside protection there has been installed a high service sprinkler system. There is also an automatic sprinkler system in the paint shop. On the main or apparatus floor pits have been built, thus making it easier to repair and inspect certain parts of the apparatus, which otherwise would be difficult of access.

Among the many conveniences are an electric elevator capable of moving the heaviest apparatus to any floor in the building, and a high pressure hydrant for testing purposes situated on the apparatus floor.

The enlarged blacksmith shop fills a long felt want, much time and labor being saved by having the work nearer the forges.

The following table shows repairs completed on apparatus and parts of apparatus for the year, the number of jobs done by the carpenters, painters, plumbers and steamfitters in the various houses in the department, and cost of same, also cost of stock furnished the different companies, the members of which completed their own repairs.

#### WORK DONE BY REPAIR SHOP.

	Number of Jobs.	Labor and Material.
Repairs in shop.....	2,181	\$26,913 00
Carpenters, painters, plumbers and steamfitters.....	624	17,210 00
Paint, lumber, etc., furnished, work done in quarters by members of the various companies.....		2,813 00
Total for year.....		\$46,936 00

This includes the complete repainting of the interiors of the following fire stations: Engines 1, 26-35, 27, 36, 41; Ladders 12, 18; Chemical 2, and also the painting of Fireboats 44 and 47.

In addition to the regular repair service the following apparatus has been rebuilt during the year: Ladders 21 and 22, and the boilers of Fireboat Engine 44.

#### VETERINARY HOSPITAL.

This branch is in first-class order and equipped with the most modern appliances for the treatment of horses.

#### HIGH PRESSURE SERVICE.

Chapter 312 of the Acts of 1911 provides for the installation of a high pressure fire system under the direction of the Commissioner of Public Works of the City of Boston and further provides that the City Council may appropriate the sum of \$1,000,000 for the purpose of defraying expenses incurred under the provisions of this act.

The sum of \$150,000 was made available in July of last year, and an independent engineering force was at once organized by the Commissioner of Public Works. Work has been vigorously prosecuted on surveys, plans, specifications and general studies of the work.

When the location of the pumping station has been definitely settled it will be possible to proceed in a very short time with actual construction.

#### BUILDING INSPECTION.

A systematic method of building inspection with due regard to business interests in the examination of premises where conditions of a fire menace exist, is an important feature of the daily routine. It is believed that the results will justify the means to the end that a reduction in fire losses will ensue and that danger to life and limb will be minimized.

If property owners and occupants of their buildings where the fire risk is ever in attendance gave sufficient attention to the correction of defects in their structures, to the elimination of dangers caused by the collection of rubbish and litter of all kinds and to the prevention, so far as possible, of the careless use of matches and the handling and storage of combustibles, the fire menace would be reduced to a marked degree.

Danger from fire is ever lurking in quarters where such conditions are in evidence. A conflagration generally has its beginning in buildings of fire breeding and fire feeding construction, where in its incipiency it gathers force and spreads to other structures contiguous to it.

Frequent inspections are made of premises where volatile inflammables and products of petroleum are stored, by district chiefs and the inspector of inflammables and explosives.

#### FIRE HAZARD AND PREVENTION.

The same fire hazard exists, especially in the suburbs, and remedial legislation tending towards improving building conditions is necessary to meet the situation.

#### MUTUAL AID.

The extension of the tapper service to the adjoining cities and towns is slowly but surely bringing about the inevitable fire department unit in the metropolitan district.

#### RECOMMENDATIONS.

It is not to be expected that everything mentioned under this head can be done at once, nor perhaps in the near future, but the items noted constitute what

is necessary in my opinion, as to new stations, apparatus and men for the better protection of the city.

#### FIRE STATIONS.

A site should be secured and a house built in the Readville section to replace the present quarters of Hose 49, which are not adapted for the service.

A new house on the site of Chemical Company 3, Winthrop street, Charlestown, or the building remodeled for an engine company.

A new station to replace the quarters of Engine Company 8 or the house remodeled. These quarters are in a dilapidated condition.

A new station on the same site to replace present quarters of Engine Company 26-35 or the house remodeled. These quarters are not adapted to the number of men now housed there, the sleeping quarters being insufficient, unsanitary and unhealthy.

Any new arrangement in these quarters should include offices for the Chief of Department. Those at present are inadequate for the business of the chief of a fire department as large as that of Boston.

Entire new plumbing in the quarters of Ladder 24.

Arrangements should be made, if possible, to obtain more room in the present building in which are the quarters of Engine Company 4, Chemical Company 1 and Water Tower Company 1. At present no smoking or recreation room worthy of the name is in these quarters.

If it is possible to dispose of the present site of Engine Company 17 and Ladder Company 7 to advantage it should be done and a more modern house built in the immediate vicinity for these companies. The alternative is to build a new station or remodel the present one on the same site.

In the event of a change in the location of the South Boston Municipal Court the building should be secured for quarters for Ladder Company 5.

A heating plant should be installed in the quarters of Chemical Company 8, at present heated by a stove, with no heat in bathroom.

As far each year as the appropriation will permit the bathtubs in the houses should be replaced with shower rooms. I cannot emphasize too strongly the necessity of this recommendation.

I hardly need call your attention to the necessity of providing separate rooms for all officers. There are a few stations where the officers are sleeping in the dormitory or in the captain's office.

The exterior woodwork of the majority of the houses needs painting and also the outside brick or stone work should be repointed where necessary.

#### APPARATUS.

##### *Engines.*

A gasolene combination pumping engine and hose wagon, to have pump capacity of at least 700 gallons per minute, be purchased for the Readville section.

A horse or tractor drawn steam fire engine, with a pump capacity of at least 1,000 gallons per minute, for a new Winthrop street, Charlestown, house.

A gasolene combination pumping engine, chemical and hose wagon, to have a pump capacity of at least 700 gallons per minute, for service in the new station at Oak square, Brighton. In my opinion horse-drawn apparatus will have difficulty negotiating the hills in this vicinity.

##### *Chemical and Hose Combination Wagons.*

A gasolene combination chemical and hose wagon for service in the quarters of Ladder Company 23, Grove Hall section.

A gasolene combination chemical and hose wagon to be stationed in the quarters of Engine Company 37, to replace the present horse-drawn hose wagon. This is for the better protection of the Parker Hill section.

A gasolene combination chemical and hose wagon for service in the quarters of Chemical 11, Lauriat avenue section, to replace the present horse-drawn apparatus. This was the original intention and the house was so constructed.

A gasolene combination chemical and hose wagon for service in the Hyde Park section, to replace the present horse-drawn Chemical 14.

The horse-drawn hose wagons in certain of the suburban stations should be replaced by motor-driven combination chemical and hose wagons, to precede the engine on all first alarms and to act as tenders on extra alarms or covering.

The horse-drawn chemicals at present located in the



houses of Chemical Companies 2, 4, 7, 9 and 10, to be replaced by gasolene combination chemical and hose wagons.

This is in the interest of economy and in addition the latter are capable of carrying 1,000 feet of 2½-inch hose which would greatly increase their usefulness.

The district chiefs should be furnished with motor-driven runabouts. If not feasible at this time to supply all I strongly recommend the purchase of cars as soon as possible for those in charge of the outlying districts.

It would be of great advantage to this department and a measure of economy to have a motor-driven wagon attached to the fire alarm branch and one to the repair division.

#### *Ladder Trucks.*

A motor-driven combination ladder truck to be stationed in the quarters of Chemical 11, Lauriat avenue section.

A motor-driven combination ladder truck to be stationed in the quarters of Engine Company 42, Egleston square section, and horse-drawn Chemical 5 dispensed with. The placing of combination Chemical 13 in service in Forest Hills has lessened the need of Chemical 5, and truck service is needed in this vicinity.

A motor combination ladder truck to be stationed in the quarters of Engine Company 41, Allston, dispensing with horse-drawn Chemical 6. As a truck must be secured for this vicinity it would save the cost of building a new house to combine both as recommended.

A 75-foot aerial truck, motor-driven, if possible, should be purchased for service in the quarters of Ladder Company 12, to replace the present box truck. Increasing the height of buildings in this vicinity, and the Plant shoe factory, with nearly 5,000 employees, calls for this recommendation.

#### *Men.*

The following men would be required to properly operate the recommended apparatus.

Readville Station.— This company should consist of a lieutenant and six men, as two men are at present on Hose 49, which, of course, would be abandoned. This would require the appointment of but five men. The services of the call men attached to this company could be dispensed with, so that it would finally amount to very little extra cost to the city.

Oak Square Station.— The company should consist of a lieutenant and seven men.

Grove Hall Station.— The combination chemical recommended for these quarters would require a lieutenant and five men.

The motor-driven ladder truck in the quarters of Chemical 11 would require a lieutenant and seven men.

The motor-driven ladder truck in the quarters of Engine 42, Egleston square section, would require but four men, as Chemical Company 5 would be disbanded and the men transferred to truck.

The motor-driven ladder truck in quarters of Engine Company 41 would require but five men, as Chemical Company 6 would be disbanded and the men transferred to truck.

The new engine company recommended for Winthrop street, Charlestown, would require but six men, as Chemical Company 3 would be disbanded and the men transferred to engine company.

I would recommend that a few additional men be appointed on Ladder Company 28 in Hyde Park section, and the call service in the whole section be discontinued. This could be done with very little additional expense to the city.

In addition to the above a few men could be used to advantage in the suburban districts which are growing rapidly and require eternal vigilance to prevent serious fires; however, the substitution of motor-driven for horse-drawn apparatus will make a good many men available for real fire duty who are now engaged in holding horses.

While at first glance these recommendations appear voluminous and expensive they are really in the nature of a great saving both to the city and in fire losses.

Celerity is the first requisite of a fire department and this, to-day, is missing to the degree needed, especially in the outlying districts, where during the heavy going of the winter season, which is generally the most prolific in fires, even with the extra horses the much needed minutes are not saved and as a matter of fact the apparatus is sometimes fortunate to arrive at all.

Motor-driven apparatus overcomes this and more. It dispels the feeling that always exists after a few long runs with horse-drawn apparatus, namely, that the horses must be replaced with fresh ones if the apparatus is to again leave the station.

It is not to be assumed that this type of apparatus should be universally adapted for all sections of the city.

There always remain those well known fire hazards that the powerful streams of the heaviest artillery of the Fire Department must cope with to be successful.

PROMOTION.

The method of promotion only after competitive examination was established during the year under the following civil service rules:

*Civil Service Regulations, 66.*

(a.) Promotions in the Fire Department of the City of Boston shall be made only after open competitive examination, and by successive grades so far as practicable; such examinations to be open to all members of the grade from which the promotion is to be made who possess the qualifications as to time and nature of service fixed by the commission.

(b.) Competitive promotion examinations will be held from time to time, as often as may be necessary, to meet or to anticipate the needs of the higher grades; and due notice will be given by the commission as to the dates of such examinations and the qualifications required of candidates.

(c.) Persons qualified and who desire to take such promotion examinations shall file notice thereof with the commission at such times as it will fix.

(d.) Candidates for such promotion examinations will be marked on the following subjects: (1) Seniority or length of service; (2) Efficiency and record in the department; (3) Physical condition; (4) Knowledge of duties and of the law, and such other subjects as the commission may prescribe.

(e.) As the result of such competitive promotion examinations the commission will establish promotion lists; and whenever a promotion is to be made it will certify, upon requisition of the appointing officer, the names of the two persons standing highest on the promotion list; and one of such persons so certified shall be entitled to promotion, unless the appointing officer shall, upon written charges filed with the commission, satisfy it that an additional name should be certified.

(f.) No recommendation for the promotion of any member of the department shall be considered by the appointing officer unless it be made by the official or officials under whose immediate supervision such member has served; and such recommendation by any other person, if made with the knowledge and consent of the member serving, shall be sufficient cause for debarring him from the promotion proposed.

(g.) No person shall remain eligible for promotion for more than two years upon any promotion list unless the commission shall by vote continue the eligibility beyond such period.

(h.) If the candidates for promotion to any position shall be less than three (3) in number, the commission may assent to the promotion of a candidate nominated by the appointing officer, after the passing by said candidate of a suitable noncompetitive examination.

(i.) The weights for the various subjects in competitive promotion examinations shall be as follows:

Seniority or length of service . . . . .	5
Efficiency or record in the department . . . . .	8
Knowledge of duties and of law and other prescribed subjects . . . . .	6
Physical condition . . . . .	1

NOTE.—The New York City weights (*see* Civil Service Rule 15, Sect. 6) are:

Seniority . . . . .	20
Conduct and efficiency . . . . .	40
Written papers . . . . .	40
	100

(j.) Credit on the subject of seniority shall be given only for the length of service in the grade in which the candidate is serving (as shown by the records) at the time of the promotion examination, and for which he seeks promotion, and shall be as follows:

The minimum mark shall be 50 per cent.

Three per cent shall be added for each full year of the first ten years of service.

One per cent shall be added for each full subsequent year.

NOTE.—The above is substantially the Chicago rule (*see* Civil Service Rule 7, Sect. 7). In New York (Civil Service Rule 15, Sect. 6) the maximum term of service in a position of grade to be considered in the rating for seniority is 15 years.

(k.) Credit on the subject of efficiency and record in the department will be based on two factors:

(1.) The candidate's qualifications of judgment, coolness, courage, executive ability, capacity for command of men, etc., the candidate's mark on examination to be based on the judgment of the Fire Commissioner filed in writing with the commission.

(2.) The candidate's record as shown on the official files of the Fire Department, including both merits and demerits.

#### Text books used in examinations:

1. General and special orders referring to administration and fire service.
2. Annual reports concerning personnel and organization.
3. Department regulations.
4. Buildings, boxes, hydrants, apparatus routes, etc., of their district.
5. Equipment of apparatus.
6. Fire methods.

#### Additional for senior officers:

Ordinances and statutes relative to the Fire Department.

Publications, such as the "Crosby-Fiske Handbook of Fire Protection" and the "National Board of Fire Underwriters' Reports."

Possible cases of large fires within their districts and how they shall be handled.

To the officers and men of the department I express my appreciation of the spirit and manner of their work, and thank them for their efforts to sustain the good name of our department with our fellow citizens.

The other departments which were called on to cooperate with us have shown the same hearty response, for which I am grateful.

JOHN A. MULLEN.

## THE DEPARTMENT ORGANIZATION.

Temporary Commissioner, JOHN H. DUNN.  
 Chief Clerk, BENJAMIN F. UNDERHILL.  
 Chief of Department, JOHN A. MULLEN.  
 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.

## STRENGTH AND PAY.

## HEADQUARTERS.

	Per annum
1 Commissioner . . . . .	\$5,000
1 Chief clerk . . . . .	2,500
1 Medical examiner . . . . .	1,300
1 Bookkeeper . . . . .	1,650
2 Clerks . . . . .	1,400
1 Clerk . . . . .	1,200
1 Clerk . . . . .	800
1 Assistant engineer (messenger) *	1,200
1 Private (explosives detail) *	1,200

10

## FIRE-FIGHTING FORCE.

1 Chief of department . . . . .	\$4,000
1 Deputy chief . . . . .	3,000
1 Junior deputy chief . . . . .	2,500
14 District chiefs . . . . .	2,000
56 Captains . . . . .	1,600
91 Lieutenants . . . . .	1,400
1 Lieutenant, aide to commissioner . . . . .	1,400
1 Lieutenant, aide to chief . . . . .	1,400
3 Engineers . . . . .	1,400
45 Engineers . . . . .	1,300
44 Assistant engineers . . . . .	1,200
2 Assistant engineers . . . . .	1,100

\* Detailed from fire force.

652 Privates:	Per annum
478 . . . . .	\$1,200
37 . . . . .	1,100
70 . . . . .	1,000
55 . . . . .	900
12 . . . . .	720
	Per day
1 Chief's driver . . . . .	\$2 50
1 Chief's driver . . . . .	2 00

914

*Call Men.*

30 Temporary call men in the Hyde Park district . . . . .	Per annum \$100
---	--------------------

## REPAIR SHOP.

	Per annum
1 Superintendent . . . . .	\$2,500
1 Captain, assistant superintendent * . . . . .	1,600
1 Lieutenant, foreman of hose and harness shop * . . . . .	1,400
1 Engineer * . . . . .	1,300
1 Assistant engineer * . . . . .	1,200
1 Master carpenter * . . . . .	1,300
1 Master painter * . . . . .	1,300
1 Engineer (master plumber) * . . . . .	1,300
6 Privates * . . . . .	1,200

*Employees.*

1 Clerk . . . . .	\$1,100
1 Clerk . . . . .	900
	Per day
1 Engineer . . . . .	\$3 25
2 Firemen . . . . .	2 50
2 Plumbers . . . . .	4 40
1 Steamfitter . . . . .	4 00
1 Painter . . . . .	3 75
3 Painters . . . . .	3 50
1 Painter . . . . .	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

\* Detailed from fire force.

FIRE DEPARTMENT.

15

	Per day
3 Laborers . . . . .	\$2 25
1 Temporary teamster . . . . .	2 25
1 Temporary fireman . . . . .	2 50

54

FIRE ALARM BRANCH.

	Per annum
1 Superintendent . . . . .	\$2,500
1 Assistant superintendent . . . . .	2,300
5 Privates, assistant operators * . . . . .	1,200
	Per day
1 Chief's driver * . . . . .	\$2 00

*Employees.*

	Per annum
1 Clerk . . . . .	\$850
4 Operators . . . . .	1,600
3 Assistant operators . . . . .	1,200
1 Foreman of construction . . . . .	2,000
	Per day
1 Machinist . . . . .	\$4 00
21 Telegraphers and linemen (average) . . . . .	3 13
1 Hostler . . . . .	2 50

40

VETERINARY HOSPITAL.

	Per annum
1 Veterinary surgeon . . . . .	\$2,000
1 Captain, assistant to veterinary surgeon * . . . . .	1,600

*Employees.*

	Per day
3 Hostlers (average) . . . . .	\$2 25
1 Horseshoer . . . . .	3 00
1 Temporary horseshoer . . . . .	3 00

7

1,055

CHIEF OF DEPARTMENT.

JOHN A. MULLEN.

Headquarters, Engine House 26-35, Mason Street.

The Chief is in charge of the fire protection for the whole city, which is subdivided into two divisions, each in charge of a deputy chief.

\* Detailed from fire force.

## DIVISION 1.

*Deputy Chief*, JOHN GRADY.

Headquarters, Engine House 25, Fort Hill Square.

This division comprises Districts 1, 2, 3, 4, 5, 6 and 13 (Marine District).

*District 1.*

*District Chief*, JOHN W. GODBOLD.

Headquarters, Ladder House 2, Paris Street,  
East Boston.

All that portion of the city (excluding any part of the Marine District) which is included within the district known as East Boston.

*Apparatus Located in the District.*—Engines 5, 9, 11, 40, Ladders 2, 21, Chemical 7.

*District 2.*

*District Chief*, CHARLES H. W. POPE.

Headquarters, Ladder House 9, Main Street,  
Charlestown.

All that portion of the city (excluding any part of the Marine District) which is included within the district known as Charlestown.

*Apparatus Located in the District.*—Engines 27, 32, 36, Ladders 9, 22, Chemicals 3, 9.

*District 3.*

*District Chief*, JOHN O. TABER.

Headquarters, Ladder House 18, Pittsburgh Street.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of State and Devonshire streets, thence easterly through State street to the water front, thence southeasterly across the harbor to the extension of C street, South Boston, thence southerly through C street to Cypher street, thence northwesterly through Cypher street to B street, thence southwesterly through B street to West First street, thence westerly through West First street to Atlantic Avenue Bridge, thence through Atlantic Avenue Bridge and Atlantic avenue



to Summer street, thence westerly through Summer street to Devonshire street, thence through Devonshire street to the point of beginning.

*Apparatus Located in the District.*—Engines 25, 38, 39, Ladders 8, 14, 18, Water Tower 3.

*District 4.*

*District Chief,* HENRY A. FOX.

Headquarters, Engine House 4, Bulfinch Street.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of State and Devonshire streets, thence southerly through Devonshire street to Water street, thence westerly through Water street to Washington street, thence southerly through Washington street to School street, thence through School street and Beacon street to Charles street, thence northerly through Charles street to Pinckney street, thence westerly through Pinckney street to the Cambridge boundary line, thence northerly along said Cambridge boundary line to its intersection with the tracks of the Eastern division of the Boston & Maine Railroad, thence northeasterly to the Warren Avenue Drawbridge, thence easterly to the Charlestown Drawbridge, thence northeasterly and then southerly around the water front to the extension of State street, thence through State street to the point of beginning.

*Apparatus Located in the District.*—Engines 4, 6, 8, Ladders 1, 24, Chemical 1, Water Tower 1.

*District 5.*

*District Chief,* DANIEL F. SENNOTT.

Headquarters, Engine House 26-35, Mason Street.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of Devonshire and Water streets, thence running westerly through Water street to Washington street, thence southerly through Washington street to School street, thence through School street and Beacon street to Charles street, thence northerly through Charles street to Pinckney street, thence westerly through Pinckney street to the Cambridge boundary line, thence southerly along said boundary line to the

extension of Otter street, thence through Otter street to Beacon street, thence easterly through Beacon street to Arlington street, thence through Arlington street to Boylston street, thence easterly through Boylston street to Church street, thence through Church street to Providence street, thence through Providence street to Columbus avenue, thence through Columbus avenue to Church street, thence through Church street to Tremont street, thence northerly through Tremont street to Pleasant street, thence southeasterly through Pleasant street and Broadway extension to Fort Point channel, thence northerly through Fort Point channel to Atlantic Avenue Bridge, thence through Atlantic Avenue Bridge and Atlantic avenue to Summer street, thence westerly through Summer street to Devonshire street, thence through Devonshire street to the point of beginning.

*Apparatus Located in the District.*—Engines 7, 10, 26, 35, Ladder 17, Chemical 2.

#### *District 6.*

*District Chief,* EDWIN A. PERKINS.

Headquarters, Engine House 1, Dorchester Street, South Boston.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of Atlantic Avenue Bridge and Fort Point channel, thence southerly through Atlantic Avenue Bridge to West First street, thence through West First street to B street, thence northerly through B street to Cypher street, thence through Cypher street to C street, thence northerly through C street to the water front, thence by the water front southeasterly, then westerly to the extension of Columbia road, thence through Columbia road to Mt. Vernon street, thence through Mt. Vernon street to Willow court, thence through Willow court to Massachusetts avenue, thence through Massachusetts avenue to the New York, New Haven & Hartford Railroad tracks (inclusive), thence northerly along said tracks (inclusive) to the South bay, thence northerly to Fort Point channel, thence through Fort Point channel to the point of beginning.

*Apparatus Located in the District.*—Engines 1, 2, 15, 43, Ladders 5, 19, 20, Chemical 8.

*District 13. (Marine District.)**District Chief*, ROBERT A. RITCHIE.

Headquarters, Fireboat Engine 47, house adjoining South Ferry, East Boston.

All that navigable portion of Boston Harbor and the rivers or waters emptying therein which is included within the city limits, with all the floats, vessels, ships, scows and boats of every description afloat thereon; all wharves, docks and piers (exclusive of the buildings on said wharves, docks and piers) extending into said navigable waters.

The following islands, with the buildings erected thereon, situated in Boston Harbor:

Governors, Apple, Deer, Lovells, Gallops, Georges, Long, Rainsford, Spectacle, Thompsons and Castle.

*Apparatus Located in the District.*—Engines 31, 44, 47 (fireboats).

## DIVISION 2.

*Deputy Chief*, PETER F. McDONOUGH.

Headquarters, Ladder House 4, Dudley Street.

This division comprises Districts 7, 8, 9, 10, 11, 12, 14 and 15.

*District 7.**District Chief*, JOHN T. BYRON.

Headquarters, Engine House 22, Warren Avenue.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of Beacon and Otter streets, thence easterly through Beacon street to Arlington street, thence through Arlington street to Boylston street, thence easterly through Boylston street to Church street, thence through Church street to Providence street, thence through Providence street to Columbus avenue, thence through Columbus avenue to Church street, thence through Church street to Tremont street, thence northerly through Tremont street to Pleasant street, thence easterly through Pleasant street and Broadway extension to Fort Point channel, thence southerly through Fort Point channel to the Roxbury canal, thence southerly through the

Roxbury canal to Massachusetts avenue, thence northwesterly through Massachusetts avenue to the Cambridge boundary line, thence northeasterly along said boundary line to a point opposite the extension of Otter street, thence through Otter street to the point of beginning.

*Apparatus Located in the District.*—Engines 3, 22, 33, Ladders 3, 13, 15, Chemical 4, Water Tower 2.

#### *District 8.*

*District Chief,* STEPHEN J. RYDER.

Headquarters, Ladder House 12, Tremont Street.

All that portion of the city (excluding any part of the Marine District) within a line beginning at the intersection of Massachusetts avenue and the Cambridge boundary line, thence through Massachusetts avenue to Washington street, thence southerly through Washington street to Atherton street, thence westerly through Atherton and Mozart streets to Chestnut avenue, thence southerly through Chestnut avenue to Sheridan street, thence through Sheridan street to Centre street, thence through Centre street to Perkins street, thence through Perkins street to South Huntington avenue, thence northerly through South Huntington avenue to Castleton street, thence through Castleton street across Jamaica way to the Brookline line, thence northerly and westerly along the Brookline boundary line to the Cottage Farm Bridge (inclusive), thence northerly through Essex street to the Cambridge boundary line, thence easterly by said Cambridge boundary line to the point of beginning.

*Apparatus Located in the District.*—Engines 13, 14, 37, Ladders 12, 26, Chemical 12.

#### *District 9.*

*District Chief,* MICHAEL J. KENNEDY.

Headquarters, Engine House 12, Dudley Street.

All that portion of the city (excluding any part of the Marine District) within a line beginning at the intersection of the extension of Columbia road and the Old Harbor, thence running westerly through Columbia road to Mt. Vernon street, thence through Mt. Vernon street to Willow court, thence through Willow court to

Massachusetts avenue, thence through Massachusetts avenue to the New York, New Haven & Hartford Railroad tracks (exclusive), thence northerly along said tracks (exclusive) to the South bay, thence westerly along said South bay to the Roxbury canal, thence southerly through the Roxbury canal to Massachusetts avenue, thence northwesterly through Massachusetts avenue to Washington street, thence southerly through Washington street to Columbus avenue, thence easterly through Columbus avenue to Seaver street, thence through Seaver street to Blue Hill avenue, thence northerly through Blue Hill avenue to Geneva avenue, thence through Geneva avenue to Columbia road, thence northeasterly through Columbia road to Stoughton street, thence easterly through Stoughton street to Pleasant street, thence through Pleasant street to Savin Hill avenue, thence easterly and northerly through Savin Hill avenue to Evandale terrace, thence through Evandale terrace to the water front, thence northerly along the water front to the point of beginning.

*Apparatus Located in the District.*—Engines 12, 21, 23, 24, Ladder 4, Chemical 10.

*District 10.*

*District Chief,* JOHN W. MURPHY.

Headquarters, Engine House '18, Harvard Street,  
Dorchester.

All that portion of the city (excluding any part of the Marine District) within a line beginning at the intersection of the extension of Evandale terrace and Dorchester bay, thence through Evandale terrace to Savin Hill avenue, thence northerly and westerly through Savin Hill avenue to Pleasant street, thence northerly through Pleasant and Stoughton streets to Columbia road, thence southerly through Columbia road to Geneva avenue, thence westerly through Geneva avenue to Blue Hill avenue, thence southerly through Blue Hill avenue to Canterbury street, thence through Canterbury street to Morton street, thence southerly through Morton street to Blue Hill avenue, thence northerly through Blue Hill avenue to Lauriat avenue, thence through Lauriat avenue to Norfolk street, thence through Norfolk street to Centre street, thence through Centre street to Adams street, thence northerly through Adams street to Mill street, thence through

Mill street to Preston street, thence through Preston street to Freeport street, thence southerly through Freeport street to Dorchester bay, thence northerly along the water front to the point of beginning.

*Apparatus Located in the District.*—Engines 17, 18, Ladders 7, 23, Chemical 11.

*District 11.*

*District Chief,* JOHN E. MADISON.

Headquarters, Engine House 41, Harvard Avenue,  
Brighton.

All that portion of the city (excluding any part of the Marine District) included within the district known as Brighton which is west of the Cottage Farm Bridge and Essex street.

*Apparatus Located in the District.*—Engines 29, 34, 41, Ladder 11, Chemical 6.

*District 12.*

*District Chief,* MICHAEL J. MULLIGAN.

Headquarters, Engine House 28, Centre Street,  
Jamaica Plain.

All that portion of the city known as West Roxbury and Jamaica Plain within a line beginning at the intersection of the extension of Castleton street and the Brookline boundary line, thence through Castleton street to South Huntington avenue, thence southerly through South Huntington avenue to Perkins street, thence easterly through Perkins street to Centre street, thence easterly through Centre street to Sheridan street, thence through Sheridan street to Chestnut avenue, thence northeasterly through Chestnut avenue to Mozart street, thence through Mozart street to Atherton street, thence through Atherton street to Columbus avenue, thence easterly through Columbus avenue to Seaver street, thence through Seaver street to Blue Hill avenue, thence southerly through Blue Hill avenue to Canterbury street, thence through Canterbury street to Morton street, thence southerly through Morton street to Harvard street, thence southerly through Harvard street to Ashland street, thence westerly through Ashland street to the New York, New Haven & Hartford Railroad tracks (exclusive), thence southerly along the New York, New Haven &

Hartford Railroad tracks to the Hyde Park boundary line, thence southwesterly along the Hyde Park boundary line to the Dedham boundary line, thence northwesterly along the Dedham boundary line to the Newton boundary line, thence northeasterly by the Newton boundary line to the Brookline boundary line, thence southeasterly and then northerly along said Brookline boundary line to the point of beginning.

*Apparatus Located in the District.*—Engines 28, 30, 42, 45, Ladders 10, 16, 25, Chemicals 5, 13.

*District 14.*

*District Chief,* MAURICE HEFFERNAN.

Headquarters, Engine House 46, Peabody Square,  
Dorchester.

All that portion of the city (excluding any part of the Marine District) within a line beginning at the intersection of Dorchester bay and Freeport street (Commercial Point), thence northerly through Freeport street to Preston street, thence through Preston street to Mill street, thence through Mill street to Adams street, thence southerly through Adams street to Centre street, thence through Centre street to Norfolk street, thence through Norfolk street to Lauriat avenue, thence through Lauriat avenue to Blue Hill avenue, thence southerly through Blue Hill avenue to Morton street, thence northwesterly through Morton street to Harvard street, thence southerly through Harvard street to Oakland street, thence through Oakland street to Rexford street, thence through Rexford street to Blue Hill avenue, thence northerly through Blue Hill avenue to Fremont street, thence through Fremont street to the Neponset river, thence along the Neponset river and Dorchester bay northwesterly to the point of beginning.

*Apparatus Located in the District.*—Engines 16, 20, 46, Ladders 6, 27.

*District 15.*

*Acting District Chief,* CAPT. JOHN H. WETHERBEE.

Headquarters, Engine House 48, Corner Harvard  
Avenue and Winthrop Street, Hyde Park.

All that portion of the city within a line beginning at the intersection of the extension of Fremont street

and the Milton boundary line, thence through Fremont street to Blue Hill avenue, thence southerly through Blue Hill avenue to Rexford street, thence through Rexford street to Oakland street, thence westerly through Oakland street to Ashland street, thence through Ashland street to the New York, New Haven & Hartford Railroad tracks (inclusive), thence southerly along the New York, New Haven & Hartford Railroad tracks (inclusive) to the boundary line of Hyde Park, thence along the Hyde Park boundary line to the Dedham boundary line, thence southeasterly along the Dedham boundary line to the Milton boundary line, thence along the Milton boundary line to the point of beginning.

*Apparatus Located in the District.*—Engines 19, 48, Ladder 28, Chemical 14, Hose 49.

---

NOTE.—Wherever a street, channel or bridge is used the center line of each will be the line used.



## FIRE STATIONS.

## LOCATION AND VALUATION.

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
Dorchester and Fourth streets.....	8,167	\$25,800	Engine 1 and Ladder 5.
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	37,300	Engine 7.
Salem street.....	2,568	26,500	Engine 8.
Paris street, East Boston.....	4,720	33,300	Engine 9 and Ladder 2.
River street.....	1,886	20,500	Engine 10.
Saratoga and Byron sts., East Boston,	10,000	40,000	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 7.
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.
521 Commercial street, on land of Public Works Department.....		*	Engine 31, fireboat.

\* Building cost \$18,000.

Fire Stations.—*Concluded.*

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
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.
Congress street . . . . .	4,000	38,000	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.
Central Wharf, on leased property . . . . .			Engine 44, fireboat.
Washington street, corner Poplar street, Roslindale.	14,729	22,400	Engine 45 and Ladder 16.
Dorchester avenue, Ashmont . . . . .	4,875	22,900	Engine 46.
Adjoining South Ferry, East Boston . .	11,950	31,600	Engine 47, fireboat.
Harvard avenue and Winthrop street, Hyde Park.	9,450	36,000	Engine 48, Ladder 28 and Chemical 14.
Church street . . . . .	3,412	23,600	Chemical Engine 2.
Winthrop street . . . . .	5,230	15,400	Chemical 3.
Shawmut avenue . . . . .	889	4,300	Chemical Engine 4.
Saratoga street, East Boston . . . . .	9,300	40,600	Chemical Engine 7.
B street . . . . .	1,800	7,800	Chemical Engine 8.
Eustis street . . . . .	1,790	8,000	Chemical Engine 10.
Corner Callender and Lyons streets . .	7,200	13,200	Chemical 11.
Corner Walk Hill and Wenham streets,	11,253	17,600	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.
Sprague and Milton streets, Hyde Park District, on land owned by the New York, New Haven & Hartford Railroad.		*	Hose 49.

\* Building of little value and belongs to city.

OTHER BUILDINGS.

	Assessed Valuation.
Fuel house, Dorchester street, 1,610 feet of land,	\$3,100
Fuel house, Salem street, 417 feet of land . . . .	4,400
Fuel house, Main street, Charlestown, 2,430 feet of land . . . . .	6,500
Headquarters Building, corner of Albany and Bristol streets, 23,679 feet of land . . . . .	113,000
Water Tower No. 2 and wrecking wagon are in Headquarters Building.	
Veterinary Hospital, Atkinson street, 64,442 feet of land . . . . .	75,000
Fuel house, Washington, near Dover street, 1,007 feet of land . . . . .	10,500

APPARATUS.

*Steam Engines.*— 45 in service, 6 in reserve.  
*Ladder Trucks.*— 28 in service, 10 in reserve.  
*Chemical Engines.*— 14 in service, 5 in reserve.  
*Water Towers.*— 3 in service.  
*Fireboats.*— 3 in service.  
*Hose Wagons.*— 45 in service, 5 in reserve.

*Chief's Wagons.*— 16 in service, 5 in reserve.  
*Motor Cars.*— 5 in service.  
*Motor Combination Wagons.*— 2 in service.  
*Miscellaneous.*— 39 fuel wagons, 6 repair wagons, 2 supply wagons, 3 manure wagons, 1 caravan, 39 hose pungs, 2 jobbing pungs, 4 fire alarm pungs.

ENGINES.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Size.
1. ....	Clapp & Jones Manufacturing Company.	April, 1890	American Fire Engine Company...	1899 *	8½	5	7	Second.
2. ....	Silsby Manufacturing Company.....	1890	American Fire Engine Company....	1904	8	4½	8	Second.
3. ....	American Fire Engine Company.....	Jan., 1904	.....	.....	9	5½	8	First.
4. ....	International Power Company.....	Jan., 1907	.....	.....	8½	5	8	First.
5. ....	American Fire Engine Company.....	June, 1907	.....	.....	8	4½	8	Second.
6. ....	Amoskeag Manufacturing Company..	1870	Manchester Locomotive Works....	1890	7½	4½	8	Second.
7. ....	American Fire Engine Company.....	Feb., 1893	American La France Fire Engine Company.	1907	9	5½	8	First.
8. ....	American La France Fire Engine Company.	May, 1907	.....	.....	9	5½	8	First.
9. ....	Silsby Manufacturing Company.....	April, 1890	American Fire Engine Company....	1902	8	4½	8	Second.
10. ....	Silsby Manufacturing Company.....	April, 1886	American Fire Engine Company....	1903	8	4½	8	Second.
11. ....	Amoskeag Manufacturing Company..	March, 1879	Manchester Locomotive Works....	1905	6½	4½	8	Third.
12. ....	International Power Company.....	Dec., 1911	.....	.....	7½	4½	8	Second.
13. ....	Clapp & Jones Manufacturing Company.	April, 1890	American Fire Engine Company....	1899	8½	5	7	Second.
14. ....	Amoskeag Manufacturing Company..	1872	International Power Company....	1907	7½	4½	8	Second.
15. ....	American Locomotive Works.....	Dec., 1904	.....	.....	8½	5	8	First.

# FIRE DEPARTMENT.

16.	Amoskeag Manufacturing Company..	July,	1872	American British Company.....	1910	7 $\frac{7}{8}$	4 $\frac{1}{2}$	8	Second.
17.	Manchester Locomotive Works.....	May,	1886	Manchester Locomotive Works....	1906	6 $\frac{1}{2}$	4 $\frac{1}{2}$	8	Third.
18.	Manchester Locomotive Works.....	Nov.,	1890	Manchester Locomotive Works....	1905	6 $\frac{1}{2}$	4	8	Fourth.
19.	Manchester Locomotive Works.....	Feb.,	1896	.....	1909	6 $\frac{1}{2}$	4 $\frac{1}{2}$	8	Third.
20.	Silsby Manufacturing Company.....	Aug.,	1882	American Fire Engine Company....	1900	8	4 $\frac{1}{2}$	8	Second.
21.	Amoskeag Manufacturing Company..	Sept.,	1870	International Power Company.....	1907	7 $\frac{1}{2}$	4 $\frac{3}{4}$	8	Second.
22.	Manchester Locomotive Works.....	Nov.,	1896	.....	.....	7 $\frac{1}{2}$	4 $\frac{3}{4}$	8	Second.
23.	Silsby Manufacturing Company.....	April,	1890	American Fire Engine Company....	1901	8	4 $\frac{1}{2}$	8	Second.
24.	Amoskeag Manufacturing Company..	July,	1867	American Locomotive Works.....	1904	7 $\frac{3}{8}$	4 $\frac{3}{4}$	8	Second.
25.	American La France Fire Engine Company.	Dec.,	1910	.....	.....	9	5 $\frac{1}{2}$	8	First.
26.	International Power Company.....	Feb.,	1909	.....	.....	8 $\frac{1}{2}$	5 $\frac{1}{2}$	8	First.
27.	Silsby Manufacturing Company.....	.....	1891	American Fire Engine Company....	1892	8	4 $\frac{1}{2}$	8	Second.
28.	Amoskeag Manufacturing Company..	Oct.,	1882	American Locomotive Company....	1904	6 $\frac{1}{2}$	4 $\frac{1}{2}$	8	Third.
29.	American British Company.....	Jan.,	1911	.....	.....	7 $\frac{1}{2}$	4 $\frac{3}{4}$	8	Second.
30.	Manchester Locomotive Works.....	Nov.,	1890	International Power Company.....	1910	6 $\frac{1}{2}$	4	8	Fourth.
31.	Clapp & Jones Manufacturing Com- pany.	.....	1889	.....	.....	16	9	10	1 pump, 2,800 gals.
32.	International Power Company.....	June,	1907	.....	.....	7 $\frac{1}{2}$	4 $\frac{3}{4}$	8	Second.
33.	International Power Company.....	Nov.,	1909	.....	.....	7 $\frac{1}{2}$	4 $\frac{3}{4}$	8	Second.
34.	Amoskeag Manufacturing Company..	Dec.,	1869	American Locomotive Company....	1904	7 $\frac{1}{2}$	4 $\frac{3}{4}$	8	Second.
35.	Manchester Locomotive Works (self- propeller).	Jan.,	1898	.....	.....	9 $\frac{1}{2}$	5 $\frac{1}{2}$	8	Double extra first.

ENGINES.— *Concluded.*

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Size.
36	International Power Company	Nov., 1909	.....	.....	8½	5½	8	First.
37	Manchester Locomotive Works	March, 1896	International Power Company	1907	6½	4½	8	Third.
38	Manchester Locomotive Works (self-propeller).	June, 1897	.....	.....	9½	5½	8	Double extra first.
39	Manchester Locomotive Works	June, 1901	.....	.....	8½	5	8	First.
40	American Locomotive Company	Jan., 1906	.....	.....	8½	5	8	First.
41	International Power Company	Feb., 1909	.....	.....	7½	4½	8	First.
42	Manchester Locomotive Works	March, 1884	International Power Company	1907	6½	4½	8	Third.
43	Amoskeag Manufacturing Company	Nov., 1867	American Locomotive Company	1904	7½	4½	8	Second.
44	American Fire Engine Company	Aug., 1895	.....	.....	{ 12½ H. P. 18 L. }	{ P. 10 } 4	11	{ 2 sets of pumps, 6,000 gallons.
45	Manchester Locomotive Works	Feb., 1895	Fire Department Repair Shop	1900	6½	4	8	Third.
46	Manchester Locomotive Works	Nov., 1890	Manchester Locomotive Works	1902	6½	4	8	Fourth.
47	G. F. Blake Manufacturing Company	Aug., 1909	.....	.....	{ 12 H. 22 L. }	{ 10 } 4½	11	{ 2 sets of pumps, 6,000 gallons.
48	Hunneman & Co	Oct., 1872	Manchester Locomotive Works	1905	7½	4½	8	Third.

*In Reserve.*

C.....	Amoskeag Manufacturing Company..	Nov., 1872*	Manchester Locomotive Works.....	1898	6½	4¼	8	Third.
D.....	American Fire Engine Company.....	June, 1895	American La France Fire Engine Company.	1907	9	5½	8	First.
26.....	Manchester Locomotive Works.....	July, 1903	.....	.....	8½	5	8	First.
33.....	Manchester Locomotive Works.....	April, 1901	.....	.....	7¾	4¾	8	Third.
28.....	Manchester Locomotive Works.....	Oct., 1882	Fire Department Repair Shop.....	1904	7¾	4¾	8	Second.
12.....	Manchester Locomotive Works.....	March, 1882	Manchester Locomotive Works.....	1904	6¾	4¼	8	Third.

CHEMICAL ENGINES.

NUMBER.	Built by	Put in Service.	Remarks.	Capacity.
1.....	American La France Company.....	Dec., 1910	.....	100
2.....	Babcock Manufacturing Company.....	April 25, 1874	.....	160
3.....	Fire Extinguisher Manufacturing Company.....	April 29, 1898	.....	70
4.....	Babcock Manufacturing Company.....	May, 1876	Rebuilt by Hinman, 1886, rebuilt at Boston Fire Department Repair Shop April, 1906.	160
5.....	Babcock Manufacturing Company.....	Sept. 21, 1876	Altered by Hinman.....	100
6.....	Babcock Manufacturing Company.....	May 1, 1876	Altered by Hinman.....	100
7.....	Babcock Manufacturing Company.....	Sept. 27, 1886	Altered by Hinman.....	100

CHEMICAL ENGINES.—*Concluded.*

NUMBER.	Built by	Put in Service.	Remarks.	Capacity.
8.	Babcock Manufacturing Company.....	Oct. 27, 1887	Altered by Hinman.....	Gallons. 160
9.	Babcock Manufacturing Company.....	July 17, 1889	Altered by Hinman.....	100
10.	Babcock Manufacturing Company.....	Sept. 13, 1889	Altered by Hinman.....	100
11.	Charles T. Holloway.....	March, 1892	.....	70
12.	Babcock Manufacturing Company.....	Oct., 1890	.....	100
13.	Knox Auto Company.....	July, 1910	.....	35
14.	Babcock Manufacturing Company.....	1881	.....	100

*In Reserve.*

NUMBER.	Built by	Put in Service.	Capacity.
A.	Charles T. Holloway.....	Nov., 1895	Gallons. 100
B.	Charles T. Holloway.....	Oct., 1895	100
C.	Charles T. Holloway.....	Sept., 1896	80
E.	Charles T. Holloway.....	1894	70
Old No. 1.	Babcock Manufacturing Company.....	1890	100



LADDER TRUCKS.

NUMBER.	Built by	Put in Service.	Rebuilt by	Number of Ladders.
1.	Hunneman & Co.	Dec., 1869	Charles Waugh & Co.	12
2.	Abbott-Downing Company.	1899		12
3.	Abbott-Downing Company.	June 2, 1886		14
4.	Abbott-Downing Company.	April 25, 1884		15
5.	Hunneman & Co.	March, 1870	Charles Waugh & Co.	17
6.	C. N. Perkins & Co.	Aug., 1905		17
7.	C. T. Holloway & Co.	July 28, 1898		10
8.	Hunneman & Co.	1870	Fire Department Repair Shop	14
9.	Fire Department Repair Shop.	1908		15
10.	Fire Department Repair Shop.	March 18, 1909		12
11.	American La France Fire Engine Company	Jan., 1907		14
12.	J. Ryan & Co.	July, 1880	Fire Department Repair Shop.	15
13.	Fire Department Repair Shop.	1907		Extension.
14.	American La France Fire Engine Company.	Jan., 1911		Extension.
15.	American La France Fire Engine Company.	Nov., 1906		Extension.
16.	Fire Department Repair Shop.	Sept., 1888		15
17.	Seagrave Company.	June, 1911		Extension.
18.	Seagrave Company.	April, 1910		Extension.

LADDER TRUCKS.—*Concluded.*

NUMBER.	Built by	Put in Service.	Number of Ladders.
19.	Fire Extinguisher Manufacturing Company	Jan., 1898.	8
20.	Charles N. Perkins Company	Dec. 30, 1902.	8
21.	Charles T. Holloway	Jan., 1898.	9
22.	Charles T. Holloway	Jan., 1898.	9
23.	American La France Fire Engine Company	Dec., 1910.	9
24.	Charles T. Holloway & Co	Oct., 1901.	7
25.	Charles T. Holloway & Co	April 25, 1900.	7
26.	American La France Fire Engine Company	Nov., 1908.	7
27.	Charles N. Perkins & Co	Nov., 1901.	9
28.	Seagrave Company	Nov., 1910.	12

*In Reserve.*

DESCRIPTION.	Built by
Relief A.	Fire Department Repair Shop.
Relief E.	Fire Department Repair Shop.
Former Ladder 11.	Hunneman & Co. . . . . 1874
Former Ladder 16.	Hunneman & Co. . . . . 1888

Former Ladder 6.....	Hunneman & Co.....	1873
Former Ladder 18.....	International Fire Engine Company.....	Oct., 1902
Former Ladder 9.....	Waugh & Co.....	1872
Former Ladder 17.....	American La France Fire Engine Company.....	April, 1891
Old No. 1 (Hyde Park).....	Johnson.....	
New truck.....	American La France Fire Engine Company.....	1910

Extension.

Extension.

WATER TOWERS.

NUMBER.	Built by	Put in Service.
1.....	Kansas City Fire Department Supply Company.....	Dec. 18, 1893
2.....	Kansas City Fire Department Supply Company.....	May 17, 1890
3.....	International Fire Engine Company.....	Nov. 2, 1903

TOOLS AND MACHINERY IN REPAIR SHOP.

BLACKSMITH SHOP.	Boiler Room.	Hose and Harness Shop.	Engine Room.	Wheelwright and Machine Shop.
5 forges.	3 Manning vertical tubular boilers, each 75 horse power.	1 Buckley electric hose testing and expanding engine.	1 25 horse power steam engine, cylinder, 9 by 31.	1 each engine lathes, with foot beds, 28 by 12; 16 by 12; 16 by 9; 14 by 8 and 14 by 6.
1 power hammer.	2 Blake boiler feed pumps.	2 electric-driven sewing machines.	1 Knowles triplex pump for hose testing.	1 16 by 10 speed lathe.
1 gas tire heater.	Numerous tools and appliances for repairing hose and harnesses.		1 15 horse power motor.	1 16 by 10 wood lathe.
1 tire upsetter.			2 dynamos and engines which supply current to fire alarm, central station.	1 26 by 26 planer, 8-foot bed.
1 punch and shears.				1 planer, 16 by 29, shaper.
1 lever shears.				1 radial drill.
1 tire roller.				2 upright drills.
2 rubber tire setters.				1 wall drill.
1 bolt cutter.				1 circular saw.
1 fan blower.				1 band saw.
				1 boring and mortiser machine.
				2 buzz planers.
				1 grindstone.
				Numerous small tools.

## APPARATUS PURCHASED DURING THE YEAR.

1 Combination chemical and hose motor car . . . . .	\$5,500
1 Aerial ladder truck . . . . .	4,930
1 Second size Amoskeag steam fire engine . . . . .	4,850
1 "1910" Cadillac automobile (second hand) . . . . .	950
1 Ladder truck . . . . .	750
10 Life nets . . . . .	525
1 Double caravan . . . . .	300

## HOSE.

*Amount Purchased and Condemned During the Year.*

	Purchased (Feet).	Condemned (Feet).
Leading cotton . . . . .	10,550	11,000
Leading rubber . . . . .	1,500	1,550
Chemical . . . . .	1,500	1,200
Deck . . . . .	150	150
Rubber suction . . . . .	—	10
Flexible suction . . . . .	150	125
Deluge . . . . .	—	112
	<hr/>	<hr/>
	13,850	14,147

*Amount in Use and Store February 1, 1912.*

	In Use.	In Store.
Leading cotton . . . . .	106,969	2,660
Leading rubber . . . . .	9,900	300
Chemical . . . . .	12,550	350
Deck . . . . .	900	—
Rubber suction . . . . .	1,044	94½
Flexible suction . . . . .	525	50
Deluge . . . . .	832	81
	<hr/>	<hr/>
	132,720	3,535½

## HORSES.

Number in the department February 1, 1911 . . . . .	408
Purchased during the year . . . . .	59
By annexation of Hyde Park . . . . .	8
Total . . . . .	<hr/> 475
Sold or exchanged . . . . .	48
Died . . . . .	7
Destroyed . . . . .	4
Killed in service . . . . .	1
Total . . . . .	<hr/> 60
Number in the department February 1, 1912 . . . . .	<hr/> 415

## EXPENDITURES FOR THE YEAR.

## Salaries to January 25, 1912, inclusive:

Charles D. Daly, commissioner . . . . .	\$4,986 28
B. F. Underhill, chief clerk . . . . .	2,493 40
John A. Mullen, chief . . . . .	3,988 92
Deputy and district chiefs . . . . .	33,314 85
Members of the various fire companies . . . . .	1,067,314 21
Pensioners . . . . .	108,601 84
Clerks in office . . . . .	6,431 88

---

\$1,227,131 38

Less amount deducted for cloth, 2,427 30

---

\$1,224,704 08

## Horses:

Hay, grain and straw . . . . .	\$47,971 60
Shoeing . . . . .	19,197 35
Horse hire . . . . .	1,496 50
Harnesses and repairs . . . . .	6,886 77
Purchase and exchange of . . . . .	12,752 84
Attendants at hospital, medicine, etc. . . . .	7,886 43

---

96,191 49

Repairs of apparatus, including stock sent to  
repair shop:

Mechanics . . . . .	\$39,577 10
Materials, etc. . . . .	19,202 53

---

58,779 63

Fuel for engines and houses . . . . .	39,954 32
Repairs and alterations of houses . . . . .	27,384 17
Hardware, tools and supplies . . . . .	19,455 97

## New apparatus:

1 Combination chemical engine and hose motor car . . . . .	\$5,500 00
1 Aerial ladder truck . . . . .	4,930 00
1 Engine . . . . .	4,850 00
1 Automobile . . . . .	950 00
1 Ladder truck . . . . .	750 00
10 Life nets . . . . .	525 00
1 Caravan . . . . .	300 00

---

17,805 00

Hose pipes and repairs . . . . .	11,840 79
Electric lighting . . . . .	10,904 09
Rents . . . . .	9,384 27

---

*Carried forward* . . . . . \$1,516,403 81

FIRE DEPARTMENT.

39

<i>Brought forward</i> . . . . .		\$1,516,403	81
Furniture and bedding . . . . .	\$6,436	54	
Washing . . . . .	1,374	80	
		<hr/>	
		7,811	34
Uniform cloth . . . . .		2,566	96
Printing . . . . .		2,276	67
Medical service . . . . .		1,837	36
Gas . . . . .		1,439	36
Stationery . . . . .		1,037	89
Hats, badges and buttons . . . . .		995	96
Chemicals . . . . .		978	09
Expert services . . . . .		695	50
Janitor at headquarters . . . . .		602	40
Allowance to members for clothing, etc., lost at repair shop fire (order of Common Council, November 14, 1911) . . . . .		546	89
Ice . . . . .		495	62
Books, papers and office expenses . . . . .		477	84
Traveling expenses . . . . .		442	50
Expert accountant services . . . . .		425	00
Insurance . . . . .		310	02
Lessons in use of gasolene engines, etc. . . . .		240	00
Expenses of detailed men . . . . .		234	88
Removing ashes from fireboat . . . . .		181	68
Freights . . . . .		179	01
Postage . . . . .		141	70
Medical supplies . . . . .		131	83
Electric power . . . . .		125	66
Advertising . . . . .		80	90
Stenographic work and small items . . . . .		51	48
Rent of gas regulators . . . . .		38	25
		<hr/>	
		\$1,540,748	60
Fire alarm telegraph:			
Salaries:			
George L. Fickett, superin-			
tendent . . . . .	\$2,493	40	
Operators, repairers, etc. . . . .	41,867	18	
		<hr/>	
		\$44,360	58
Less amount deducted for cloth . . . . .		8	84
		<hr/>	
		\$44,351	74
Wires, cables and conduits . . . . .	11,717	32	
Instruments, tools and repairs . . . . .	7,714	73	
Repairs, alterations and exten-			
sions . . . . .	3,562	41	
		<hr/>	
<i>Carried forward</i> . . . . .	\$67,346	20	\$1,540,748 60

<i>Brought forward</i> . . . . .	\$67,346 20	\$1,540,748 60
Telephone service . . . . .	1,528 87	
Electric power . . . . .	964 70	
Maps and plans . . . . .	489 04	
Use of duct in East Boston Tunnel . . . . .	450 36	
Repairing clocks . . . . .	347 30	
Electric light for clocks . . . . .	284 74	
Car fares and traveling expenses,	235 50	
	<hr/>	71,646 71
		<hr/> <hr/>
		\$1,612,395 31

## SPECIAL APPROPRIATIONS.

*Fireboat Quarters and Pier, Northern Avenue.*

## Payments on account:

Expert services . . . . .	\$15 00
Advertising . . . . .	3 40
	<hr/>
	\$18 40

*Department Repair Shop.*

## Payments on account:

Contractor, John F. Griffin Company . . . . .	\$97,867 20
Architects, Thomas, Parker & Rice . . . . .	5,886 33
Plans for heating and ventilating . . . . .	661 64
Benches, etc. . . . .	572 00
Printing . . . . .	361 44
High pressure piping for engine . . . . .	275 00
Borings and tests . . . . .	238 25
Advertising . . . . .	6 40
	<hr/>
	\$105,868 26

*Fire Station, Lauriat Avenue District.*

## Balance of payments:

Contractors, McGahey & O'Connor . . . . .	\$2,997 83
---	------------

(Total cost, \$15,762.07.)

*Fire Station, Oak Square and Faneuil Section.*

## Continuation of payments:

Expert services . . . . .	\$25 00
Advertising for site . . . . .	2 80
	<hr/>
	\$27 80



*New Fireboat, No. 31.*

## Continuation of payments:

Contractors, Bertelsen & Petersen Engineering Company . . . . .	\$13,796 75
Architect, Arthur Binney . . . . .	1,371 09
Hose . . . . .	2,067 50
Coppering . . . . .	503 04
Consulting engineer . . . . .	100 00
Inspector of hull . . . . .	36 00
Marine instruments, etc. . . . .	32 10
Coal . . . . .	15 00
	<hr/>
	<u>\$17,921 48</u>

*New Quarters for Fireboat 31.*

## Continuation of payments:

Building of, Christopher F. Brown, contractor . . . . .	\$10,400 00
Building wharf and dredging dock, W. H. Ellis, contractor . . . . .	6,264 59
Architect, C. J. Bateman . . . . .	624 00
Engineering . . . . .	307 33
Printing . . . . .	134 49
Tide water displacement . . . . .	100 00
Water service pipe . . . . .	67 15
Advertising . . . . .	11 20
	<hr/>
	<u>\$17,908 76</u>

(Cost to date, \$17,983.76.)

## RECAPITULATION.

Fire Department (including Fire Alarm, Repair Shop and new apparatus) . . . . .	\$1,612,395 31
Fireboat quarters and pier, Northern avenue . . . . .	18 40
Department repair shop . . . . .	105,868 26
Fire Station, Lauriat avenue district . . . . .	2,997 83
Fire Station, Oak square and Faneuil section . . . . .	27 80
New Fireboat, No. 31 . . . . .	17,921 48
New quarters for fireboat 31 . . . . .	17,908 76
	<hr/>
	<u>\$1,757,137 84</u>

## INCOME.

Sale of one book . . . . .	\$2 50
Labor of fire alarm employees . . . . .	10 50
Cloth remnants . . . . .	22 75
Rent . . . . .	32 00
	<hr/>
<i>Carried forward</i> . . . . .	\$67 75

<i>Brought forward</i> . . . . .	\$67 75
Insurance . . . . .	50 00
Damage to fire alarm boxes . . . . .	138 47
Sale of manure . . . . .	227 00
Permits for keeping of fireworks, explosives, and transportation of same; fires in open air and blasting . . . . .	243 25
Sale of badges admitting to fire lines . . . . .	329 00
Sale of three old bells . . . . .	1,803 42
Sale of old material . . . . .	2,048 02
Sale of old fireboat, Engine 31 . . . . .	2,555 00
Bath Department, steam for Dover Street Bath House . . . . .	3,455 91
	<hr/>
	<u>\$10,917 82</u>

FIRE DEPARTMENT.

MONTHS.	ALARMS RECEIVED.						LOSS.		INSURANCE.		ALARMS.				BUILDINGS.									
	Members.	Police.	Citizens.	Telephone.	Automatic.	Unknown.	Total.	Buildings.	Contents.	Buildings.	Contents.	TELEGRAPH.		STILL.		Damage None.	Damage Slight.	Damage Considerable.	Totally Destroyed.					
												Fire.	False.	Needs.	Fire.					Needs.				
January.....	13	16	284	62	15	8	398	\$63,326 94	\$101,375 38	\$1,906,964	\$1,573,000	174	8	20	158	38	263	5	66	1	133	129	8	...
February....	10	20	224	39	18	3	314	75,963 37	143,941 47	3,007,851	795,100	156	3	13	117	25	243	1	27	2	101	134	10	...
March.....	15	16	278	70	17	7	403	68,254 76	69,607 17	1,789,193	1,129,315	195	7	11	105	25	265	2	94	1	106	147	13	1
April.....	19	14	334	139	7	10	523	74,705 42	202,262 18	4,311,075	1,229,459	228	10	16	245	24	228	10	237	7	98	118	10	1
May.....	11	27	323	106	9	10	486	48,703 82	67,317 06	1,627,703	830,902	206	10	11	223	36	273	9	154	2	113	149	9	1
June.....	6	25	250	49	11	12	353	31,359 65	78,876 37	2,554,830	827,158	170	12	6	143	22	224	2	86	3	96	128	2	...
July.....	19	28	360	111	19	19	556	90,579 40	115,274 06	1,721,935	550,000	230	19	15	258	34	289	22	196	3	145	150	13	2
August.....	6	7	213	20	12	7	265	51,157 08	48,608 47	1,430,304	349,027	147	7	13	73	25	189	4	30	1	84	100	8	1
September...	7	12	148	32	8	13	220	122,301 60	208,848 24	1,068,817	557,800	97	13	6	76	28	147	5	25	1	71	71	10	...
October....	8	11	181	28	14	14	256	21,667 11	31,038 43	679,340	524,320	117	14	15	90	20	173	...	31	3	85	83	5	...
November...	9	9	222	47	18	9	314	36,529 54	61,326 52	1,984,261	380,150	132	11	11	133	27	213	2	46	6	102	106	7	...
December...	5	14	254	58	7	7	345	77,379 56	282,059 18	1,240,507	902,933	166	7	15	128	29	225	7	68	1	97	123	12	...
Totals ..	128	199	3,071	701	155	119	4,433	\$761,928 25	*1,410,534 53	\$23,322,880	\$9,649,164	2,018	121	152	1,809	333	2,732	69	1,060	31	1,231	1,438	107	6

\* Does not include \$49,804 loss on vessels and contents, with insurance of \$359,245.

CAUSES OF FIRES AND ALARMS FROM JANUARY 1, 1911,  
TO JANUARY 1, 1912.

Alarms, accidental, false au- tomatic.....	119	Meat, wood, on stove, in oven.....	29
Alarms, false, needless, bell and still.....	186	Naphtha, gasolene, benzine, chemicals, careless use of, and explosion.....	32
Alarms out of city.....	31	Oil stove, careless use of, and explosion.....	39
Ashes, in wooden receptacle, Automobiles.....	64 45	Overheated furnace, stove, boiler and steam pipes....	86
Boiling over of fat, tar, etc... Bonfires, brush, rubbish, grass.....	27 739	Plastering, drying.....	15
Careless use lamp, candle, lantern.....	65	Plumber's, roofer's, paint- er's stove or torch.....	13
Careless use pipe, cigar, cigarette.....	142	Rescues, elevators, mis- cellaneous.....	11
Chimneys, soot burning.....	218	Rekindling of ruins.....	2
Clothes near stove.....	30	Set by boys.....	134
Defective chimney, stove- pipe, boiler, furnace, fire- place.....	67	Slacking of lime.....	6
Defective gas pipe, stove, heater.....	36	Smoky chimney, furnace, lamp, stove.....	168
Electric wires, motors.....	75	Sparks from another fire.....	8
Fireworks and firecrackers... Friction, shafting, journals..	29 18	Sparks from chimney, fur- nace, stove, forge, boiler, grate.....	119
Gas escaping and explosion.. Gas jet, stove, setting fire... Grease in ventilator, oven... Kerosene, lighting fire..... Lightning.....	12 71 40 6 2	Sparks from locomotive, engine.....	118
Incendiary and supposed... Lamp upsetting, explosion.. Light, smoke, steam, mis- taken for fire.....	41 90 46	Spontaneous combustion... Unknown.....	45 947
Matches, careless use of by children and set by rats..	443	Water, gas pipe, thawing out.....	16
		Water back, bursting of.....	3
			<u>4,433</u>

1911.	FIRE EXTINGUISHED BY							
	Extinguishers.	Buckets of Water.	Chemical Engines.	Hydrant Stream.	Steamer.	Miscellaneous.	Citizens.	Sprinklers.
January.....	87	38	71	20	36	56	22	1
February.....	83	28	62	11	40	17	29	1
March.....	87	31	74	28	48	60	29	2
April.....	110	46	71	61	49	102	37	1
May.....	115	48	64	57	55	44	44	1
June.....	83	36	64	32	37	22	36	.....
July.....	107	62	78	99	39	35	65	.....
August.....	59	26	47	19	30	8	29	1
September.....	42	29	40	10	18	15	18	.....
October.....	57	31	34	16	18	19	28	.....
November.....	72	29	50	15	23	35	33	2
December.....	78	25	58	16	21	46	49	.....
Totals.....	980	429	713	384	414	459	419	9

FIRES WHERE LOSS EXCEEDED \$15,000.

DATE.	Location and Owner.	Loss.
1911.		
Jan. 11.....	21-39 Portland street, Aldrich, Chisbee & Co.....	\$31,897 00
Jan. 21.....	Clayton street, Sturtevant Mill Company.....	20,142 05
Feb. 8.....	7-8 North Market street, A. J. Bartlett <i>et al.</i> .....	37,270 96
Feb. 12.....	213-225 High street, C. L. Ireson <i>et al.</i> .....	64,217 57
April 6.....	62-64 Stanhope street, White-Smith Publishing Co. <i>et al.</i> ...	68,238 24
April 12.....	8-12 Somerset street, Boston Lodge of Elks <i>et al.</i> .....	23,207 34
April 18.....	67-69 Commercial street, Boston Wholesale Grocery Company <i>et al.</i>	48,160 65
April 25.....	105 Friend street, Miller & Goldberg <i>et al.</i> .....	30,690 52
April 28.....	415-429 Atlantic avenue, Fort Hill Storage Warehouse Company <i>et al.</i>	25,529 17
May 5.....	Battery Wharf Lighter No. 6, Foreign Land Cotton Company <i>et al.</i>	18,910 00
June 11.....	1-7 Washington street, Collins Hardware Company <i>et al.</i>	20,915 60
June 18.....	212 Border street, steamer "Governor Andrew" <i>et al.</i> ...	27,003 74

FIRES WHERE LOSS EXCEEDED \$15,000.— *Concluded.*

DATE.	Location and Owner.	Loss.
<b>1911.</b>		
June 23.....	781-789 Washington street, Polar Waist Company <i>et al.</i>	\$19,837 19
July 8.....	147-149 Hemenway street, Rose Bloomfield <i>et al.</i> .....	36,527 00
July 12.....	255 Normandy street, W. H. Newcomb <i>et al.</i> .....	19,901 96
July 12.....	541-547 Atlantic avenue, August Thiel Company <i>et al.</i> ...	62,328 41
July 20.....	52-58 Kemble street, Roxbury Shoe Thread Company <i>et al.</i>	20,295 46
Aug. 1.....	39-47 Dunstable street, C. L. York <i>et al.</i> .....	19,894 66
Aug. 3.....	210 Freeport street, Pope Lumber Company <i>et al.</i> .....	27,656 20
Sept. 4.....	134 Richmond street, John Holman & Co. <i>et al.</i> .....	18,277 40
Sept. 9.....	179 Clarendon street, K. A. Skinner <i>et al.</i> .....	38,166 83
Sept. 13.....	2-28 Dorchester avenue, F. C. Warren Company <i>et al.</i> ...	118,900 45
Sept. 17.....	60-68 Chauncy street, Colonial Manufacturing Company <i>et al.</i>	58,591 84
Sept. 21.....	285-305 Medford street, Holt & Bugbee <i>et al.</i> .....	60,705 77
Nov. 15.....	16 Portland street, M. C. Rosenfield <i>et al.</i> .....	30,454 72
Dec. 24.....	660 Summer street, Boston Molasses Company <i>et al.</i> .....	267,444 58

Population (census, 1910)	670,585
Area, square miles	37.04
Number of brick and stone buildings	27,699
Number of wooden buildings	63,718
Fires in brick and stone buildings	1,442
Fires in wooden buildings	1,290
Fires in buildings adjoining and extending beyond origin	69
Not in building, false and needless	1,632
Total alarms	<u>4,433</u>

## FIRE LOSS FOR YEAR ENDING DECEMBER 31, 1911.

Buildings	\$771,928
Contents	1,410,535
Marine	49,804
Total	<u>\$2,232,267</u>

### 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(11 months) . . . . .		3,159,989
“ January 1, 1912 . . . . .		2,232,267

NOTE.— January loss, 1911, amounting to \$165,001, deducted from previous year and included in calendar year January 1, 1911, to January 1, 1912.

### ALARMS FOR THE PAST TEN YEARS.

YEAR.	Bell.	Still and Automatic.	Totals.
1911 . . . . .	2,291	2,142	4,433
1910 (11 months)* . . . . .	1,864	1,801	3,665
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

\* 202 bell and 196 still alarms deducted from year 1910-11, and included in calendar year January 1, 1911, to January 1, 1912.

BOX ALARMS BY DISTRICTS.  
FEBRUARY 1, 1910, TO JANUARY 1, 1911.

DISTRICT.	DISTRICT CHIEF.	ALARMS, 1910. 11 MONTHS.						ALARMS, 1911.							
		First.	Second.	Third.	Fourth.	Fifth.	Sixth.	Totals.	First.	Second.	Third.	Fourth.	Fifth.	Sixth.	Totals.
1. East Boston.....	Godbold.....	150	2	.....	.....	.....	.....	168	198	3	1	1	.....	.....	203
2. Charlestown.....	Pope.....	146	6	4	.....	.....	.....	167	128	3	2	.....	.....	.....	133
3. North End and City Proper.....	Taber.....	51	8	4	2	1	.....	71	58	1	1	.....	.....	.....	60
4. West End and City Proper.....	Fox.....	302	6	2	2	.....	.....	353	363	4	2	1	.....	.....	370
5. City Proper and South Boston.....	Sennott.....	93	2	.....	.....	.....	.....	114	96	1	.....	.....	.....	.....	97
6. South Boston.....	Perkins.....	171	6	.....	.....	.....	.....	193	155	3	2	2	.....	.....	162
7. South End and Back Bay.....	Byron.....	228	8	2	1	1	1	261	295	7	2	.....	.....	.....	304
8. Roxbury and Back Bay.....	Ryder.....	184	1	1	.....	.....	.....	212	254	1	1	.....	.....	.....	256
9. Roxbury and Dorchester.....	Kennedy.....	200	2	.....	.....	.....	.....	217	235	2	1	.....	.....	.....	238
10. Dorchester.....	Murphy.....	111	3	1	.....	.....	.....	126	168	4	3	.....	.....	.....	175
11. Brighton.....	Madison.....	59	1	2	1	.....	.....	70	52	1	.....	.....	.....	.....	53
12. West Roxbury.....	Mulligan.....	104	2	1	.....	.....	.....	120	170	2	.....	.....	.....	.....	172
13. Marine District.....	Ritchie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14. Dorchester.....	Heffernan*.....	126	.....	.....	.....	.....	.....	132	129	1	.....	.....	.....	.....	130
Totals.....	.....	1,925	47	17	6	2	1	2,204	2,301	33	15	4	.....	.....	2,353

\* Set off from District 10 September, 1910.



ROLL OF MERIT, BOSTON FIRE  
DEPARTMENT.

---

- Nathan L. Hussey, retired as Second Assistant Chief.  
James F. Bailey, Ladderman, Ladder Company 18.  
Timothy J. Heffron, Lieutenant, Engine Company 27.  
James E. Downey, Hoseman, Engine Company 40.  
Frederick F. Leary, Lieutenant, Engine Company  
26-35.  
Florence Donoghue, Ladderman, Ladder Company 15.  
James F. McMahon, Captain, Ladder Company 2.  
Martin A. Kenealy, Lieutenant, Aide to Commis-  
sioner.  
Denis Driscoll, Lieutenant, Engine Company 14.  
William H. Magner, Hoseman, Engine Company 32.  
Thomas J. Muldoon, Lieutenant, Engine Company 18.  
Joseph P. Hanton, Ladderman, Ladder Company 17.  
Michael J. Teehan, Lieutenant, Engine Company 7.  
Charles W. Conway, Captain, Engine Company 37.  
Michael J. Dacey, Lieutenant, Ladder Company 20.  
Patrick E. Keyes, retired as District Chief.  
Thomas H. Downey, Lieutenant, Engine Company 4.

## FIRE ALARM BRANCH.

---

FROM THE SUPERINTENDENT OF FIRE ALARMS, February 1, 1912.  
TO THE CHIEF OF DEPARTMENT:

I submit herewith the report of this branch for the year February 1, 1911, to February 1, 1912:

### OPERATING DIVISION.

Alarms received and transmitted:

Bell alarms (first) received and transmitted . . .	2,339
Bell alarms (second) received and transmitted . . .	37
Bell alarms (third) received and transmitted . . .	18
Bell alarms (fourth) received and transmitted . . .	5

Alarms received but not transmitted:

Alarms received from same box two or more times for same fire . . . . .	173
Alarms received from adjacent boxes for same fire . . .	184
Alarms received for grass fires, treated as still alarms,	13

#### *Box Records.*

Boxes from which no alarm was received . . . . .	263
Boxes from which two or more alarms were received . . .	8

#### *Still Alarms.*

Alarms received from citizens by telephone . . . . .	666
Alarms received from Police Department by telephone,	159
Alarms reported by companies to which they responded,	1,131
Box alarms received for same fires . . . . .	125
Alarms received from Boston Automatic Alarm Com- pany . . . . .	144
Box alarms received for same fires . . . . .	18
Alarms received from A. D. T. Company . . . . .	25
Box alarms received for same fires . . . . .	4

#### *Total Alarms.*

Bell alarms . . . . .	2,399
Still alarms and automatics (eliminating those from which box alarms were received) . . . . .	2,125
Grand total . . . . .	<u>4,524</u>

CONSTRUCTION DIVISION.

*New Construction.*

The following cables were laid underground to replace overhead construction:

	Feet.
Dorchester avenue and Park street to Peabody square, 20-conductor cable . . . . .	4,763
Dorchester avenue, Codman street to Pierce square, 20-conductor cable . . . . .	3,042
River street, Pierce square to Engine 16, 20-conductor cable . . . . .	1,394
River street, Engine 16 to Central avenue, 19-conductor cable . . . . .	640
Welles avenue, Dorchester avenue to Ocean street, 6 and 10 conductor cable . . . . .	1,265
Salem, Charter, Foster and Commercial streets to Engine 31, 20-conductor cable . . . . .	1,655
Huntington avenue, Rogers avenue to Ruggles street, 6-conductor cable . . . . .	1,000
Boylston and Hemenway streets, Massachusetts avenue to Gainsborough street, 6-conductor cable . . . . .	2,274
Brighton avenue, Harvard avenue to Union square, 10-conductor cable . . . . .	1,700
Harvard avenue, Brighton avenue to Cambridge street, 20-conductor cable . . . . .	1,280
Cambridge street, Harvard avenue to Union square, 10-conductor cable . . . . .	1,606
Cambridge street, Union square to Washington street, 20-conductor cable . . . . .	4,335
Washington street, Cambridge street to Market street, 20-conductor cable . . . . .	1,148

Cable laid for extension of service to Engine 48, Hyde Park:

	Feet.
River street at Mattapan square, 10-conductor cable . . . . .	420
River street, Central avenue, Webster street and Winthrop street from Huntington avenue to Engine 48 . . . . .	3,363
Cables laid in Chelsea from police station to Engine 1, 4-conductor . . . . .	1,716

*New Fire Alarm Posts.*

	Feet.
Dorchester avenue and Centre street, 1-duct . . . . .	26
Dorchester and Welles avenues, 1-duct . . . . .	27
Dorchester avenue and Codman street, 1-duct . . . . .	29
Pierce square, 1-duct . . . . .	53

	Feet.
Welles avenue and Ocean street, 1-duct . . . . .	41
Huntington and Rogers avenues, 1-duct . . . . .	56
Hemenway street, opposite Gainsborough street, 1-duct,	45
Washington and Guild streets, 1-duct . . . . .	10
South street, opposite Ainsworth street, 1-duct . . . . .	87
Cambridge street and Harvard avenue, 1-duct . . . . .	71
Cambridge and North Beacon streets, 1-duct . . . . .	8
Cambridge and Sparhawk streets, 1-duct . . . . .	18
Washington and Market streets, 1-duct . . . . .	30
One post was furnished by this department and set by the Schoolhouse Department, Massachusetts avenue and Washington street, 1-duct . . . . .	97

*New Test Posts.*

	Feet.
Bedford and Chauncy streets, 4-duct . . . . .	34
Tremont street, opposite Compton street, 4-duct . . . . .	14

*Pole Connections.*

	Feet.
Dorchester and Centre avenues, 2-duct . . . . .	73
Dorchester avenue and Richmond street, 1-duct . . . . .	35
Dorchester avenue and Washington street, 3-duct . . . . .	8
Home for Incurables, 1-duct . . . . .	51
Convalescents' Home, 1-duct . . . . .	20
Brighton avenue and Allston street, 1-duct . . . . .	84
Cambridge and North Beacon streets, 3-duct . . . . .	20
Cambridge and Warren streets, 1-duct . . . . .	83
Cambridge and Murdock streets, 1-duct . . . . .	52
Cambridge and Washington streets, 1-duct . . . . .	20
Academy Hill road and Washington street, 1-duct . . . . .	71
Central avenue and River street, 1-duct . . . . .	74
Mattapan square (2), 1-duct . . . . .	371
Huntington avenue and River street, 1-duct . . . . .	41

*Lamp-posts Knocked Down and New Posts Reset.*

Kneeland and South streets.  
 Shawmut avenue and Waltham street.  
 Dorchester avenue, near drawbridge.  
 Chelsea street, opposite Prospect street.  
 Massachusetts avenue and Beacon street.

*Conduit Installed.*

To connect Engine 8 with conduit system, 1-duct, 24 feet.  
 To connect Engine 31 with conduit system, 1-duct, 657 feet.  
 To connect Engine 48 with conduit system, 1-duct, 252 feet.

*Manholes Built.*

Mattapan square.  
 Winthrop street (front of Engine 48).  
 North End Park.  
 Yard of Paving Division (rear of Engine 31).

*Aerial Cable Strung on Poles.*

River street, Central avenue to Mattapan square, 10-conductor.

River street, Mattapan square to Huntington avenue, 10-conductor, 14,266 feet.

Overhead wire has been taken down where underground work has been done, except in the Brighton district.

## HYDE PARK.

In Hyde Park there is an automatic alarm system, consisting of sixty-one boxes, one whistle and three bells, with central office equipment in quarters of Engine 48 (formerly fire headquarters). In the central office is an 8-circuit repeater, charging and terminal boards and storage batteries. This system is still in operation, and alarms are transmitted to the Boston office where they are recorded on a register. Upon receipt of alarms from Hyde Park they are sent out on the Boston system in the regular way. Tapper, gong and telephones connected with the Boston system were installed in quarters of Engine 48.

## NEW FIRE ALARM BOXES ESTABLISHED.

240, Washington and Guild streets.  
 327, Columbia road and Glendale street.  
 340, Bowdoin avenue and Bullard street.  
 346, Talbot avenue, opposite Aspinwall road.  
 347, Willowwood street, opposite Ballou avenue.  
 367, Norfolk and Clarkwood streets.  
 511, Boylston and Egleston streets.  
 560, South street, opposite Ainsworth street.  
 571, Belgrade avenue and Rexhame street.  
 649, Chelsea and Putnam streets.  
 850, Chestnut Hill avenue and Wallingford road.  
 859, Commonwealth avenue and Warren street.  
 868, Corey and Wellington roads.

## PRIVATE BOXES ESTABLISHED.

433, Mystic Wharf, near yard master's office.

## AUXILIARY BOXES ESTABLISHED.

783, New York, New Haven & Hartford Railroad shops, Rogers avenue.

986, Hallet & Davis piano factory, off Marsh street.

## NEW SCHOOLHOUSE BOXES ESTABLISHED.

2143, Abraham Lincoln School, Ferdinand street, inside building.

2189, J. L. Motley School, Savin Hill avenue, inside building.

2246, Lafayette School, Ruggles street, outside building.

2255, Bulfinch School, Parker street, near Fisher avenue, on pole.

2311, John Winthrop School, Brookford and Dacia streets, outside building.

2421, J. A. McDonald School, Polk street, on pole.

2422, Frothingham School, Prospect and Edgeworth streets, outside building.

2429, Benjamin F. Tweed School, Cambridge street, inside building.

2522, Wyman School, Wyman street, outside building.

2819, William Wirt Warren School, Waverly street, outside building.

*The following schoolhouse boxes were moved from the inside of buildings to outside in order that they may be more accessible to the public:*

2123, Phillips School, Phillips and Anderson streets, on building.

2151, Lawrence School, West Third and B streets, on building.

2163, Capen School, East Sixth and I streets, on pole.

2185, Stephen Decatur School, Sumner street, opposite Willis street, on pole.

2215, Smith Street School, Phillips and Smith streets, on pole.

2217, Comins School, Tremont street, near Parker street, on pole.

2223, William Eustis School, George and Hampden streets, on pole.

2314, Hawthorne School, Howard avenue and Hawthorne street, on pole.

2319, O. W. Holmes School, Harvard and School streets, on pole.

2324, Marshall School, Westville street and Dakota road, on pole.

2513, Hillside School, Elm and Everett streets, on pole.

2514, Agassiz School, Centre and Burroughs street, on pole.

2517, West Roxbury High School, Greenough avenue and Elm street, on pole.

2521, Mt. Vernon School, Mt. Vernon street, near Centre street, on building.

*Street Boxes Auxiliarized to Take the Place of Schoolhouse Boxes Removed. (These Boxes are Owned by the Fire Department.)*

32, Pinckney and Anderson streets, Sharp School.

122, Dorchester and Vinton streets, J. B. O'Reilly School.

134, D and Gold streets, Norcross School.

147, G street, opposite Sixth street, South Boston High School.

237, Dudley and Putnam streets, Dudley School.

247, Huntington avenue and Fenwood road, Farragut School.

353, Norfolk and Fremont streets, Lyon and Tileston Schools.

615, Sumner and Lamson streets, Commodore Barry School.

633, Paris and Gove streets, Cudworth School.

996, Norfolk and Morton streets, Roger Wolcott School.

*Schoolhouse Boxes Cut Out of Service.*

2122, Sharp School.

2162, J. B. O'Reilly School.

2168, Norcross School.

2171, South Boston High School.

2219, Dudley School.

2235, Farragut School.

2318, Roger Wolcott School.

- \* 2321, Henry L. Pierce School.
- \* 2326, Gibson School.
- \* 2327, Elbridge Smith School.
- 2328, Tileston School.
- \* 2338, Gilbert Stuart School.
- 2613, John Barry School.
- 2614, Cudworth School.
- \* 2815, Washington Allston School.

#### LOCATIONS OF THE FOLLOWING BOXES WERE CHANGED.

353, from Engine House 19 to Norfolk and Fremont streets.

365, from Canterbury street to Harvard, near Austin street.

429, from Mystic Wharf to Medford, opposite Decatur street.

523, from Engine House 28 to Pond and Centre streets.

562, from Engine House 30 to Park and Centre streets.

854, from Engine House 29 to Washington street and Chestnut Hill avenue.

#### BOX TESTS.

Each box was tested on an average of ten times during the year.

Keyless doors are tested twice a week.

#### APPARATUS IN DEPARTMENT HOUSES.

The following houses were equipped with new fire alarm apparatus:

Engine 31. New fireboat quarters.

Engine 48. Formerly Hyde Park Headquarters.

New repair shop.

Extensive repairs and alterations were made in the lighting systems in many of the department houses.

#### IMPROVEMENTS IN FIRE ALARM OFFICE.

New wires are being installed to replace the old, which were unsafe. The receiving apparatus has been rearranged in order to avoid confusion by installing an additional relay which flashes a light on each circuit,

---

\* Boxes cut out of service because Schoolhouse Department was not ready with underground connections.



and the local circuits have been changed. The tapper transmitter was taken apart and cleaned. Storage batteries were installed to replace dynamos on local circuits. A register which records alarms from Hyde Park was installed. A new lighting arrangement was made in the office. Most of the dynamotors have been overhauled and put in proper condition.

## TELEPHONES.

A new contract was made with the New England Telephone and Telegraph Company, whereby the system is now maintained by the company, excepting the care of outside circuits. Efficient service has been given, and the results have been satisfactory considering the kind of system.

## FOLLOWING IS A SUMMARY OF WORK DONE.

	Feet.
New wire used . . . . .	47,060
Old wire taken down . . . . .	71,300
Overhead cable construction . . . . .	22,778
Overhead cable removed . . . . .	1,000
Conductors in cable construction . . . . .	177,567
Conductors in cable removed . . . . .	2,000
Underground cable used in ducts owned by New England Telephone and Telegraph Company (new construction) . . . . .	32,639
Underground cable used in fire alarm ducts, service connections, etc. (new construction) . . . . .	2,754
Total underground cable used . . . . .	36,400
Conductors in same . . . . .	513,589
Cable used for repairs . . . . .	1,007
Conductors in same . . . . .	7,626
Conduits built by this department . . . . .	2,481
Ducts laid by this department . . . . .	2,755
4 manholes built.	
355 cross-arms used.	

## BOXES.

Total number . . . . .	817
Owned by Fire Department . . . . .	581
Owned by Schoolhouse Department . . . . .	120
Owned by Auxiliary Company . . . . .	57
Owned by private parties . . . . .	59
Department boxes:	
On lamp posts . . . . .	194
On poles . . . . .	356
On buildings with lights . . . . .	26

On buildings without lights . . . . .	2
In buildings . . . . .	3
With keyless doors . . . . .	521
With key doors . . . . .	60
With auxiliary attachment . . . . .	12

## SCHOOLHOUSE BOXES.

Inside buildings . . . . .	61
Outside accessible to public . . . . .	36
Outside accessible to public at times . . . . .	23
With lights . . . . .	1
Keyless doors. . . . .	58
Key doors . . . . .	62

## AUXILIARY COMPANY BOXES.

Inside buildings . . . . .	34
Outside buildings . . . . .	23
On building with light . . . . .	1
With keyless doors . . . . .	7
With key doors . . . . .	50

## PRIVATE BOXES.

Inside buildings . . . . .	34
Outside buildings . . . . .	25
With keyless doors . . . . .	8
With key doors . . . . .	51

## CIRCUITS.

Number of box circuits . . . . .	44
Number of tapper circuits . . . . .	10
Number of gong circuits . . . . .	13
Special Hyde Park circuit . . . . .	1
High pressure signaling circuit . . . . .	1
Number of telephone circuits . . . . .	38
Number of circuits to Tremont Exchange . . . . .	7
Number of circuits to Oxford Exchange . . . . .	1
Special circuit to police headquarters . . . . .	1

## WIRE, ETC.

	Feet.
Overhead wire in service . . . . .	1,698,650
Overhead cable in service . . . . .	71,229
Conductors in overhead cable . . . . .	520,444
Underground cable in service . . . . .	403,590
Conductors in underground cable . . . . .	8,443,297
Conduit owned by Fire Department . . . . .	35,249
Ducts in conduit . . . . .	44,093
New England Telephone and Telegraph Company's ducts used by Fire Department . . . . .	296,679

## APPARATUS.

Number of tappers in service . . . . .	119
Number of gongs in service . . . . .	125
Number of telephones in service . . . . .	128
Number of registers in service . . . . .	5
Number of relays in service . . . . .	2

## TOWER BELLS.

The following bells were sold:	Pounds.
Engine House No. 17, composition . . . . .	4,000
Engine House No. 18, composition . . . . .	3,184
Engine House No. 28, composition . . . . .	4,000

## BELLS CONNECTED IN SERVICE.

	Pounds.
Faneuil Hall (steel) . . . . .	5,816
Arlington Street Church, Hyde Park.	
M. E. Church, Central avenue, Hyde Park.	
Old Hose House, Hyde Park avenue, Hyde Park.	

## BELLS OWNED BY FIRE DEPARTMENT, BUT NOT IN SERVICE.

	Pounds.
City Hall (Charlestown), composition . . . . .	3,600
Engine 1, Dorchester street, South Boston, composition . . . . .	2,911
Engine 16, Temple street, Dorchester, composition . . . . .	4,149
Engine 19, Mattapan, composition . . . . .	2,927
Engine 20, Walnut street, Dorchester, composition . . . . .	3,061
Engine 21, Columbia road, Dorchester, composition . . . . .	3,026
Engine 29, Brighton, composition . . . . .	1,535
Engine 30, West Roxbury (old house), steel . . . . .	1,000
Engine 34, Brighton, composition . . . . .	1,501
Engine 41, Allston, composition . . . . .	800
Engine 45, Roslindale, composition . . . . .	1,059
Ladder 4, Dudley street, Roxbury, composition . . . . .	3,509
Saratoga Street Church, East Boston, steel . . . . .	1,968
Trinity Church, Trenton street, East Boston, composition . . . . .	1,760

## BELLS OWNED BY SCHOOLHOUSE DEPARTMENT.

	Pounds.
Berkeley Temple, formerly on Quincy schoolhouse, composition . . . . .	2,941
Van Nostrand's Brewery, Charlestown, formerly used on old Franklin Schoolhouse, composition . . . . .	818
Whistle in service:	
Hyde Park Electric Light Station.	

## CARE OF CLOCKS.

Much time has been devoted to the care of clocks, both department and public, and extensive repairs have been made. Following is a list of public clocks cared for by this department:

*City Proper.*

Charles Street Church.  
Christ Church, Salem street, owned by city.  
Commercial Wharf.  
Odd Fellows' 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, Clark 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 Church, Dorchester street, owned by city.

*East Boston.*

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

*Roxbury.*

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

*Dorchester.*

Baker Memorial (Upham's Corner), owned by city.  
Neponset Church.  
Unitarian Church of the Unity.  
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.

GEORGE L. FICKETT.

## BOSTON FIREMEN'S RELIEF FUND.

---

From September 1, 1910, to September 1, 1911, 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:

Mente & Co. . . . .	\$100 00
Union Carpet Lining Company . . . . .	25 00
C. A. Berry . . . . .	20 00
Dr. C. A. Richards . . . . .	5 00
	\$150 00
	\$150 00

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, 1910, TO SEPTEMBER 1, 1911, INCLUSIVE.

#### *Receipts.*

Balance September 1, 1910 . . . . .	\$4,971 94
Net proceeds of ball, February, 1911 . . . . .	14,994 62
Interest on bonds . . . . .	8,175 00
Interest on deposits . . . . .	128 57
Donations . . . . .	150 00
Check cancelled . . . . .	4 00
Part of benefit returned . . . . .	9 00
	\$28,433 13
Total receipts . . . . .	\$28,433 13

#### *Expenditures.*

Benefits paid . . . . .	\$15,687 40
Treasurer's bond . . . . .	43 30
	\$15,730 70
<i>Carried forward</i> . . . . .	\$28,433 13

FIRE DEPARTMENT.

63

<i>Brought forward</i> . . . . .	\$15,730 70	\$28,433 13
Salaries:		
Secretary and treasurer, \$100 each,	200 00	
Medical examiner . . . . .	200 00	
Rent of box, International Trust Company . . . . .	10 00	
Printing, stationery and postage . .	154 50	
Massachusetts General Hospital, free bed . . . . .	400 00	
Carney Hospital, free bed . . . . .	200 00	
Bonds purchased . . . . .	6,609 25	
	<hr/>	23,504 45
Balance September 1, 1911 . . . . .		<u>\$4,928 68</u>

*Assets September 1, 1911.*

- \$124,000 00 City of Boston 3½ per cent bonds.
- 94,000 00 City of Boston 4 per cent bonds.
- 8,000 00 C. B. & Q. R. R. 4 per cent bonds.
- 4,928 68 cash on deposit.

Total, \$230,928 68









