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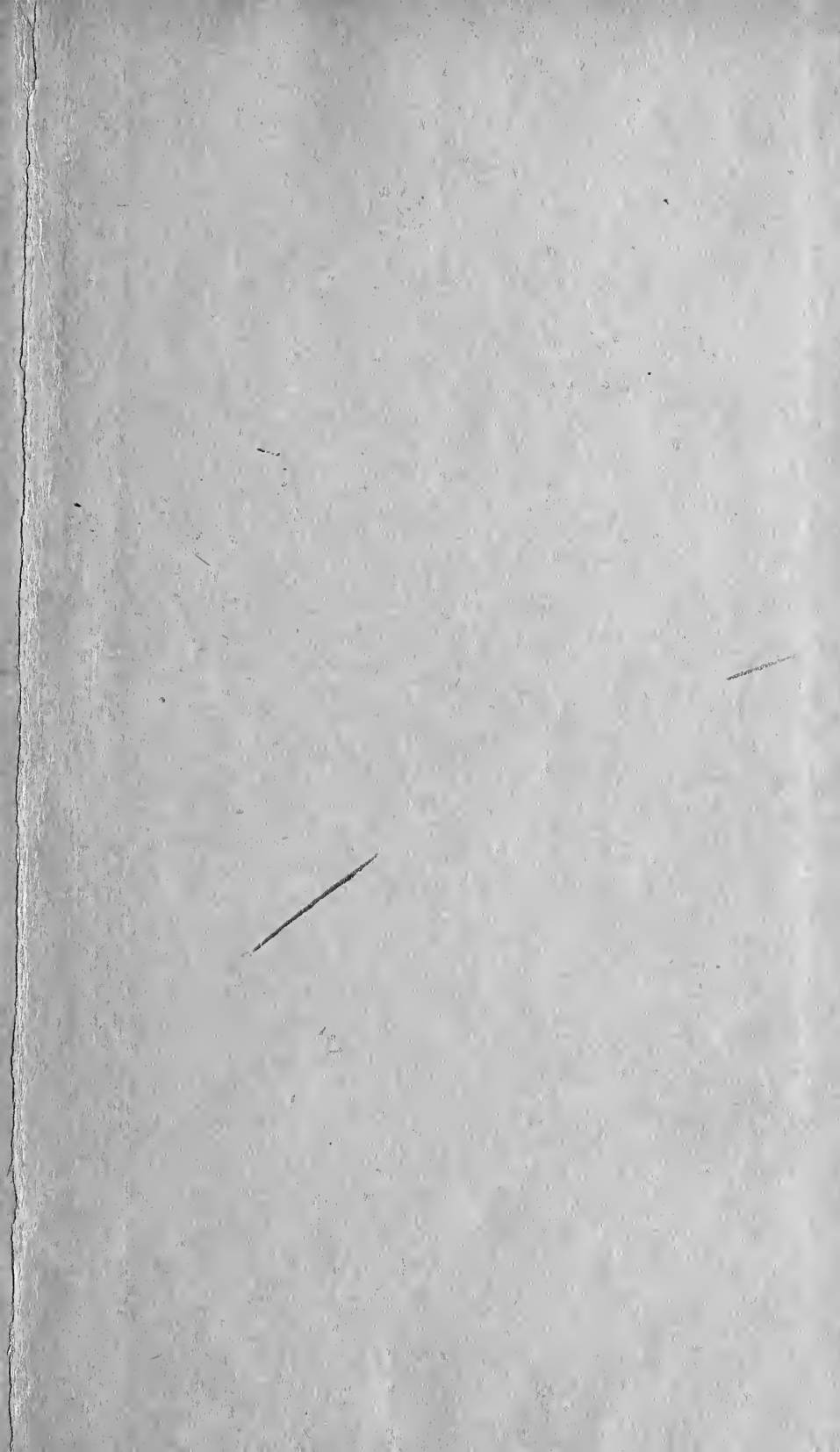
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ANNUAL REPORT
OF THE
FIRE DEPARTMENT

OF THE
CITY OF BOSTON

FOR THE
YEAR ENDING 31 JANUARY, 1918



CITY OF BOSTON
PRINTING DEPARTMENT
1918



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ANNUAL REPORT
OF THE
FIRE DEPARTMENT
FOR THE YEAR 1917-18.

BOSTON, February 4, 1918.

HON. ANDREW J. PETERS,
Mayor of Boston:

SIR,—As provided by section 24, chapter 3, Revised Ordinances of 1898, City of Boston, I have the honor to present herewith a report of the activities of the Fire Department for the year ending January 31, 1918.

Appended to my statement are reports from the Chief of Department and the officers in charge of the different branches and information and statistics of general interest concerning the work, personnel and property of the department.

FINANCES.

Two million one hundred eighty-four thousand eight hundred ninety-six dollars and twenty-eight cents was expended by the Fire Department during the past fiscal year. In addition to the above, \$82,113.48 has been expended, by special appropriations, for much needed permanent improvements in the alteration of old fire stations. The income of the department from various sources amounted to \$7,744.55.

PERSONNEL.

On January 31, 1918, the fire-fighting force comprised 1,033 men, with 127 employees in the other branches of the service. On January 31, 1917, there was a total of 1,095 men in the employ of the department.

Thirty-seven members were retired during the year on account of age and disability.

FIRE PREVENTION.

During the past year many thousand inspections have been made by members of this department in an effort to reduce the fire loss. In many cases verbal orders have been given to the parties responsible for the conditions. In the majority of cases written orders had to be given and considerable correspondence was necessary in some cases before a correction of conditions would be made. Such recommendations as the installation of automatic sprinklers in certain classes of buildings would be referred to the Fire Prevention Commissioner of the metropolitan district for such action as he deemed advisable, but with very few exceptions the recommendations of the inspecting officers would be carried out. In the course of these inspections the officers were oftentimes subjected to unjust criticism, but they never hesitated to take action when conditions would warrant a report with certain recommendations. Regular inspections of schoolhouses, theaters, motion picture houses, public buildings, etc., have been made, and considerable good has been done by these regular inspections, not only in effecting certain remedies to dangerous conditions but in the officers familiarizing themselves with the interior of buildings in their districts.

During the year 8,444 permits were issued by this department for fires in the open air, for the keeping and storing of inflammable fluids, for the keeping and storing of gasoline and other volatile fluids in amounts not exceeding 130 gallons, for the keeping, storage and discharges of fireworks and firecrackers and for the handling and transportation of explosives. The authority to issue these permits is delegated to this department by the Fire Prevention Commissioner.

MOTOR APPARATUS.

Thirty new pieces of motor apparatus were purchased during the year, including six chief's automobiles and one Ford runabout.

That the apparatus of this department should be motorized just as rapidly as possible is my firm belief. Not less than two hundred thousand dollars should be set aside each year for the purchase of motor apparatus until this work is completed. Today Boston's apparatus is about 54 per cent motorized and is somewhat behind other large cities of the country. If enough money is provided in the next two years Boston should lead all other large cities in the motorization of its fire-fighting apparatus.

The repair shop building on Bristol street is fast becoming overcrowded, due to the motorization of apparatus. Some arrangement should be made for a separate repair shop for motor apparatus as the care and repairing of other apparatus and machinery tests the capacity of the present repair shop. Land owned by the city on Atkinson street, Ward 9, on site occupied by the department veterinary hospital would be a most advantageous location, as eventually this hospital will be unnecessary owing to the motorization of apparatus. Should a motor repair shop be erected, space for the storage of spare apparatus must be provided, and in this instance a saving of \$2,000 per year would be made as the city is now paying that amount for storage space at Nos. 240-256 Dover street. It would, therefore, be a decided advantage to the city to erect a building of this kind.

FIRE LOSSES.

During the year the department responded to 4,778 alarms. The fire loss for the year amounted to \$4,056,887, including \$75,660 in marine loss.

ALTERATIONS TO HOUSES.

The remodeling of the old municipal building at the corner of Dorchester and West Fourth streets, South Boston, has been completed and provides very suitable and commodious quarters for Engine Company 1 and Ladder Company 5. By having both pieces of apparatus in one building the cost of upkeep is greatly reduced and the efficiency of the department is greatly increased.

The quarters of Engine Company 15 have been entirely remodeled, which was occasioned by the building of the Dorchester Tunnel, and the cost of same has been divided between the Fire Department and the Transit Commission.

The work of remodeling the quarters of Engine Company 8, Salem street, has been completed and the improvement is decidedly noticeable.

The quarters of Engine Company 5, East Boston, and of Engine Company 50 (old Chemical 3), Charlestown, are being remodeled and both pieces of apparatus are to be motorized.

A new house is being built in Readville for the quarters of Engine Company 49 which will replace the quarters of Hose 49. The old horse-drawn apparatus will be replaced by motor-driven apparatus.

The building on Wareham street, formerly used by the Wire Department and turned over to this department by the Public Buildings Department, has been remodeled to house all apparatus used by the Fire Alarm Branch and contains storerooms, stock room and workshop. A new heating plant was installed.

Owing to the dangerous condition of the towers on Engine House No. 19 it is proposed to reconstruct this building during the coming year, as the Building Commissioner has declared the present structure to be "unsafe so as to endanger life and a common nuisance" and orders have been received by this department to remedy existing conditions.

MISCELLANEOUS.

All the apparatus of this department with equipment was inspected and tested in the yard at headquarters, Bristol street. Each company was drilled separately and the use of each appliance was given a thorough test.

A rescue squad was established in Fort Hill square, consisting of a lieutenant and seven men. The equipment of this piece of apparatus consists of smoke masks and helmets, pulmotor, elevator rescue outfit, oxygen and acetylene outfit for cutting metal bars, axes, fire extinguishers, life lines, jimmy, etc. This apparatus is motor driven and responds to alarms of fire in the storage warehouse district and along the waterfront and has demonstrated its value to this department in the extinguishment of fire in an atmosphere of ammonia and acid vapors, gas fumes and smoke of overpowering and suffocating density.

The school for officers which was established this year for officers below the grade of district chief was very satisfactory and proved of immense value in the study

and standardization of all pieces of apparatus and equipment. I believe that the efficiency of the department was greatly helped by the lectures which were given by the superior officers of the department.

Six pulmotors have been added to the service, making a total of nine, located as follows: Ladders 1, 2, 4, 7, 14, 15, 16, 17 and Rescue No. 1, inspected and demonstrated monthly by the medical examiner of this department. In the location of these pulmotors care was taken that each section of the city was fully protected so that there is scarcely an alarm received but what a pulmotor responds with a piece of apparatus.

In conclusion I would inform you that the members of the department have worked hard and faithfully during the past year, and I believe that by the numerous letters of commendation received, the donations to the Boston Firemen's Relief Fund, the appreciation of the citizens of this city reflected the efficiency of the department. Between the Fire and other departments of the city an excellent spirit of coöperation exists and for the assistance rendered by the heads of other city departments, especially the Police Commissioner and the Commissioners of Public Works, Wire and Building Departments, I am deeply grateful.

Yours very respectfully,

JOHN GRADY,
Fire Commissioner.

NAMES OF CHIEF ENGINEERS, OR CHIEF OF DEPARTMENT, SINCE THE FIRE DEPARTMENT WAS ESTABLISHED, JANUARY, 1826.

Samuel D. Harris	1826-28
Thomas C. Amory	1829-35
William Barnicoat	1836-53
Elisha Smith, Jr.	1854-55
George W. Bird	1856-65
John S. Damrell	1866-74
William A. Green	1874-84
Lewis P. Webber	1884-1901
William T. Cheswell	1901-06
John A. Mullen	1906-14
John Grady	* 1914
Peter F. McDonough	1914-18

* Appointed Fire Commissioner.

REPORT OF CHIEF OF THE DEPARTMENT.

BOSTON, February 1, 1918.

FROM: THE CHIEF OF DEPARTMENT.
TO: THE FIRE COMMISSIONER:
SUBJECT: ANNUAL REPORT.

The following is the report of the Chief of Department for the year ending January 31, 1918:

During the calendar year the department has responded to 4,778 alarms. The fire loss was \$4,056,887, including marine loss.

ADDITIONS AND CHANGES.

February 15, 1917, a gasolene motor-driven combination chemical engine and hose wagon was placed in service with Engine Company 21, displacing the horse-drawn apparatus. Two horses were displaced by this change.

February 22, 1917, a gasolene motor-driven combination chemical engine and hose wagon was placed in service with Engine Company 17, displacing the horse-drawn apparatus. Two horses were displaced by this change.

March 2, 1917, Ladder 6 was equipped with a two-wheel tractor, displacing three horses.

March 15, 1917, Engine 26 was equipped with a two-wheel tractor, displacing three horses.

March 27, 1917, Engine 36 was equipped with a two-wheel tractor, displacing three horses.

April 23, 1917, Ladder 25 was equipped with a two-wheel tractor, displacing three horses.

May 10, 1917, Engine 39 was equipped with a two-wheel tractor, displacing three horses.

June 11, 1917, Ladder 22 was equipped with a two-wheel tractor, displacing three horses.

June 15, 1917, a company was organized to be known as Rescue Company 1 and was established in the quarters of Ladder Company 8. This company is equipped with a gasolene motor-driven car carrying six Draeger smoke and gas helmets, pulmotor, elevator rescue outfit, oxygen and acetylene outfit for cutting bars, metal,

etc., axes, extinguishers, life line, jimmy, etc. This company was organized particularly to perform rescue work and to fight fires in places inaccessible for the ordinary force and equipment.

June 16, 1917, Engine 3 was equipped with a two-wheel tractor, displacing three horses.

June 20, 1917, a gasolene motor-driven combination pumping engine, chemical and hose wagon was placed in service with Engine Company 1, replacing the horse-drawn apparatus. Five horses were displaced by this change.

June 20, 1917, a gasolene motor-driven, quick-raising 75-foot aerial truck was placed in service with Ladder Company 5, replacing the horse-drawn apparatus. Three horses were displaced by this change.

July 2, 1917, a gasolene motor-driven combination pumping engine, chemical and hose wagon was placed in service with Engine Company 15, replacing the horse-drawn apparatus. Five horses were displaced by this change.

July 5, 1917, Engine 8 was equipped with a two-wheel tractor, displacing three horses.

July 5, 1917, a gasolene motor-driven combination chemical engine and hose wagon was placed in service with Engine Company 8, replacing the two-horse hose wagon in service with this company.

July 19, 1917, a gasolene motor-driven combination chemical engine and hose wagon was placed in service with Engine Company 3, replacing the two-horse hose wagon in service with this company.

July 19, 1917, a gasolene motor-driven combination chemical engine and hose wagon was placed in service with Engine Company 26, replacing the two-horse hose wagon in service with this company.

August 11, 1917, a gasolene motor-driven combination chemical engine and hose wagon was placed in service with Engine Company 22, replacing the two-horse hose wagon in service with this company.

August 13, 1917, a gasolene motor-driven combination chemical engine and hose wagon was placed in service with Engine Company 36, replacing the two-horse hose wagon in service with this company.

September 27, 1917, a gasolene motor-driven combination chemical engine and hose wagon was placed in service with Engine Company 39, replacing the two-horse hose wagon in service with this company.

October 2, 1917, a gasolene motor-driven combination chemical engine and hose wagon was placed in service with Engine Company 38, replacing the two-horse hose wagon in service with this company.

November 22, 1917, Engine 22 was equipped with a two-wheel tractor, displacing three horses.

Two gasolene motor-driven combination chemical engines and hose wagons were received and are at present being used as relief apparatus.

Three gasolene touring cars and six roadsters were received for use of officers of the department.

Two light gasolene motor-driven trucks were placed in service in the Fire Alarm Branch.

Engine 38, a self-propelling steam fire engine, and Engine 22 were equipped with new boilers.

During the year Chemical Companies 3, 4 and 8 were disbanded and officers and men transferred to other companies.

The station in which is housed Engine Company 8 was remodeled. A larger dormitory, separate rooms for all officers and better locker room and toilet facilities were provided. The stable was demolished and a granolithic floor and base installed. The walls and ceiling of main floor were fireproofed. Dutch doors and a granolithic walk and driveway were other improvements. A roof garden for the men was furnished on this station.

The building formerly occupied jointly by the South Boston Municipal Court and Engine Company 1 was remodeled to house Engine Company 1 and Ladder Company 5. Larger dormitories, separate rooms for all officers and better toilet and locker room facilities were provided. The stable of Engine Company 1 was demolished and a granolithic floor and base installed for both main floors. Dutch doors and granolithic driveways and walks were other improvements.

The station in which is housed Engine Company 15 was remodeled. A larger dormitory, separate rooms for all officers and better locker room and toilet facilities were provided. The stable was demolished, a granolithic floor and base installed and the walls and ceiling of main floor were fireproofed. Dutch doors and granolithic driveway and walks were other improvements. A new heating system was installed in this station. A roof garden was furnished for this company.

The station in which is housed Engine Company 46 was remodeled. A larger dormitory, separate rooms for

all officers and better locker room and toilet facilities were provided. The stable was demolished and a granolithic floor and base installed. Dutch doors were installed in this station.

The station in which is housed Engine Company 43 and Ladder Company 20 was remodeled. Separate rooms for all officers and better locker room facilities were provided. The stable was demolished and a granolithic floor and base installed. The area in rear of house was resurfaced with granolithic. A roof garden was furnished for these companies.

The building on Wareham street, turned over by the Public Buildings Department to this department, was remodeled for use by the Fire Alarm Branch. Stock rooms, storage and a garage to house all apparatus used by this branch were the improvements made. A new heating plant was installed.

BUILDINGS.

The interiors of the stations are looked after very carefully and are in good condition as regards cleanliness, but many are without modern facilities and in a few instances hardly fit for occupancy. Stations in which motor apparatus has been installed will need considerable remodeling.

APPARATUS AND EQUIPMENT.

The apparatus and equipment, including hose, was given the annual inspection and test in the yard at headquarters, Bristol street, under the direction of the Chief of Department. Added to the usual inspection was a drill of engine companies, consisting of the following: Running of hose lines over stairway in drill tower, over ladders, fire escapes, etc.; siamesing of lines, deck gun, burst hose, standpipe work; use of Breslin nozzle, Baker and Hart cellar pipes; removing of burst or defective hose and the replacing of same with new pieces in vertical line run from engine to roof of headquarters' building, and also to window of drill tower; also knowledge of advantage and disadvantage in increasing and decreasing nozzle tips.

The drill for ladder companies consisted of the following: Raising of various ladders, use of life lines, taking ladders over roofs with life line; study of equipment.

Horses, harnesses, boilers, pumps, motors, motor pumpers, aerial and ground ladders, fire hats, spanners and axe belts, and all tools and other equipment necessary for the maintenance of efficient service was inspected by the superintendent of repairs, the supervisor of motor apparatus, the veterinary surgeon and the foreman of the hose and harness shop. The inspection and drill of fireboats was held at their berths.

Deputy and district chiefs were present at this inspection.

Separate consolidated reports were forwarded to headquarters by the inspecting officers covering this inspection.

Arrangements were made when necessary to cover fire stations in the various parts of the city during the absence of companies at drill, and meal hours were arranged so that there was no interference with the day's work of a company designated to appear for this drill.

BUILDING INSPECTION.

Regular inspections were made of theaters, motion picture houses, schoolhouses, public buildings and all places of public assembly.

On request signs on roofs have been inspected and reported on.

The system of building inspection throughout the city has been continued and many hazardous conditions have been corrected.

Inspections of premises have been made in connection with applications for licenses for the storage and sale of explosives and inflammables.

Under the direction of the district chiefs permits were issued for building fires in the open air.

Licenses for the transportation of explosives were issued by the deputy and district chiefs.

All blasting operations in the city limits were safeguarded by this department.

DRILLS.

During the year all companies held weekly drills and all new appointees have passed through the department drill school.

All regularly assigned chauffeurs were instructed in the department automobile school.

The school for engineers has been in constant operation.

MUTUAL AID.

The plan of coöperation with the cities and towns adjacent to our border was maintained during the year passed with beneficial results.

HYDRANTS.

The following is the number and type of hydrants in use for fire service January 31, 1918:

Boston post	3,551
Ordinary post	3,459
Lowry	1,625
Boston Lowry	641
Boston	179
Chapman post	154
Ludlow post	9
Coffin post	1
Total	<u>9,619</u>

HIGH PRESSURE FIRE SERVICE.

The following is the report of the work done during the year on the high pressure fire service as made by the engineer in charge:

"The high pressure fire service of the Public Works Department, during the past year, has installed about 4,400 lineal feet of piping mains in Bromfield street, Merchants row and South Market street, North street, from Blackstone to Richmond, Richmond street, North to Hanover, Hanover, from Richmond to near North Bennet, Traverse street and Washington Street North to Keany square, and Commercial street, from Keany square to Charter. On these lines there are twenty-one hydrants, making a total of 209 at present available for fire purposes.

"Bids were received for a six-pump equipment in a station proposed to locate in the North End paving yard, but the proposed sums were not within the money available for this purpose.

"Many of the hydrants have been used at fires and were of decided value at the Sears street and the Bigelow & Dowse fires. At the former there were four hydrants in service with direct hose lines and steamer connections. At the latter the one available hydrant at

Oliver and Franklin streets had a large size engine taking its full capacity, and a direct hose line 300 feet long playing a very effective stream into the sixth floor of the building from a ladder."

RECOMMENDATIONS.

Under this heading I reiterate my former requests to motorize as far and as fast as financial conditions will permit in order to bring this department up to the modern standard of efficiency, and the changes recommended in the stations are for the health and comfort of the men.

FIRE STATIONS.

The stations now occupied by Engine Company 17 and Ladder Company 7, in the Meeting House Hill section of Dorchester, should be replaced by a new building on the same site to house both companies.

The station now occupied by Engine Company 26-35 should be replaced by a new building on the same site. The living conditions are wholly inadequate for the number of men housed in this station. The new station should contain offices for the Chief of Department.

I would recommend the fireproofing of the main floors, at least, of stations in which motor apparatus has been installed and, if financial conditions permit, shower rooms and separate rooms for all officers in stations not at present thus equipped.

The painting of all exterior wood and metal on stations would prove a measure of ultimate economy and should receive consideration.

APPARATUS.

Engines.

Owing to the uncertainty of procuring replacements of new boilers, and also the excessive cost of same, added to the fact that there are several engines at present very much in need of new boilers, I would not recommend the purchase of tractors, but request that as far as financial conditions permit gasolene motor-driven pumping engines be furnished to replace the present horse-drawn apparatus. The triple combination with a pump capacity of at least 800 gallons per minute would be the type for the outlying districts and for all other sections an engine with a pump capacity

of at least 1,000 gallons per minute. For increased efficiency and economy the companies in the suburban districts should be motorized first.

Chemical and Hose Combinations.

I would recommend the placing in service of motor-driven combination chemical engine and hose wagons with engine companies, other than suburban, to replace the horse-drawn apparatus at present in service.

Ladder Trucks.

Gasolene motor-driven 85-foot quick-raising aerial trucks should be installed in the quarters of Ladder Companies 1, 2, 3 and 9 to replace the present horse-drawn apparatus.

Gasolene motor-driven 75-foot quick-raising aerial trucks should be installed in the quarters of Ladder Companies 7, 11, 23, 24 and 26 to replace the present horse-drawn apparatus, and the motor-driven city service truck, at present in service with Ladder Company 7, could be shifted to reserve.

The horse-drawn combination city service trucks at present in service with Ladder Companies 19, 27 and 28 should be replaced with gasolene motor-driven 65-foot quick-raising aerial trucks, each equipped with a 40-gallon chemical tank.

Fuel Trucks.

I would recommend the purchase of a sufficient number of gasolene motor-driven trucks to be used for the purpose of hauling cannel coal to fires. The motorization of apparatus, thus eliminating the horses that were depended on for this service, makes this absolutely necessary.

Relief Apparatus.

I reiterate my recommendation of the urgent need of having sufficient relief motor apparatus of the different types to replace the regularly assigned apparatus in an emergency.

MEN.

The new engine company in the Readville section should consist of two officers and ten men. Hose Company 49 would be disbanded and the men transferred to the new company.

The new engine company in Charlestown should consist of two officers and ten men.

Ladder Companies 23, 24 and 26 should be increased to twelve-men companies. I would recommend that a captain be placed in command of Ladder Company 24.

The year passed has been very prolific of fires of magnitude and I wish to convey my appreciation of the conscientious work of the officers and men under, at times, very severe conditions.

All other departments have cheerfully coöperated with us when called on.

P. F. McDONOUGH,
Chief of Department.

FIRE ALARM BRANCH.

BOSTON, April 22, 1918.

FROM: SUPERINTENDENT FIRE ALARM.

TO: THE FIRE COMMISSIONER:

SUBJECT: ANNUAL REPORT.

I respectfully submit the following report of the Fire Alarm Branch for the fiscal year February 1, 1917, to February 1, 1918.

OPERATING DIVISION.

NOTE.—The records of alarms are for the calendar year 1917.

Box alarms received and transmitted:

First alarms	2,253
Second alarms	50
Third alarms	18
Fourth alarms	8
Fifth alarms	3

Box alarms received but not transmitted:

Alarms received from same box for same fire two or more times	210
Alarms received from adjacent boxes for same fire	179
Alarms received, not struck, treated as stills	7

Still alarms received and transmitted:

Received from citizens by telephone to office	1,248
Received from Police Department by telephone to office	147
Received from department stations	820
“Mutual aid” alarms, treated as stills	22
Emergency calls, treated as stills	60
Still alarms for which box alarms were later transmitted	169

Automatic and A. D. T. alarms:

Boston Automatic alarms received	184
Department box alarms received and transmitted in connection with automatic alarms	13

FIRE DEPARTMENT. 17

A. D. T. alarms received	42
A. D. T. alarms transmitted	36
Department box alarms received and transmitted in connection with A. D. T. alarms	6

TOTAL ALARMS.

Total box alarms received	<u>2,728</u>
Total box alarms transmitted (including multiples)	2,232
Stills, automatics, "mutual aid," emergencies, etc., eliminating those for which box alarms were transmitted	<u>2,504</u>
Total alarms transmitted	<u>4,836</u>

FIRE ALARM BOX RECORDS.

Boxes from which no alarms were received	440
Box tests and inspections	8,818

CONSTRUCTION DIVISION.

Underground Construction.

The streets prescribed by the Commissioner of Wires for the removal of poles and overhead wires affected this department more than usual in 1917, but because of the high cost of labor and material, due to war conditions, the demand for carrying the order into effect was waived by order of the Mayor.

Twenty-eight thousand eight hundred and fifty-three (28,853) feet of cable, containing about forty-eight (48) miles of conductors, were hauled into underground ducts as an extension to the system. About eight hundred (800) feet of ducts were laid underground; eight (8) fire alarm box posts and one (1) test post were installed. Sixteen (16) fire alarm box posts and six (6) test posts were reset or replaced by new.

Fire Alarm Boxes.

Twenty-six (26) fire alarm boxes were established, of which ten (10) are public boxes, twelve (12) schoolhouse boxes and four (4) private boxes. Of the new public boxes five (5) were placed on lamp-posts and five (5) on poles. Fifteen (15) boxes formerly attached to poles or buildings were re-established on iron posts.

Interior Electrical Construction.

The stations of Engine 1 and Ladder 5 and Engines 15, 38-39, 43 and 46 were completely rewired for lights and fire alarm apparatus and extensive changes were made in electrical equipments in other stations.

RECOMMENDATIONS.

Although prices for material are high the condition of much of the underground cable system is such that it is imperative that cables be bought to replace defective cables and for re-routing some of the circuits.

Many of the box circuits are overloaded and should be divided. Considerable overhead construction must be improved and defects in interior wiring must be corrected.

There are many box locations which should be designated by red lights at night.

PUBLIC FIRE ALARM BOXES ESTABLISHED.

- 1495. Harrison avenue and Broadway.
- 1677. Shawmut avenue and Worcester street.
- 2276. Amory and Atherton streets.
- 2341. Jersey and Queensberry streets.
- 2343. Peterborough and Kilmarnock streets.
- 311. South Bay avenue and Burnham street.
- 3321. Olney street and Geneva avenue.
- 3482. Marsh and Glide streets.
- 3559. Standard and Manchester streets.
- 711. Summer and A streets.

PRIVATE BOXES ESTABLISHED.

- 1517. Plymouth Theater, Eliot street.
- 3122. New York, New Haven & Hartford Railroad, engine house, Southampton street.
- 5233. Thompson & Norris Company, Braintree street. (Auxiliary.)
- 7213. New York, New Haven & Hartford Railroad Car Department building, West Fourth street.

SCHOOLHOUSE BOXES ESTABLISHED.

- 1232. Pormort School, Snelling place.
- 1237. Freeman School, Charter street.
- 1348. Mayhew School, Poplar and Chambers streets.
- 1366. Grant School, Phillips street, near Anderson street.
- 1496. Tyler Street School, near Kneeland street.
- 1497. Pierpont School, Hudson street, near Oak street.

1626. Way Street School, near Albany street.
 1627. Andrews School, Genesee street.
 2339. Trade School for Boys, Parker street.
 420. William H. Kent School, Moulton street.
 430. Oliver Holden School, Pearl street.
 469. C. E. Daniels School, Mead street.
 684. James Otis School, Marion street. (Re-established.)

CHANGES IN LOCATION OF FIRE ALARM BOXES.

2361. From Parker and Station streets to Parker and Prentiss streets.
 2365. From Tremont street, near Mission Church, to Tremont and St. Alphonsus streets.
 5153. From Washington and Shannon streets to Washington and Snow streets.
 641. From Engine House No. 5 to Marion and Trenton streets.
 7136. From Dorchester avenue, near bridge, to Dorchester avenue and West First street.
 7137. From Engine House No. 15 to Broadway and A street.

FIRE ALARM BOXES IN SERVICE.

Total number	1,142
Owned by Fire Department	829
Owned by Schoolhouse Department	160
Owned by Auxiliary Fire Alarm Company	66
Privately owned	87
Department boxes:	
On lamp-posts	391
On poles	417
On buildings	18
Inside buildings	3
Equipped with keyless doors (bell ringing attachment)	777
Equipped with keyless doors (glass guards)	47
Equipped with key doors	5
Equipped with auxiliary attachments	14
Designated by red lights at night	395
Schoolhouse boxes:	
On lamp-posts	14
On poles	16
On outside of buildings	66
Inside of buildings	64
Equipped with keyless doors	101
Equipped with key doors	59
Designated by red lights at night	16
Auxiliary Fire Alarm Company boxes:	
On lamp-post	1
On poles	8

On outside of buildings	17
Inside of buildings	40
Equipped with keyless doors	11
Equipped with key doors	55
Private boxes:	
On poles	6
On outside of buildings	23
Inside of buildings	58
Equipped with keyless doors	11
Equipped with key doors	76

POST AND TEST BOXES.

Lamp-posts in service	405
Lamp-post set but not in service	1
Test posts in service	64
Pole test boxes in service	187

CLASSIFICATION OF FIRE ALARM BOX STATIONS.

Academies	5
Asylums	3
Car barns	5
Cemetery	1
Church	1
City yard	1
Homes for aged people	2
Hospitals	18
Hotels	5
Manufacturing plants	23
Museum	1
Navy Yard	6
Newspaper plant	1
Office buildings	3
Police station (Chelsea)	1
Power stations	5
Prison	1
Public hall	1
Pumping station	1
Railroad shops	4
Railroad stations	5
Railroad yards	11
Retail stores	6
Restaurant	1
Schoolhouses	172
Stable	1
Stock yards	2
Street (public) boxes *	811
Theaters	28
Warehouses	3

* About one hundred schoolhouse and private boxes are accessible to the public but are not counted as street boxes.

FIRE DEPARTMENT.

21

Wharves	10
Wholesale houses	4
Total	<u>1,142</u>

CIRCUITS.

Number of box circuits	61
Number of tapper circuits	14
Number of gong circuits	13
Number of telephone circuits to department stations,	47
Number of telephone circuits to "Beach" exchange .	7
Special telephone circuit to "Back Bay" exchange .	1
Special telephone circuit to police headquarters .	1
Special telephone circuit to A. D. T. Company's office,	1
Telephone connection to Boston Automatic Company's	
office	1
Telephone connection to Protective Department .	1

The above telephone service is from department exchange board.

WIRES, CABLE AND CONDUIT.

Line wire in service	237 miles
Aerial cable in service	23 miles
Conductors in same	130 miles
Aerial cable conductors in service	90 miles
Underground cable in service	135½ miles
Conductors in same	2,108 miles
Underground cable conductors in service	1,244 miles
Conduits owned by Fire Department	53,364 feet
Ducts in Fire Department conduit	68,313 feet
Ducts in New England Telephone and Telegraph	
Company's system used by Fire Department .	494,446 feet
Ducts in Postal Telegraph Company's system	
used by Fire Department	3,294 feet

FIRE ALARM APPARATUS.

Tappers in service	143
Boston tappers in adjacent towns and cities	6
Tappers connected to adjacent systems in Boston Fire	
Department stations	6
Gongs in service	115
Registers in service in department stations	21
Relays in service in department stations	14
Tower bell in service	1
Telephones in department system	138

PUBLIC CLOCKS.

Twenty-six tower clocks, twenty-two of which are owned by the city, are kept in operation by this department. Forty-one reports of clock troubles, most of which were of minor importance, were attended to during the year.

The Winthrop Street Church clock and the steel bell weighing 1,968 pounds, formerly used in the tower of the Saratoga Street Church, were removed from the towers and are now stored by this department.

SUMMARY OF WORK DONE.

	Feet.
New line wire used	10,000
Old wire removed from poles	89,400
Aerial cable installed (new work)	2,000
Conductors in same	4,000
Conductors in same in service	4,000
Aerial cable removed from service	1,980
Conductors in same	18,200
Underground cable installed in ducts of New England Telephone and Telegraph Company	18,077
Conductors in same	144,940
Underground cable installed in ducts of Postal Tele- graph Company	1,935
Conductors in same	38,000
Underground cable installed in department ducts	8,840
Conductors in same	72,648
Total underground cable installed (new work)	28,852
Conductors in same	255,638
Cable used for repairs on account new subway	695
Conductors in same	22,565
Conduits laid by this department	670
Ducts in same	820
Manhole built	1

FIRE ALARM BOXES INSTALLED.

By Fire Department	10
By Schoolhouse Department	12
By Auxiliary Fire Alarm Company	1
By private owners	3
Fire alarm lamp-posts set (addition to service)	7
Fire alarm lamp-posts reset or replaced by new	16
Fire alarm test posts set (addition to service)	1
Fire alarm test posts reset or replaced by new	6
Fire alarm pole test boxes installed	2

GEORGE L. FICKETT,
Superintendent Fire Alarm.

SUPERINTENDENT OF REPAIR SHOP.

BOSTON, March 19, 1918.

FROM: SUPERINTENDENT OF REPAIR SHOP BRANCH.

TO: THE FIRE COMMISSIONER:

SUBJECT: ANNUAL REPORT.

I respectfully submit the following report, which shows the repair work done on horse-driven apparatus and repairs which were obliged to be made outside of shop, with costs.

Repairs in and on buildings which house the different fire companies is incorporated, both by department mechanics and outside firms.

Repairs on furniture and bedding both in shop and by outside firms is included.

HORSE-DRIVEN APPARATUS REPAIRS.

Number of repair jobs done in repair shop	1,920
Cost of material and labor	\$28,700
Number of jobs done by outside firms	250
Cost of jobs done by outside firms	\$4,259

SUMMARY OF APPARATUS REPAIRS.

25 Channel irons applied to apparatus wheels.	
65 Solid rubber tires applied to apparatus wheels.	
45 Running gear springs attached to apparatus.	
20 Broken ladders repaired.	
15 Broken poles replaced by new poles.	
40 Band brakes relined and repaired.	
Overhauled 3 ladder trucks, 2 fire engines, 3 hose wagons, 2 chemical engines.	
Sharpening axes, replacing broken axe handles with new handles, and fitting rakes, sledges and hammers with handles, together with numerous repair jobs on fire hats, collars and other parts of harnesses, constitute everyday repairs.	
House repairs by painters, plumbers, carpenters and steam fitters and repairs by company members, stock furnished from repair shop:	
Number of repair jobs done by department mechanics,	910
Cost of material and labor	\$27,800
Repairs by outside firms	63
Cost of repairs by outside firms	\$1,254
Stock furnished, work done by company members	\$325

FURNITURE AND BEDDING.

Cost of repairs by outside firms	\$1,050
Cost of repairs in repair shop	\$225
Stock furnished, work done by company members	\$35

Repairs of every description are made on apparatus and parts, thereby keeping it up to the highest efficiency. Carpenters, painters, plumbers and steam fitters keep company quarters in first-class condition, making them hygienic and comfortable to live in. All of these repairs come under the immediate supervision of the repair shop superintendent.

AMOUNT OF HOSE PURCHASED AND CONDEMNED, ENDING FEBRUARY 1, 1918.

<i>Purchased.</i>		<i>Condemned.</i>	
	Feet.		Feet.
Leading cotton	17,050	Leading cotton	16,700
Leading rubber	—	Leading rubber	250
Chemical	3,800	Chemical	1,050
Deck	100	Deck	100
Flexible suction	200	Flexible suction	175
4-inch rubber suction	82	4-inch rubber suction	72
2½-inch rubber suction	—	2½-inch rubber suction	—
Deluge hose	100	Deluge hose	118
	<u>21,332</u>		<u>18,465</u>

AMOUNT OF HOSE IN USE AND IN STORE, ENDING FEBRUARY 1, 1918.

<i>In Use.</i>		<i>In Store.</i>	
	Feet.		Feet.
Leading cotton	118,466	Leading cotton	6,070
Leading rubber	4,050	Leading rubber	—
Chemical	15,600	Chemical	1,300
Deck	900	Deck	—
Flexible suction	537½	Flexible suction	50
4-inch rubber suction	1,170	4-inch rubber suction	73
2½-inch rubber suction	—	2½-inch rubber suction	40
Deluge hose	768	Deluge hose	62
Total	<u>141,491½</u>		<u>7,595</u>

Respectfully submitted,

E. M. BYINGTON,
Superintendent.

MOTOR APPARATUS.

FROM: SUPERVISOR OF MOTOR APPARATUS.

TO: THE FIRE COMMISSIONER:

SUBJECT: ANNUAL REPORT.

I respectfully submit the following, showing the number of repairs made on motor apparatus in the Repair Shop Branch and the number made outside the shop, with the cost of both, for the fiscal year of 1917:

APPARATUS REPAIRS.

Number of repairs in shop	1,650
Cost of material and labor	\$20,568

These repairs were made on district chief's cars, water towers, chemical engines, ladder trucks, pumping engines, tractors and combinations.

REPAIRS BY OUTSIDE FIRMS.

Number of jobs	216
Cost of jobs	\$5,985

Shoes, tubes, storage batteries, magnetos, radiators, mudguards and wheels comprise most of these jobs.

APPARATUS OVERHAULED IN SHOP.

11 District chief's cars, 8 ladder trucks, 4 tractors, 2 pumping engines and 2 delivery trucks.

REPAINTED.

12 District chief's cars, 3 ladder trucks, 2 tractors.

Over 500 emergency repairs were made in company quarters and on the street.

SUMMARY OF REPAIRS IN SHOP.

120 Running gear springs attached to apparatus.

55 Mudguards taken off and replaced.

45 Radiators taken off and replaced.

NEW EQUIPMENT AND REPAIRS.

414 Pneumatic tires purchased.

354 Pneumatic tubes purchased.

106 Pneumatic tires adjusted.

- 42 Pneumatic tires repaired.
- 775 Pneumatic tubes repaired.
- 47 Pneumatic tires scrapped.
- 125 Pneumatic tubes scrapped.
- 38 Solid tires applied.
- 65 Storage batteries purchased.
- 60 Storage batteries repaired.
- 32 P. O. L. tanks refilled.
- 300 Storage batteries recharged at repair shop.
- 20 Oxygen tanks recharged.

PURCHASE OF NEW APPARATUS.

- 6 Tractors were attached to steam fire engines.
- 5 Tractors were attached to ladder trucks.
- 11 Combination hose and chemical cars put in service.
- 2 Triple combination pumping engines put in service.
- 1 Straight motor-driven 75-foot aerial truck put in service.
- 3 Runabouts.
- 2 Touring cars.
- 1 Old combination made over as a rescue car and fitted with boxes and holders for smoke helmets and cutting outfit.

Motor apparatus now comprises over 50 per cent of all fire-fighting apparatus in the department. Including chief's cars there are over one hundred machines motor driven which require constant attention. The work of caring for these machines is done by the shop crew, consisting of a foreman, five automobile mechanics, one blacksmith and helper. Also five firemen are detailed to the motor squad but due to days off there are but three of these men available for each day's work. This crew of shop men and detailed firemen is far too small to keep so much apparatus in running condition. We are greatly handicapped by the lack of spare motor apparatus. It would be far better to overhaul the apparatus at regular intervals and thus keep each machine in the best of condition than to simply make such emergency repairs as are necessary from time to time. This would require spare apparatus, better shop facilities and more shop mechanics.

Respectfully submitted,

CHARLES E. STEWART,
Supervisor of Motor Apparatus.

BOSTON FIRE DEPARTMENT VETERINARY
HOSPITAL.

Boston, February 27, 1918.

FROM: THE DEPARTMENT VETERINARIAN.

TO: THE FIRE COMMISSIONER:

SUBJECT: ANNUAL REPORT.

SIR,— I respectfully submit a report of the general health and condition of the horses of this department as very good. The following is a statement of the whole number of horses in the service and those that were purchased, sold, died, destroyed and killed in the service during the year ending January 31, 1918:

Total number on hand February 1, 1917	274
Total number on hand February 1, 1918	204
Horses purchased	5
Horses sold	55
Horses pensioned	7
Horses died	3
Horses destroyed	7
Horses killed	2
Horse transferred	1

Respectfully submitted,

DANIEL P. KEOGH, M. D. V.

HEADQUARTERS FIRE DEPARTMENT.

BOSTON, February 1, 1918.

FROM: THE MEDICAL EXAMINER.
 TO: THE FIRE COMMISSIONER:
 SUBJECT: ANNUAL REPORT.

I respectfully submit the following report for the year ending January 31, 1918:

Number of cases of illness	312
Number of cases of injury	1,110
Number injured but remained on duty	842

EXAMINATIONS.

For appointment as provisional firemen	121
For appointment as probationary firemen	112
General examinations, including probationers at the expiration of their terms	2,373

The usage of the card index system during the past year has been a great help in expediting the general work of this office. The physical record of all men in the department can now be obtained practically at a moment's notice.

Six new pulmotors have been installed, making nine in all, permanently placed on Ladders 1, 2, 4, 7, 14, 15, 16, 17 and Rescue No. 1. All pulmotors are examined once a month and an actual demonstration of operating same given to firemen and all medicine chests promptly refilled after use in urgent cases. The efficiency of commanding officers in rendering "first aid" treatment to firemen and citizens has been demonstrated many times during the past year. The prompt and intelligent use of the pulmotors and of various medicines and appliances of the medicine chests has been noted on many occasions.

The past winter having been exceptionally severe, rendering fire duty extra hazardous, accounts for the large increase of sick and injured over the previous year. Especial commendations should be given men, although injured, who remained on duty.

DEATHS.

Alexander F. Mitchell, Engine 1, February 13, 1918, multiple injuries.

William J. Dolan, Ladder 31, October 29, 1917, perforating ulcer of duodenum.

It is a great pleasure that I can herewith express my utmost thanks to you and your commanding officers and all men of the department for the kind and courteous treatment I have received in the performance of my duties.

Respectfully submitted,

W. J. McNALLY,

Medical Examiner.

THE DEPARTMENT ORGANIZATION.

Commissioner, JOHN GRADY.
 Chief Clerk, BENJAMIN F. UNDERHILL.
 Chief of Department, PETER F. McDONOUGH.
 Superintendent of Construction and Repairs, EUGENE M. BYINGTON.
 Supervisor of Motor Apparatus, CHARLES E. STEWART.
 Superintendent of Fire Alarms, GEORGE L. FICKETT.
 Chief Operator and Assistant Superintendent of Fire Alarms, RICHARD DONAHUE.
 Veterinarian, DANIEL P. KEOGH.
 Medical Examiner, WILLIAM J. McNALLY.

CLERKS.

George F. Murphy, Daniel J. Quinn, James P. Maloney, Edward L. Tierney, Herbert J. Hickey, John J. Coholan, William J. Hurley, Nathan Cohen.

STRENGTH AND PAY JANUARY 31, 1918.

HEADQUARTERS.

	Per annum.
1 Commissioner	\$5,000
1 Chief clerk	2,500
1 Medical examiner	1,800
1 Bookkeeper	2,100
2 Clerks	1,800
1 Clerk	1,700
1 Clerk	1,500
1 Clerk	1,300
1 Assistant engineer (messenger) *	1,400
1 Hoseman (clerk) *	1,400

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FIRE-FIGHTING BRANCH.

1 Chief of department	\$4,500
2 Deputy chiefs	3,500
15 District chiefs	3,000
60 Captains	2,000
89 Lieutenants	1,800
1 Lieutenant, aid to chief *	1,800
1 Private, aid to commissioner *	1,400
3 Engineers (marine)	1,700
48 Engineers	1,500

* Detailed from fire-fighting branch.

	Per annum.
47 Assistant engineers	\$1,400
3 Assistant engineers	1,300
1 Assistant engineer	1,200
762 Privates:	
488	1,400
80	1,300
31	1,200
10	1,100
31	1,000
122	900

 1,033

REPAIR SHOP BRANCH.

1 Supervisor of motor apparatus	\$3,500
1 Superintendent	3,000
1 Lieutenant, foreman of hose and harness shop *	1,800
1 Engineer (master plumber) *	1,600
1 Hoseman (master carpenter) *	1,600
1 Hoseman (master painter) *	1,600
1 Hoseman (automobile engineer) *	1,500
1 Foreman automobile machinists	1,400
7 Privates *	1,400

Employees.

1 Clerk	\$1,600
1 Clerk	1,100
1 Clerk (hoseman) *	1,400
1 Storekeeper *	1,800
1 Engineer	Per week. \$25 00
3 Firemen	Per day. \$3 50
2 Plumbers	4 40
1 Steam fitter	4 00
8 Painters	4 00
2 Wheelwrights	4 00
1 Machinist	4 25
9 Machinists	4 00
1 Foreman blacksmith	4 25
4 Blacksmiths	4 00
5 Blacksmith's helpers	3 00
3 Carpenters	4 00
1 Vulcanizer	3 00
2 Hose and harness repairers	3 75
1 Hose and harness repairer	3 00
1 Boiler repairer and ironworker	4 00
1 Chauffeur	3 00
2 Teamsters	3 00

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* Detailed from fire-fighting branch.

FIRE ALARM BRANCH.

	Per annum.
1 Superintendent	\$3,000
1 Chief operator and assistant superintendent,	2,500
1 Supervising operator	1,800
3 Principal operators	1,800
3 Operators	1,600
4 Assistant operators	1,400
3 Assistant operators	1,300
1 Assistant operator	900

Construction Force.

1 Assistant foreman	\$1,600
1 Stockman	1,400
	Per day.
1 Machinist	\$4 25
2 Machinists	4 00
20 Repairers, linemen and wiremen (average) .	3 95
1 Laborer	3 00

—
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VETERINARY HOSPITAL BRANCH.

	Per annum.
1 Veterinarian	\$3,000
1 Captain, assistant to veterinarian *	2,000
	Per day.
3 Hostlers (average)	\$3 00
1 Horseshoer	3 75

—
61,160

CHIEF OF DEPARTMENT.

PETER F. McDONOUGH.

Headquarters, Engine House 26-35, Mason Street.

The Chief is in charge of the fire protection of the city, which is divided into two divisions, each commanded by a deputy chief, which are subdivided into fifteen districts, each commanded by a district chief.

DIVISION 1.

Deputy Chief, JOHN O. TABER.

Headquarters, Ladder House 8, Fort Hill Square.

This division comprises Districts 1, 2, 3, 4, 5, 6 and 7.

* Detailed from fire-fighting branch.

District 1.

District Chief, WILLIAM E. RILEY.

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

Apparatus Located in the District.—Engines 5, 9, 11,
40, 47 (fireboat), Ladders 2, 21, Chemical 7.

District 2.

District Chief, ALLAN J. MACDONALD.

Headquarters, Ladder House 9, Main Street,
Charlestown.

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

District 3.

District Chief, STEPHEN J. RYDER.

Headquarters, Ladder House 18, Pittsburgh Street.

Apparatus Located in the District.—Engines 25, 38,
39, 44 (fireboat), Ladders 8, 18, Water Tower 3, Rescue 1.

District 4.

District Chief, EDWARD J. SHALLOW.

Headquarters, Engine House 4, Bulfinch Street.

Apparatus Located in the District.—Engines 4, 6, 8,
31 (fireboat), Ladders 1, 24, Chemical 1, Water Tower 1.

District 5.

District Chief, ALBERT J. CAULFIELD.

Headquarters, Engine House 26–35, Mason Street.

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

District 6.

District Chief, FRANCIS J. JORDAN.

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

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

*District 7.**District Chief*, PETER E. WALSH.

Headquarters, Engine House 22, Warren Avenue.

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

DIVISION 2.

Deputy Chief, DANIEL F. SENNOTT.

Headquarters, Ladder House 4, Dudley Street.

This division comprises Districts 8, 9, 10, 11, 12, 13, 14 and 15.

*District 8.**District Chief*, WILLIAM J. GAFFEY.

Headquarters, Ladder House 12, Tremont Street.

Apparatus Located in the District.—Engines 13, 14, 37, Ladders 12, 26, Chemical 12.*District 9.**District Chief*, JOSEPH H. KENNEY.

Headquarters, Engine House 12, Dudley Street.

Apparatus Located in the District.—Engines 12, 21, 23, 24, Ladder 4, Chemical 10.*District 10.**District Chief*, WALTER M. MCLEAN.Headquarters, Engine House 18, Harvard Street,
Dorchester.*Apparatus Located in the District.*—Engines 17, 18, Ladders 7, 29, Chemical 11.*District 11.**District Chief*, HENRY A. FOX.Headquarters, Engine House 41, Harvard Avenue,
Brighton.*Apparatus Located in the District.*—Engines 29, 34, 41, Ladders 11, 14, 31.

District 12.

District Chief, MICHAEL J. MULLIGAN.

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

Apparatus Located in the District.—Engines 28, 42,
Ladders 10, 23, 30, Chemical 5.

District 13.

District Chief, MICHAEL J. KENNEDY.

Headquarters, Engine House 45, Corner Washington
and Poplar Streets, Roslindale.

Apparatus Located in the District.—Engines 30, 45,
Ladders 16, 25, Chemical 13.

District 14.

District Chief, MAURICE HEFFERNAN.

Headquarters, Engine House 46, Peabody Square,
Dorchester.

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

District 15.

District Chief, JOSEPH A. DOLAN.

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

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

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	85,000	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	47,900	Engine 7.
Salem street.....	2,568	40,700	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	14,800	Engine 13.
Centre street.....	5,713	19,600	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	14,500	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	18,300	Engine 24.
Fort Hill square.....	4,175	100,600	Engine 25 and Ladder 8.
Mason street.....	5,623	223,000	Engines 26 and 35.
Elm street, Charlestown.....	2,600	17,500	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.

Fire Stations. — *Concluded.*

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
521 Commercial street, on land of Public Works Department.	.....	\$10,000	Engine 31, fireboat.
Bunker Hill street, Charlestown.....	8,188	25,000	Engine 32.
Corner Boylston and Hereford streets,	5,646	108,000	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	40,000	Engines 38 and 39.
Sumner street, East Boston.....	4,010	18,000	Engine 40.
Harvard avenue, near Cambridge street, Brighton.	6,112	34,500	Engine 41 and Ladder 14.
Washington street, at Egleston square,	3,848	22,900	Engine 42 and Ladder 30.
Andrew square.....	5,133	19,600	Engine 43 and Ladder 20.
Northern Avenue Bridge.....	.....	30,000	Engine 44, fireboat.
Washington and Poplar streets, Roslindale.	14,729	22,400	Engine 45 and Ladder 16.
Dorchester avenue, Ashmont.....	4,875	23,200	Engine 46.
Adjoining South Ferry, East Boston...	11,950	31,600	Engine 47, fireboat.
Harvard avenue and Winthrop street, Hyde Park.	9,450	40,100	Engine 48, Ladder 28 and Chemical 14.
Church street.....	3,412	23,600	Chemical Engine 2.
Winthrop and Soley streets.....	5,230	15,400	Chemical 3.
Saratoga street, East Boston.....	9,300	40,600	Chemical Engine 7.
Corner Callender and Lyford streets,	7,200	13,200	Chemical 11 and Ladder 29.
Corner Walk Hill and Wenham streets,	11,253	17,800	Chemical 13.
Friend street.....	1,676	37,200	Ladder 1.
Dudley street.....	3,923	38,900	Ladder 4 and Chemical 10.
Main street, Charlestown.....	4,290	16,000	Ladder 9 and Chemical 9.
Tremont street.....	4,311	25,600	Ladder 12 and Chemical 12.
Harrison avenue.....	2,134	23,800	Ladder 17.
Pittsburgh street, South Boston.....	8,964	39,900	Ladder 18 and Tower 3.
Fourth street.....	3,101	10,700	Ladder 19.
Washington street, Dorchester.....	6,875	21,400	Ladder 23 and Chemical 5.
North Grove street.....	3,918	19,800	Ladder 24.
Oak square, Brighton.....	9,889	42,000	Ladder 31.
Sprague and Milton streets, Hyde Park district, on land owned by the New York, New Haven & Hartford Railroad.	.....	3,000	Hose 49.

Headquarters Building, Bristol street, 15,679 feet of land	\$113,000
Water Tower No. 2 is in Headquarters Building.	

OTHER BUILDINGS.

Repair Shop, 363 Albany street, 8,000 feet of land	\$68,000
Veterinary Hospital, Atkinson street, 64,442 feet of land	75,000
Coal station, Main street, Charlestown, 2,430 feet of land	6,500
Coal station, old Charles River Bridge, on land of Public Works Department, building cost	1,200
Building No. 11 Wareham street, used by the Fire Alarm Branch as workshop and storeroom, 8,500 feet of land	40,000
Total value of land, wharves and buildings	2,265,200

LEASED BUILDINGS.

Part of building 240-256 Dover street used as storehouse for spare apparatus.

About 800 square feet of shed on Sleeper street (New Haven Terminal Stores) used as a coal station.

Part of building 11 Atherton street used for storage.

CANNEL COAL STATIONS.

DIVISION 1.

DISTRICT.	Location.	Capacity. (Tons.)	Wagons.
1.....	Engine 11.....	12	1
1.....	Engine 40.....	20	2
2.....	Engine 36.....	35	1
2.....	Ladder 9.....	35	2
3.....	Sleeper street.....	45	3
3.....	Ladder 18.....	1	
4.....	Ladder 24.....	16	2
4.....	Charles River avenue.....	50	2
5.....	Engine 26.....	20	1
5.....	Chemical 2.....	35	3
6.....	Engine 2.....	20	1
6.....	Fourth street.....	20	2
7.....	Engine 33.....	25	1

DIVISION 2.

8.....	Engine 13.....	40	1
8.....	Engine 14.....	10	1
8.....	Engine 37.....	20	1
9.....	Engine 12.....	5	1
9.....	Engine 21.....	6	1
9.....	Engine 23.....	5	1
9.....	Engine 24.....	7	1
10.....	Engine 17.....	3	1
10.....	Engine 18.....	5	1
11.....	Engine 29.....	7	1
11.....	Engine 34.....	7	1
11.....	Engine 41.....	10	1

APPARATUS.

IN SERVICE.

	Motor.	Horse-Drawn.
Engines	21	22
Ladder trucks	20	11
Hose cars	16	23
Chemicals	4	6
Water towers	3	.....
Rescue squad	1	.....
Totals	65	62
Wrecker	1	.....
Automobiles	25	.....
Delivery trucks	4	.....
Total	95	.....
Self-propelled engines		2
Fireboats		3

RESERVE.

	Motor.	Horse-Drawn.
Engines	3	7
Ladder trucks	2	6
Hose cars	2	10
Water tower	1	.....
Automobiles	6	.....
Chemicals .....	.....	6
Totals	14	29

MISCELLANEOUS.

Fuel wagons	41
Manure wagons	3

ENGINES.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Size.	Weight (Pounds.)
1.....	Seagrave Company. (Triple combination pumper.)	June 20, 1917	.....	1917	5½	*	6½	First.	15,500
2.....	Silsby Manufacturing Company.....	1890	American Fire Engine Company...	1904	8	4½	8	Second.	9,100
3.....	{ Christie Tractor..... American Fire Engine Company.....	June 16, 1917 Jan., 1904	.....	.....	9	5½	8	First.	13,140
4.....	International Power Company.....	Jan., 1907	.....	.....	8½	5	8	First.	10,220
5.....	American Fire Engine Company.....	June, 1907	.....	.....	8	4½	8	Second.	9,435
6.....	Amoskeag Manufacturing Company,	1870	American British Company.....	1914	7½	4½	8	Second.	8,500
7.....	American Fire Engine Company.....	Feb., 1893	American-La France Fire Engine Company.	1907	9	5½	8	First.	9,900
8.....	{ Christie Tractor..... American-La France Fire Engine Company.	July 5, 1917 May, 1907	.....	1917	9	5½	8	First.	12,980
9.....	Silsby Manufacturing Company.....	April, 1890	American Fire Engine Company...	1902	8	4½	8	Second.	9,150
10.....	{ American-La France Tractor..... Silsby Manufacturing Company.....	Aug. 31, 1914 April, 1886	.....	June, 1914 1903	.....	.....	.....	.....	14,500

* Centrifugal pump.

Engines.—Continued.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Size.	Weight. (Pounds.)
11.....	American-La France Company. (Triple combination pump.)	July 3, 1914	.....	June, 1914	5½	*	6	First.	11,200
12.....	International Power Company.....	Dec., 1911	.....	.....	7	4½	8	Second.	9,250
13.....	Clapp & Jones Manufacturing Company.	April, 1890	American Fire Engine Company...	1899	8½	5	7	Second.	9,150
14.....	Seagrave Company. (Triple combination pump.)	Aug. 12, 1916	.....	1916	5½	†	6½	First.	16,420
15.....	Seagrave Company. (Triple combination pump.)	July 2, 1917	.....	1917	5½	†	6½	First.	15,500
16.....	Amoskeag Manufacturing Company,	July, 1872	American British Company.....	1910	7	4½	8	Second.	8,740
17.....	{ Christie Tractor.....	Jan. 7, 1916	.....	1907	7	4½	8	Second.	12,380
	{ Amoskeag Manufacturing Company,	1872	International Power Company.....						
18.....	Manchester Locomotive Works.....	Nov., 1890	Manchester Locomotive Works.....	1905	6½	4	8	Fourth.	8,175
19.....	Manchester Locomotive Works.....	Feb., 1896	.....	1909	6½	4½	8	Third.	7,950
20.....	Silsby Manufacturing Company.....	Aug., 1882	American Fire Engine Company...	1900	8	4½	8	Second.	9,465
21.....	{ Christie Tractor.....	Jan. 12, 1916	.....	1907	7	4½	8	Second.	12,560
	{ Amoskeag Manufacturing Company,	Sept., 1870	International Power Company.....						
22.....	{ Christie Tractor.....	Sept. 15, 1917	.....	.....	7	4½	8	Second.	12,340
	{ Manchester Locomotive Works.....	Nov., 1896	.....					
23.....	Silsby Manufacturing Company.....	April, 1890	American Fire Engine Company...	1901	8	4½	8	Second.	9,215
24.....	Amoskeag Manufacturing Company,	July, 1867	American Locomotive Works.....	1904	7	4½	8	Second.	8,415

FIRE DEPARTMENT.

25.....	{Christie Tractor..... {American-La France Fire Engine Company.	May 15, 1915 Dec., 1910	9	5½	8	First.	16,000
26.....	{Christie Tractor..... {International Power Company.....	Mar. 15, 1917 Feb., 1909	8½	5	8	First.	14,240
27.....	Silsby Manufacturing Company.....	1891	8	4½	8	Second.	9,118
28.....	{Christie Tractor..... {Amoskeag Manufacturing Company,	Jan. 12, 1916 Oct., 1867	7¾	4¾	8	Second.	12,800
29.....	American British Company.....	Jan., 1911	7¾	4¾	8	Second.	9,250
30.....	Manchester Locomotive Works.....	Nov., 1890	6½	4	8	Fourth.	8,375
31.....	G. F. Blake Manufacturing Company.	1914	17	10	11	1 pump, 3,000 gallons.	104 tons.
32.....	International Power Company.....	June, 1907	7¾	4¾	8	Second.	9,100
33.....	{Christie Tractor..... {International Power Company.....	July 28, 1915 Feb., 1909	7¾	4¾	8	Second.	13,150
34.....	Amoskeag Manufacturing Company,	Dec., 1869	7¾	4¾	8	Second.	8,300
35.....	Manchester Locomotive Works. (Self-propeller.)	Jan., 1898	9½	5½	8	Double extra first.	18,200
36.....	{Christie Tractor..... {International Power Company.....	Aug. 13, 1917 Nov., 1909	8½	5½	8	First.	13,910
37.....	American-La France Tractor.....	Aug. 10, 1914	.....	.....	.....	.....	14,000
38.....	{Manchester Locomotive Works..... {Manchester Locomotive Works. (Self-propeller.)	March, 1896 June, 1897	6½	4½	8	Third.	8,375
39.....	{Christie Tractor..... {Manchester Locomotive Works.....	May 10, 1917 June, 1901	8½	5	8	Double extra first.	18,170
						First.	14,300

† Centrifugal pump.

* Rotary pump.

Engines.—Concluded.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Size.	Weight. (Pounds.)
40.....	American Locomotive Company.....	Jan., 1906	.....	.....	8½	5	8	First.	10,350
41.....	Robinson Company. (Triple combination pump.)	Dec. 14, 1914	.....	.....	6¼	*	9	First.	15,790
42.....	Manchester Locomotive Works.....	March, 1884	International Power Company.....	1907	6½	4½	8	Third.	8,175
43.....	{Christie Tractor..... Amoskeag Manufacturing Company..}	Dec. 20, 1915 Nov., 1867	{American Locomotive Company...}	1904	7½	4½	8	Second.	12,980
44.....	American Fire Engine Company.....	Aug., 1895	.....	{12½ H. P. 18 L.}	P. 10	11	{2 sets of pumps, 6,000 gallons.	178 tons.	
45.....	American-La. France Company. (Triple combination pump.)	Aug. 2, 1914	.....	.....	5½	†	6	First.	11,540
46.....	{Christie Tractor..... International Power Company.....}	March, 1915 Nov., 1909	.....	.....	7½	4½	8	Second.	13,020
47.....	G. F. Blake Manufacturing Company,	Aug., 1909	.....	{12 H. 22 L.}	10	11	{2 sets of pumps, 6,000 gallons.	179 tons.	
48.....	Manchester Locomotive Works.....	1902	.....	.....	6½	4	8	Fourth.	8,200
49.....	Hose.								

* Piston pump.

† Rotary pump.

CHEMICAL ENGINES.

NUMBER.	Built by	Put in Service.	Remarks.	Capacity.	Weight.
1.	American-La France Company.....	Dec., 1910	.....	<i>Gallons.</i> 100	<i>Pounds.</i> 5,400
2.	Babcock Manufacturing Company.....	April 25, 1874	.....	160	5,780
5.	American-La France Company.....	May 14, 1913	Combination, motor driven.....	35	7,750
7.	Babcock Manufacturing Company.....	Sept. 27, 1876	Altered by Hinman, 1886.....	100	4,880
9.	Fire Extinguisher Manufacturing Company.....	April 29, 1898	.....	70	5,500
10.	Seagrave Company.....	Feb. 10, 1917	Combination, motor driven.....	235	11,360
11.	American-La France Company.....	April 18, 1913	Combination, motor driven.....	40	8,799
12.	Babcock Manufacturing Company.....	Oct., 1890	.....	100	4,580
13.	Knox Automobile Company.....	Dec. 3, 1914	Combination, motor driven.....	35	9,100
14.	Babcock Manufacturing Company.....	1889	.....	100	4,640

In Reserve.

NUMBER.	Built by	Put in Service.	Capacity.	Weight.
Reserve 1.	Babcock Manufacturing Company.....	1890	<i>Gallons.</i> 100	<i>Pounds.</i> 4,580
Reserve 5.	Babcock Manufacturing Company (altered by Hinman).....	Sept. 21, 1876	100	4,750
Reserve 9.	Babcock Manufacturing Company (altered by Hinman).....	May 1, 1876	100	4,270
Reserve 10.	Babcock Manufacturing Company (altered by Hinman).....	Sept. 13, 1889	100	4,700

LADDER TRUCKS.

Number.	Built by	Put in Service.	Rebuilt by	Feet of Ladders.	Number of Ladders.	Weight. (Pounds.)
1.	J. Ryan Company.....	1880	Fire Department Repair Shop.....	513	12	10,900
2.	Abbott-Downing Company.....	1899	.....	439	12	10,800
3.	Abbott-Downing Company.....	June 2, 1886	Fire Department Repair Shop.....	472	14	9,450
4.	American-La France Company.....	Sept. 28, 1914	Motor driven.....	332	Extension.	21,040
5.	Seagrave Company.....	June 20, 1917	Motor driven.....	339	Extension.	25,130
6.	{ Christie Tractor.....	March 2, 1917	.....	232	17	13,400
	{ C. N. Perkins & Co.....	Aug., 1905	.....		
7.	Robinson Company.....	Dec. 9, 1914	Motor driven.....	267	12	12,000
8.	Seagrave Company.....	April 22, 1915	Motor driven.....	404	Extension.	25,130
9.	Abbott-Downing Company.....	1884	.....	367	15	10,040
10.	{ Christie Tractor.....	Dec. 24, 1915	.....	307	12	15,010
	{ Fire Department Repair Shop.....	March 18, 1909	.....		
11.	American-La France Company.....	Jan., 1907	.....	397	14	10,050
12.	{ Christie Tractor.....	April, 1915	.....	300	Extension.	17,630
	{ American-La France Company.....	April, 1891	.....		
13.	{ Christie Tractor.....	July 21, 1915	.....	317	Extension.	16,600
	{ Fire Department Repair Shop.....	1907	.....		
14.	{ Christie Tractor.....	June 5, 1917	.....	316	Extension.	17,660
	{ American-La France Company.....	1906	.....		
15.	{ Christie Tractor.....	April 18, 1917	.....	335	Extension.	18,000
	{ American-La France Company.....	1911	.....		

Ladder Trucks.—Concluded.

NUMBER.	Built by	Put in Service.	Rebuilt by	Feet of Ladders.	Number of Ladders.	Weight. (Pounds.)
16.	{ Christie Tractor..... { Fire Department Repair Shop.....	Dec. 21, 1915 Sept., 1888		208	15	13,440
17.	{ Christie Tractor..... { Seagrave Company.....	July 27, 1915 June, 1911		281	Extension.	17,100
18.	{ Christie Tractor..... { Seagrave Company.....	May 21, 1915 April, 1910		362	Extension.	17,025
19.	Fire Extinguisher Manufacturing Company.....	Jan., 1898		172	8	6,937
20.	{ Christie Tractor..... { Charles N. Perkins & Co.....	Oct. 27, 1915 Dec. 30, 1902		242	8	13,100
21.	American-La France Company.....	Dec. 10, 1913	Motor driven.....	245	10	11,500
22.	{ Christie Tractor..... { Charles T. Holloway.....	June 11, 1917 Jan., 1898		207	9	13,500
23.	American-La France Company.....	Dec., 1910		197	9	7,300
24.	Charles T. Holloway & Co.....	Oct., 1901		221	7	7,100
25.	{ Christie Tractor..... { Charles T. Holloway & Co.....	April 24, 1917 April 25, 1900		166	7	13,440
26.	American-La France Company.....	Nov., 1908		262	7	6,435
27.	Charles N. Perkins & Co.....	Nov., 1901		224	9	8,000
28.	Seagrave Company.....	Nov., 1910		366	12	5,700
29.	American-La France Company.....	Jan. 23, 1913	Motor driven.....	263	10	8,900
30.	American-La France Company.....	March 5, 1913	Motor driven.....	263	10	8,900
31.	American-La France Company.....	Feb. 24, 1913	Motor driven.....	263	10	8,900

In Reserve.

DESCRIPTION.	Built by	Weight. (Pounds.)
Relief E.....	Fire Department Repair Shop.....	8,000
Reserve Ladder 11.....	Hunneman & Co.....1874	8,000
Relief D.....	Hunneman & Co.....1873	8,500
Former Ladder 7 (Christie Tractor).....	Charles T. Holloway (Christie Tractor, July, 1915).....	12,050
Former Ladder 9 (Christie Tractor).....	Waugh & Co.....1872	15,200
Ladder 21.....	Charles T. Holloway.....1898	7,330
New truck.....	American-La France Company.....1910	6,500
Number 1.....	Hunneman & Co.*.....1869	10,900

* Rebuilt by Charles Waugh & Co. Feet of ladders, 513. Number of ladders, 12.

WATER TOWERS.

NUMBER.	Built by	Put in Service.	Weight. (Pounds.)
1.....	American-La France Company.....	Oct. 30, 1912	14,600
2.....	Kansas City Fire Department Supply Company.....	May 17, 1890	10,000
3.....	International Company.....	Nov. 2, 1903	12,050
4.....	Kansas City Fire Department Supply Company.....	Dec. 18, 1893	10,000

Towers are equipped with American British Company tractors.

TOOLS AND MACHINERY IN REPAIR SHOP.

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

Also tools for the repair of automobile apparatus.

EXPENDITURES FOR THE YEAR.

Personal Service:		
Permanent employees	\$1,538,127	86
Temporary employees	84	00
Unassigned	4,095	57
	<hr/>	\$1,542,307 43
Service Other than Personal:		
Printing and binding	\$725	94
Postage	266	88
Advertising and posting	652	00
Transportation of persons	622	44
Cartage of freight	748	05
Hire of teams and auto trucks	651	25
Light and power	9,970	83
Rent, taxes and water	3,558	71
Communication	1,755	25
Motor vehicle repairs and care	5,296	69
Motorless vehicle repairs	4,693	05
Cleaning	1,751	40
Removal of ashes, dirt and garbage	154	33
Examinations	534	00
Testing materials and supplies	25	00
Expert and architect	4,066	44
Stenographic, copying and indexing	12	00
Towing	137	25
Fees, service of venires, etc.	2	00
Boiler inspection	241	75
Photographic and blueprinting	383	83
General plant	67,578	91
Horseshoeing and clipping	15,918	71
	<hr/>	119,746 71
Equipment:		
Cable, wire, etc.	\$4,151	68
Machinery	989	37
Electrical	4,085	60
Motor vehicles	139,410	30
Stable	2,295	78
Furniture and fittings	5,672	91
Office	390	51
Marine	262	12
Medical, surgical, laboratory	11	65
Tools and instruments	28,747	47
Live stock	975	00
Wearing apparel	1,106	03
General plant	1,261	61
	<hr/>	189,360 03
<i>Carried forward</i>		\$1,851,414 17

<i>Brought forward</i>		\$1,851,414 17
Supplies:		
Office	\$2,743 68	
Food and ice	795 18	
Fuel	56,840 08	
Forage and animal	39,189 11	
Medical, surgical, laboratory	71 81	
Veterinary	219 85	
Laundry, cleaning, toilet	2,389 16	
Motor vehicle	13,843 51	
Chemicals and disinfectants	2,464 49	
General plant	3,049 69	
Cloth	3,455 07	
		<hr/> 125,061 63
Materials:		
Building	\$10,651 60	
Machinery	60 35	
Electrical	3,949 55	
General plant	21,173 28	
		<hr/> 35,834 78
Special Items:		
Pensions and annuities	\$172,065 70	
Workingmen's compensation	520 00	
		<hr/> 172,585 70
		<hr/> <u>\$2,184,896 28</u>

Engine House, East Boston.

Payments on account:		
Additional land, Marion street		\$2,750 00
Reconstructing building:		
Contractors, Archdeacon & Sullivan	\$2,507 50	
Blueprints	42 30	
		<hr/> 2,549 80
		<hr/> <u>\$5,299 80</u>

Engine House 19, Alterations and Motor Apparatus.

Payments on account:		
Architect, Joseph McGinniss		\$650 00
Triple combination pump, chemical and hose car		9,100 00
		<hr/> \$9,750 00

Fire House, Winthrop Street, Charlestown.

Payments on account:

Reconstructing building:

Contractor, Fred E. Bowes \$1,049 75

Fire Quarters, Readville (Hyde Park).

Continuation of payments:

Land, 14,475 square feet, Milton and Hamilton streets \$3,800 00

Building:

Contractor, M. S. Kelliher . . . \$19,368 10
 Architect, Joseph McGinniss . . . 1,451 94
 Blueprints 42 54

 20,862 58

\$24,662 58

Remodeling House, Engine 8.

Continuation of payments:

Contractor, P. H. Rose Construction Company, \$11,202 84
 Architect, Joseph McGinniss 862 08
 Electrical material 399 11
 Boiler 361 50
 Hardware 319 85
 Gasolene pump and tanks 168 30
 Gong 35 00
 Advertising 3 00

\$13,351 68

Remodeling House, Ladder 4.

(Total cost, \$15,258.90.)

Balance of payments \$2,420 10

Remodeling Municipal Court Building, Dorchester Street.

(Total cost, \$39,712.72.)

Balance of payments:

Contractors, Crowley & Hickey \$21,597 73
 Architect, Joseph McGinniss 1,802 47
 Electrical material 1,043 82
 Boiler 494 00
 Gasolene pumps and tanks 369 80
 Window shades 137 00
 Gongs 70 00
 Lumber 46 75
 Temporary heater 12 00
 Advertising 6 00

\$25,579 57

RECAPITULATION.

Fire Department	\$2,184,896 28
Engine house, East Boston	5,299 80
Engine House 19, alterations and motor apparatus	9,750 00
Fire house, Winthrop street, Charlestown	1,049 75
Fire station, Readville	24,662 58
Remodeling house, Engine 8	13,351 68
Remodeling house, Ladder 4	2,420 10
Remodeling Municipal Court Building, Dorchester street	25,579 57
	<hr/>
	<u>\$2,267,009 76</u>

INCOME.

Permits for fires in open spaces, fireworks, blasting, transportation and storage of explosives,	\$3,416 50
Sale of uniform cloth	2,808 15
Sale of old material	1,139 16
Sale of horse	150 00
Sale of manure	116 00
Sale of badges	94 60
Rents	12 00
Damage to cable	8 14
	<hr/>
	<u>\$7,744 55</u>

ALARMS, FIRE LOSSES AND INSURANCE.

Months.	ALARMS RECEIVED.						Loss.		INSURANCE.		ALARMS.				Not in Building.	Extended to Others.	Confined to Building.	Out of City.	Damage None.	Damage Slight.	Damage Considerable.	Totally Destroyed.		
	Members.	Police.	Citizens.	Telephone.	Automatic.	Unknown.	Total.	Buildings.	Contents.	Buildings.	Contents.	TELEGRAPH.		BELLS.										
												Fire.	False.	Needless.									Fire.	Needless.
January	9	11	272	102	26	14	431	\$244,245	\$463,480	\$4,724,100	\$4,205,377	181	13	22	164	36	269	2	70	4	125	139	5	2
February	8	13	251	91	26	6	395	349,169	469,673	5,321,497	3,893,722	171	7	12	153	36	288	5	28	3	122	160	10	1
March	9	9	237	110	20	11	396	67,284	131,785	5,429,217	864,510	163	12	14	166	29	238	....	90	1	109	124	5	....
April	10	10	268	202	18	15	523	58,672	116,435	1,523,444	1,140,743	181	16	10	264	38	158	....	283	4	70	84	4	....
May	4	16	209	129	16	23	397	84,108	149,604	2,081,770	1,014,825	143	23	10	181	28	192	2	128	2	98	89	6	1
June	7	5	170	87	16	10	295	48,556	144,477	981,472	468,150	113	11	8	108	43	161	1	56	3	82	76	2	2
July	4	18	254	116	20	15	427	51,564	57,589	1,267,590	1,085,421	174	14	16	165	43	208	2	124	5	110	92	6	2
August	6	13	224	77	14	14	348	47,692	512,372	1,526,520	1,945,690	141	14	22	122	36	172	....	90	1	89	78	4	1
September	3	12	189	59	9	23	295	35,610	55,857	2,666,928	561,744	133	22	19	86	29	159	1	58	1	81	75	3	1
October	3	8	170	62	13	30	286	67,593	133,816	1,460,000	1,368,600	103	30	13	102	30	157	2	42	4	96	57	6	....
November	7	14	276	146	19	20	482	62,827	198,232	1,637,111	1,825,454	188	22	13	203	44	212	4	169	6	121	88	6	1
December	14	10	317	133	22	7	503	168,408	262,179	3,230,311	1,201,646	186	7	25	196	74	327	6	42	7	173	152	7	1
Totals	81	139	2,837	1,314	219	188	4,778	\$1,285,728	\$2,695,499	\$31,849,960	\$19,575,882	1,877	191	184	1,910	466	2,541	25	1,180	41	1,276	1,214	64	12

CAUSES OF FIRES AND ALARMS FROM JANUARY 1, 1917,
TO JANUARY 1, 1918.

Alarms, false, needless, bell and still	841	Grease in ventilator	51
Alarms out of city	41	Hot ashes in wooden receptacle	58
Automatic alarms, false and accidental	150	Incendiary and supposed	32
Automobiles	139	Lamp upsetting, explosion	44
Brush, rubbish, etc.	850	Miscellaneous	112
Careless use lamp, candle	58	Oil stove, careless use and explosion	42
Careless use of matches and set by rats	422	Overheated furnace, stove, boiler	167
Careless use pipe, cigar and cigarette	296	Set by boys	58
Chimneys, soot burning	167	Sparks from chimneys, stove, engine	102
Clothes near stove	29	Sparks from locomotive engine	31
Defective chimney, stove pipe, boiler	58	Spontaneous combustion	102
Electric wires, motors	125	Thawing	99
Fireworks and firecrackers, Gas jet, gas stove	22	Unknown	568
Gasolene, naphtha, benzine,	37	Total	<u>4,778</u>

1917.	FIRE EXTINGUISHED BY						
	Extinguishers.	Buckets of Water.	Chemical Engines.	Hydrant Streams.	Steamers.	Miscellaneous.	Citizens.
January	74	68	72	18	46	42	21
February	84	52	83	12	71	14	5
March	72	50	78	24	37	44	23
April	56	31	60	58	46	114	76
May	68	50	68	31	27	48	30
June	49	36	51	21	19	26	16
July	84	69	59	55	32	21	14
August	58	55	54	27	28	23	17
September	70	35	36	12	35	21	9
October	54	42	35	8	25	25	12
November	79	52	71	37	40	76	30
December	96	70	90	9	50	45	15
Totals	844	610	757	312	456	499	268

FIRES WHERE LOSS EXCEEDED \$15,000.

DATE.	Location and Owner.	Loss.
Jan. 13.	486 Albany street, William C. Norcross Company.	\$21,316
Jan. 18.	36 Whittier street, F. L. Horton Manufacturing Company.	19,686
Jan. 20.	591 Atlantic avenue, Bresnahan & Kelleher <i>et al.</i>	24,239
Jan. 26.	Germania & Bismarck streets, Haffenreffer & Co.	19,614
Jan. 29.	77-111 Chauncy street, Thomas Kelley & Co. <i>et al.</i>	507,662
Feb. 2.	78-86 Purchase street, Fort Hill Storage Warehouse <i>et al.</i>	50,136
Feb. 6.	559 Atlantic avenue, E. W. Nash Company <i>et al.</i>	90,129
Feb. 10.	50 Exeter street, Hotel Lenox.	94,712
Feb. 12.	131 Beverly street, Quincy Market Cold Storage and Warehouse Company.	18,340
Feb. 18.	40 Winchester street, Marks & Knoring Company <i>et al.</i>	19,253
Feb. 21.	1622 Washington street, Loew Enterprise Company <i>et al.</i>	257,676
Feb. 22.	176 South street, American Oak Leather Company, Inc., <i>et al.</i> ,	135,853
March 7.	924 Beacon street, M. Whitehouse <i>et al.</i>	17,922
March 14.	102-112 Summer street, Holland System, Inc., <i>et al.</i>	33,657
March 15.	Quincy Market.	59,208
April 1.	43-49 Summer street, Gridley Lunch Company <i>et al.</i>	17,428
April 9.	21-25 Pearl street, Frye, Phipps Company <i>et al.</i>	45,106
April 9.	118 South street, New England Leather Remnant Company <i>et al.</i>	22,909
April 13.	25-33 Robey street, C. F. Hathaway & Sons.	29,877
May 10.	90 Canal street, Jacob M. Mann <i>et al.</i>	99,751
May 21.	45-47 Commercial street, Delano, Potter & Co. <i>et al.</i>	37,739
May 23.	3 Park street, Rand & Crane <i>et al.</i>	26,484
June 1.	Rear 500 E. First street, T. C. Ashley & Co. <i>et al.</i>	102,342
June 15.	21-25 Pearl street, Frye, Phipps Company.	15,307
June 29.	Rear 560 E. First street, International Waste Company <i>et al.</i>	38,075
July 8.	249 South street, John T. Connor Company <i>et al.</i>	27,692
Aug. 24.	314 Congress street, Quincy Market Cold Storage and Warehouse.	480,712
Oct. 1.	Parker street, corner Station street, Burkhardt Brewing Company.	19,325
Oct. 5.	122 Canal street, Albert T. Cann.	15,260
Oct. 25.	60 India street, Oriental Tea Company <i>et al.</i>	14,303
Oct. 26.	409 Commercial street, Quincy Market Cold Storage and Warehouse Company <i>et al.</i>	95,123
Oct. 27.	14 Ellsworth street, Globe Tanning Company <i>et al.</i>	24,392

Fires Where Loss Exceeded \$15,000.—*Concluded.*

DATE.	Location and Owner.	Loss.
Nov. 2.	33 Bay State road, Mrs. E. S. Clark	\$27,468
Nov. 9.	239-241 A street, John Leigh Company	20,281
Nov. 12.	67 Washington street, S. Vorenberg Company <i>et al.</i>	52,928
Nov. 19.	202 Southampton street, Waldo Brothers, Inc.	31,197
Nov. 29.	258 Purchase street, James J. Shannon <i>et al.</i>	24,864
Nov. 30.	348 Congress street, J. A. & W. Bird & Co. <i>et al.</i>	26,542
Dec. 18.	83-89 Broad street, Southgate Press <i>et al.</i>	103,137
Dec. 23.	381-389 Congress street, Boston Scale and Machine Company <i>et al.</i>	123,107
Dec. 27.	7-9 Sears street, W. W. Bevan Company <i>et al.</i>	77,942

STATISTICS.

Population, January 1, 1918	780,540
Area, square miles	47.81
Number brick, etc., buildings	31,057
Number of wooden buildings	75,078
Fires in brick and stone buildings	1,423
Fires in wooden buildings	1,143
Out of city	41
Not in buildings, false and needless	2,171
Total alarms	4,778

FIRE LOSS FOR THE YEAR ENDING DECEMBER 31, 1917.

Buildings, loss insured	\$1,231,635
Contents, loss insured	2,487,514
	<u>\$3,719,149</u>
Buildings, loss not insured	\$54,093
Contents, loss not insured	207,985
	<u>262,078</u>
Total loss buildings and contents	<u>\$3,981,227</u>
Marine loss	<u>\$75,660</u>

YEARLY LOSS FOR THE PAST FIFTEEN YEARS.

Year ending February 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
" " 1, 1913	.	.	.	.	2,531,017
" " 1, 1914	.	.	.	.	* 3,138,373
" " 1, 1915	.	.	.	.	3,013,269
" " 1, 1916	.	.	.	.	3,004,600
" " 1, 1917	.	.	.	.	† 2,372,489
" " 1, 1918	.	.	.	.	† 3,981,227

* Does not include marine loss of \$1,116,475, steamship "Templemore."

† Does not include marine loss of \$101,312, steamship "City of Naples" *et al.*

‡ Does not include marine loss of \$75,660.

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.
1917.....	2,252	2,526	4,778
1916.....	2,350	2,128	4,531
1915.....	2,847	2,590	5,437
1914.....	2,945	2,589	5,534
1913.....	2,594	2,322	4,916
1912.....	2,812	2,432	5,244
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

* Each fire is treated as having only one alarm.

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

ROLL OF MERIT, BOSTON FIRE DEPARTMENT.

Thomas J. Muldoon, Captain, Engine Company 20.
 Michael J. Teehan, Captain, Engine Company 24.
 Denis Driscoll, Captain, Engine Company 37.
 James F. McMahan, Captain, Ladder Company 1.
 Frederick F. Leary, Captain, Ladder Company 3.
 Thomas H. Downey, Captain, Engine Company 22.
 Michael J. Dacey, Lieutenant, Ladder Company 20.
 Joseph P. Hanton, Lieutenant, Ladder Company 13.
 Timothy J. Heffron, Lieutenant, Chemical Company 9.
 Martin A. Kenealy, Captain, retired.
 James E. Downey, Hoseman, retired.

CHANGES FROM FEBRUARY 1, 1917, TO FEBRUARY 1, 1918.

Number of men appointed to fire force	109
Number of men reappointed to fire force	3
All others	9
Resigned	13
Discharged	2
Pensioned	37
Deaths	4
Pensioners died	13

MEMBERS PENSIONED FROM FEBRUARY 1, 1917, TO FEBRUARY 1, 1918.

Frank Patrick. John T. Lynch. William M. Conners. Michael J. Fallon. John A. Saunders. Francis J. Dermody. John E. Corea. Louis J. Howard. Willis P. Whittemore. Thomas W. Roose. John J. Baldwin. John T. Donahoe. Dennis F. Quinlan. Philip A. Grant. John J. Gately. Michael J. Nolan. James T. Flavin. Hiram W. Cherrington. Timothy C. O'Neill.	Edward N. Bullard. Valentine P. McGuire. John F. Hines. Charles H. Cosgrove. William Coulter. Stanislaus F. Mikolajewski. Bernard E. Plunkett. Richard W. Brown. George H. Magwood. Edward D. Locke. William J. Bonning. Harry N. Richardson. Dennis J. Lane. Frank A. Martin. Dennis J. Dacey. William M. Lynch. Eugene H. Alexander. William O. Cushing.
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DEATHS OF MEMBERS FROM FEBRUARY 1, 1917, TO
FEBRUARY 1, 1918.

Alexander F. Mitchell.	William J. Dolan.
Frank L. Lailer.	Joseph P. Hanley.

DEATHS OF PENSIONERS FROM FEBRUARY 1, 1917, TO
FEBRUARY 1, 1918.

George F. Titus.	Charles W. Conway.
Francis H. Crane.	James F. Bailey.
Minot B. Thayer.	Edward D. Locke.
John A. Mahegan.	Frank C. Turner.
Charles Riley.	Charles P. A. Hurley.
Patrick E. Keyes.	Charles A. Straw.
Henrietta Blanchard.	

BOSTON FIREMEN'S RELIEF FUND.

Report of the treasurer of the Boston Firemen's Relief Fund, February 1, 1916, to January 31, 1917, inclusive.

The following was the condition of the fund:

City of Boston bonds, 3½ per cent par value . . .	\$148,000 00
City of Boston bonds, 4 per cent par value . . .	57,000 00
United States Liberty Loan bonds, par value . . .	10,000 00
Chicago, Burlington & Quincy Railroad bonds, par value	8,000 00
Six shares of Boston & Albany Railroad, par value	600 00
Six shares of Fitchburg Railroad, par value . . .	600 00
Two shares of Old Colony Railroad, par value . .	200 00
Four shares of Boston & Lowell Railroad, par value	400 00
Eight shares of Massachusetts Gas Company, par value	800 00
One share of Edison Electric Illuminating Com- pany, par value	100 00
Nine shares of American Telephone and Tele- graph Company, par value	900 00
Two shares of Western Union Company, par value	200 00
<i>Carried forward</i>	<u>\$226,800 00</u>

<i>Brought forward</i>	\$226,800 00
Three shares of Boston & Maine Railroad, par value	300 00
One share of West End Street Railway, par value,	50 00
Two shares of New York, New Haven & Hartford Railroad, par value	200 00
Three shares of Old South Building Association, par value	300 00
Cash on hand	17,124 30
	<hr/>
	<u>\$244,774 30</u>

RECEIPTS.		PAYMENTS.	
Interest and income	\$9,393 64	Benefits	\$25,916 42
Annual ball	15,978 69	Liberty loan investment,	10,050 17
Donations	1,545 00	American Trust note	3,000 33
Checks returned	137 50	Salaries	400 00
Bond matured	8,000 00	Printing	268 91
Cash on hand February 1, 1917	21,981 06	Auditing for 1916-17	200 00
		Expenses and vault rent,	50 00
		Treasurer's bond	25 76
		Cash balance January 31, 1918	17,124 30
	<hr/>		<hr/>
	<u>\$57,035 89</u>		<u>\$57,035 89</u>

	Cash.	Securities.	Total.
February 1, 1917.....	\$21,981 06	\$225,650 00	\$247,631 06
January 31, 1918.....	17,124 30	227,650 00	244,774 30

President, JOHN GRADY,
Fire Commissioner.

Treasurer, THOMAS D. BROWN.
Secretary, JOHN F. HARDY.





