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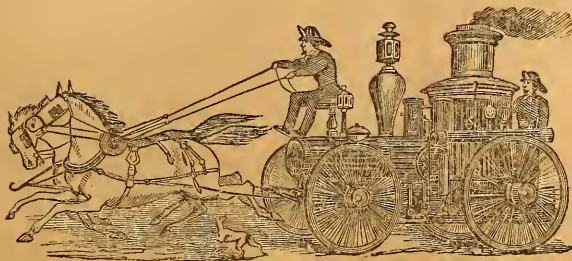
THIRTY-FIFTH
ANNUAL REPORT

OF THE

Boston Fire Department,

1872.

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ROCKWELL & CHURCHILL, CITY PRINTERS,
122 WASHINGTON STREET.

1873.

REPORT.

CHIEF ENGINEER'S OFFICE,
CITY HALL, January 1, 1873.

TO HIS HONOR THE MAYOR, AND CITY COUNCIL:—

GENTLEMEN:—I have the honor to present the Thirteenth Annual Report of the Steam Fire Department of this city, it being the Thirty-fifth Annual Report since the organization of the department.

Under their several heads, forming a part of this report, I present a detailed statement of its organization, the cost of maintaining the same, a list of all fires occurring in our city during the past municipal year, also the number of hydrants and reservoirs where water can be obtained in case of fire, with the location of the latter, their capacity, etc. The loss and insurance on fires are presented in detail, with the exception of the great fire of Nov. 9th and 10th, which I find impossible to present in this report. I trust the recommendations which I deem it my duty to submit, will commend themselves to the judgment of your honorable body.

The department as now organized is as follows:—

At the commencement of each municipal year there is appointed by His Honor the Mayor, and President of the Common Council, a Joint Standing Committee on the Fire Department, composed of three members of the Board of Aldermen, and five from the Common Council. This Committee have charge of the financial interests of the department, having authority by the ordinances of the city to spend such sums of money for its maintenance as the wants of the department seem to require from time to time, when such expenditure does not exceed the sum of five hundred dollars. All expenditures over that sum must be authorized by a concurrent vote of the City Council.

The Board of Engineers are elected by the concurrent vote of the City Council, in the month of February or March, and hold their office for one year, or until their successors are chosen. This Board, when organized, have full control of both officers and members, as well as all of the houses, horses, and apparatus, and are also made responsible for the good conduct of the men; and by the ordinance of the city, section 4, they are authorized to make such rules and regulations for the extinguishment of fires, as they in their judgment may from time to time determine, such rules being subject to the approval of the Joint Standing Committee on Fire Department. There is also elected in the month of April, a Secretary of the Board of Engineers, said officer being recommended by the Board of Engineers, who holds his office for the term of one year. The rank and file of the department is as follows: Four hundred and fifty-nine members, who are recommended by the Board of Engineers, appointed by His Honor the Mayor, confirmed by the Board of Aldermen, and who hold their position as firemen during good behavior. They are divided into 42 companies, as follows: 21 Steam Engine Companies, 11 Horse Hose Companies, 7 Hook and Ladder Companies, and 3 Extinguisher Corps.

Each engine company in the City Proper, East and South Boston, and Dorchester District (with the exception of those companies hereinafter named), has an engineman, fireman and driver (who are permanently employed), and eight hosemen, who do duty only at fires; one of the last number is designated as foreman of the hose. Engine Company No. 6 of the City Proper, Engine Companies Nos. 16 and 17, of Ward 16, with Engine Companies Nos. 12, 13, and 14, located in the "Roxbury District," are composed of an engineman, fireman and two drivers, — one to drive the engine and the other the hose carriage, — who are permanently employed; and eight hosemen who do duty only at fires. The hose carriages in this district are drawn to fires separately from the engines, instead of being attached as in the other portions of the city.

Each hose company has a driver (who is permanently employed) and eight hosemen, who do duty only at fires, and one of this number is designated as foreman of the hose.

Hook and Ladder Company No 1 has a driver, foreman, assistant foreman, four axemen, four rakemen, and thirteen members.

No. 2 has a driver, foreman, assistant foreman, four axemen, four rakemen, and nine members.

No. 3 consists of a driver, foreman, assistant foreman, four axemen, four rakemen, and thirteen members.

No. 4 consists of a driver, foreman, assistant foreman, four axemen, four rakemen, and nine members.

No. 5 has a driver, foreman, assistant foreman, four axemen, four rakemen, and nine members.

No. 6 has a driver, foreman, assistant foreman, and six members.

No. 7 has a driver, foreman, assistant foreman, and six members.

There has been added to this department the past year, two fire-extinguisher wagons, each equipped with ten fire extinguishers, three hundred feet of one and one-half inch hose, with axes, rakes, lanterns, etc.

The Board of Engineers are assigned for duty by the chief in the several fire districts. The following table will show the assignment for duty : —

DISTRICT 1.

East Boston.

FIRST ALARM.

Capt. Joseph Dunbar,	Capt. William A. Green,
“ Joseph Barnes,	“ John S. Jacobs,
Chief Engineer.	

SECOND ALARM.

Capt. Joseph Dunbar,	Capt. John S. Jacobs,
“ Joseph Barnes,	“ George W. Clarke,
“ William A. Green,	Chief Engineer.

DISTRICT 2.

North section of the city; line, from Leverett, Green, Court, and State streets, to the end of Long Wharf.

FIRST ALARM.

Capt. William A. Green,	Capt. John S. Jacobs,
“ George W. Clarke,	“ Rufus B. Farrar,
“ John W. Regan,	Chief Engineer.

SECOND ALARM.

Capt. William A. Green,	Capt. John S. Jacobs,
“ George W. Clarke,	“ Rufus B. Farrar,
“ John W. Regan,	“ Joseph Dunbar,
“ Levi W. Shaw,	Chief Engineer.

DISTRICT 3.

Line, south of Leverett, Green, Court, and State streets, north and west of Boylston and Beach streets.

FIRST ALARM.

Capt. John W. Regan,	Capt. William A. Green,
“ George W. Clarke,	“ Rufus B. Farrar,
“ Levi W. Shaw,	Chief Engineer.

SECOND ALARM.

Capt. John W. Regan,	Capt. William A. Green,
“ George W. Clarke,	“ Rufus B. Farrar,
“ Levi W. Shaw,	“ George Brown,
“ John S. Jacobs,	Chief Engineer.

DISTRICT 4.

Line, south of Boylston and Beach streets, and north of Dover and Berkeley, to Boylston streets.

FIRST ALARM.

Capt. Levi W. Shaw,	Capt. Zenas E. Smith,
“ John W. Regan,	“ William A. Green,
“ Rufus B. Farrar,	Chief Engineer.

SECOND ALARM.

Capt. Levi W. Shaw,	Capt. Zenas E. Smith,
“ John W. Regan,	“ William A. Green,
“ Rufus B. Farrar,	“ 'George W. Clarke,
“ George Brown.	Chief Engineer.

DISTRICT 5.

Line, south of Dover and Berkeley to Boylston street, and north of Northampton street, to Swett street.

FIRST ALARM.

Capt. Zenas E. Smith,	Capt. Levi W. Shaw,
“ James Munroe,	“ John Colligan,
“ William A. Green,	Chief Engineer.

SECOND ALARM.

Capt. Zenas E. Smith,	Capt. Levi W. Shaw,
“ James Munroe,	“ John Colligan,
“ George Brown,	“ Phineas D. Allen,
“ William A. Green,	Chief Engineer.

DISTRICT 6.

Line, all south of Northampton street.

FIRST ALARM.

Capt. James Munroe,	Capt. John Colligan,
“ Phineas D. Allen,	Chief Engineer.

SECOND ALARM.

Capt. James Munroe,	Capt. John Colligan,
“ Phineas D. Allen,	“ Zenas E. Smith,
“ S. H. Hebard,	Chief Engineer.

DISTRICT 7.

South Boston.

FIRST ALARM.

Capt. George Brown,	Capt. Zenas E. Smith,
“ Levi W. Shaw,	“ John W. Regan,
“ William A. Green,	Chief Engineer.

SECOND ALARM.

Capt. George Brown,	Capt. Levi W. Shaw,
“ Zenas E. Smith,	“ John W. Regan,
“ William A. Green,	Chief Engineer.

DISTRICT 8.

WARD 16.

Capt. S. H. Hebard,	Capt. Phineas D. Allen,
	Chief Engineer.

SECOND ALARM.

Capt. S. H. Hebard,	Capt. James Munroe,
“ Phineas D. Allen,	“ John Colligan,
“ George Brown,	Chief Engineer.

CONDITION OF THE DEPARTMENT.

At the close of the municipal year the twenty-one Steam Fire Engines in commission were in thorough repair and perfect working order, with the exception of Melville Engine No. 6, which is at the Amoskeag Works being thoroughly overhauled. The five auxiliary engines are also in thorough repair and good working condition. The several Hose Carriages connected with this department are also in thorough repair, with the exception of those used by Engines Nos. 12, 13 and 14, which will have to be replaced during the present municipal year. The Ladder Carriages are also in good repair. The several pieces of apparatus connected with this department, such as Extinguisher Wagons and Coal Wagons, are in good condition.

I was enabled to maintain the maximum strength of the Steam force by telegraphing on Sunday the 10th day of November, to the agent of the Amoskeag Works, Manchester, N. H., to send by express duplicates of such parts of the machinery as were liable to give out, with a corps of workmen from their works to aid and assist in placing the apparatus in the best possible condition and ready for any demand that should be made upon it. Owing to the large destruction of hose, telegrams were sent to New York, which

were duly answered, and in three days a full complement of new hose was purchased and delivered, and this department rendered as strong and effective as it was previous to the fire.

A majority of the horses have recovered from the epidemic, and the places of those still unable to work are temporarily supplied by hire.

NEW APPARATUS.

Four Steam Fire Engines have been purchased, — three from the works of Messrs. Hunneman & Co. and one from the Amoskeag Works, Manchester, N. H. These engines were built under the immediate supervision of Messrs. Cole, Engineman of No. 12, Traver of Engine No. 6 and Ray of Engine No. 1, who were appointed by the Chief as Inspectors of Steam-Fire Engines.

They were placed, upon their completion, immediately in the service of the city, and have proved themselves to be engines of superior powers, reflecting the highest honor and credit upon the builders.

Two Hook and Ladder Carriages have also been purchased, one of which has been placed in the service of the city, in Hook and Ladder House No. 4, and the other will be located in the Dorchester District in Hook and Ladder House No. 6. These were also from the works of Messrs. Hunneman & Co. There were also contracted for, two Horse-Hose Carriages, — the “Webster” No. 11 and the “Gaston” No. 12, — one for East Boston, and the other for South Boston Point. There have also been purchased and placed in commission two Extinguisher Wagons and two Coal Wagons, — one Extinguisher Wagon for East Boston and one for the City Proper, — the Coal Wagons for the Dorchester District. There have also been purchased fifty Fire Extinguishers of the Babcock pattern. This was necessary to replace those destroyed at the fire of Nov. 9th. There also has been contracted for, an Iron Fire-Boat, of the following dimensions, which was placed in the service January 1st, 1873. The fire-boat is about fifty-five tons measurement, and measures seventy-five feet in length, fifteen feet beam and seven feet in depth. Her hull is built of iron, the keel, stem and stern posts being of hammered metal, and the frames, which are of reverse angle iron, spread twenty-one inches between

centres, are stiffened by vertical floor plates. Three keelsons extend the entire length of the boat. The forecastle below deck is fitted with berths, table, seats and lockers for the accommodation of the men. The house on deck has a cabin, engine, boiler, cook and hose rooms, all of which are finished in a substantial and workmanlike manner. The pilot-house is on top of the main house over the hose-room, and is fitted with seats and mahogany steering-wheel; a hand-rail extends around the house to prevent accident, and the top is covered with tin to ensure safety from fire. The main engine is vertical, direct acting, high pressure, with link motion and independent cut-off valve. Its diameter of cylinder is seventeen inches and seventeen-inch stroke. The propeller is six feet in diameter, with five inches wrought-iron shaft; two force pumps driven from the main shaft, and one steam pump for feeding the boiler, and a steam siphon pump for the bilge. The boiler is an upright tubular, with cylindrical fire-box, twenty-four feet grate surface. The whole power of the fire-engine machinery is equal in capacity to four first-class fire engines, and with all in action will play eight streams at one time. This machinery was built by the Amoskeag Manufacturing Company, and of the same design as their steam fire engines. The boat, main engine, machinery and boiler were built by the Atlantic Works, East Boston. The experience of the past years has shown conclusively that this boat will prove a valuable and effective auxiliary to our Fire Department, commanding as it does a larger field of operation than any four steam fire engines in commission. For the cost of new apparatus, as purchased during the past year, see table of expenditures.

ADDITIONAL APPARATUS.

I would recommend the purchase of three additional Steam Fire Engines, of the size and capacity of Engine No. 4, — one to be located in Ward 4, near the Custom House, one in Ward 6, and the other in Ward 14. I would also recommend the purchase of a Hook and Ladder Carriage to be located in Ward 4, also two of the Babcock self-acting fire engines, one to be located in Bulfinch street and the other at the south section of our city; also a Horse Hose Carriage to be located in Longwood.

FIRE-ESCAPES.

In considering the wants of this department, in order to promote its greater efficiency, I have deemed it desirable that there should be constructed a combination ladder and fire-escape. This should be so arranged that it could be raised to an elevation of eighty feet or more, in two minutes' time. When in position, every floor of a six-story building should be accessible from the ladder at one and the same time. The escape should be so arranged that the sick, aged, or crippled could be rescued from either story, and their transit to the street rendered safe and easy.

The demand for such an escape is so evident, that I am confident it will commend itself to the City Council; and should inducement be offered, I have no doubt the inventive genius of our people would soon construct such an one as would commend itself to our judgment.

In addition, I deem it my duty to recommend to the City Council that an ordinance be passed, compelling the owners of hotels, manufacturing establishments, and workshops where men or women are employed in the upper stories, to maintain permanent fire-escapes from their several buildings; said escapes to be approved by the Inspector of Buildings.

RECEIPTS AND EXPENDITURES.

The expenses of the past year have been as follows: For salaries of the members, as per vote of the City Council, \$221,076.06. For the purchase of new apparatus, horses, and harnesses, \$23,765.48. For new Fire-boat, \$19,893.95. For the expense of the Committee on Fire Department, \$3,359.92. For the parade of the department upon the anniversary of the settlement of Boston, \$3,344.62. For appropriation made by the City Council for the relief of injured firemen, \$800.00. For the purchase of hose, and repairing, \$59,038.04. For the use of water for the extinguishment of fires, charged to the appropriation of this department, as per vote of the City Council, \$75,062.00. For repairs on hydrants and reservoirs, \$767.08. For expenses of the Coliseum, \$2,551.30. For the furnishing of supplies, such as fuel, gas, hay, grain, oils, etc., \$109,727.65.

The receipts of the department the past year, for the sale of manure, condemned hose, old material, and horses that became unfit for service, amount to \$1,914.96, which has been paid into the City Treasury.

For a detailed statement of the expenditures of this department, see table of expenditures.

WATER FOR FIRE PURPOSES.

The increase of our city in area and population, and also in the magnitude and *height* of its public buildings, extensive warehouses, and private residences, has correspondingly increased our liability to conflagrations. This should not be so, but the fact is not to be denied, as it is fully proved by the annual increase in the number of fires occurring, and value of property consumed. As water is the only element at present used in the extinguishment of fire, it would seem that wisdom and prudence should have provided an abundant supply for this purpose. But, for some cause, this pressing want for the protection of our city has been set aside. Upon the introduction of Cochituate water, our citizens indulged largely in the belief that a considerable portion of the Fire Department could be dispensed with. So prevalent was this opinion at that time, that the City Council disbanded a large number of Engine Companies, and relied upon the flow of water from hydrants for the extinguishment of fires. At the time of the introduction of Cochituate, the number of water-takers was comparatively small, water-closets were the exception rather than the rule, the water-pipes, being new, were free from sediment, and yet, in many sections of the city, the pipes proved too small to meet the demand in cases of emergency. For this reason the hand-engines were again resorted to for the protection of the city. This difficulty of a short supply of water has been constantly growing worse, both from the increase in the number of water-takers, and from the deposit of sediment in the pipes, decreasing their capacity. From the increased height of buildings, and other causes, it was felt that better appliances were needed, and steam fire-engines were early introduced. Their capacity for throwing water was much greater than that of the engines previously in use, yet no steps were taken

by those in authority to give them an adequate supply. The distributing pipes and hydrants in the city proper are the same as originally introduced (except in a few instances), and their capacity is much reduced by sediment being constantly deposited. As chief of this department, I deemed it my duty to lay the facts before the City Council, in my annual reports for 1867, 1868, and 1869, in the following words : —

“ HYDRANTS.

“ During the past three years, at large fires, much difficulty has been experienced for the want of an adequate supply of water for our steam fire engines; the immediate cause of this failure is this, namely : —

“ That the hydrants, in every instance, are placed upon branch pipes, the diameter of which varies from three to four inches, while the mains themselves, in almost every instance, are but four inches in diameter, that supply them.

“ In case of fire, the hydrant upon these branch pipes will afford a supply to only one steamer; all others on the line are useless; the steamer being at work, makes a vacuum in the pipe by drawing the water to the hydrant first tapped.

“ The result of this difficulty is, that much time is consumed in shifting the apparatus to lines of pipe in other streets, by reason of which, long continuous lines of hose have to be used to convey the water to the scene of conflagration; and, by this operation, the amount of friction to overcome is very great, requiring oftentimes a water pressure from 180 to 200 pounds to the square inch, to be effectual in our high buildings.

“ To overcome this evil, I would suggest that upon our main thoroughfares hydrants be connected with the main pipes, of size not less than eight inches in diameter, with a proper outlet, which would give us a supply of water fully equal, if not more than we now get from six of the ordinary hydrants.

“ One of these hydrants would afford a supply for three of our engines, with one-third the amount of hose now used to reach the fire. The pressure upon the hose would be reduced thirty per cent., and the bursting correspondingly decreased.”

WATER.

There are two thousand six hundred and six hydrants, and ninety-six reservoirs, where water can be obtained in case of fire, which are charged to the Appropriation for Fire Department by the Water Board, at the rate of \$18.00 a piece, making a total of \$48,636.00 for the use of water for the extinguishment of fires. There is also charged to this department, by the Water Works, for furnishing and keeping in repair the hydrants and reservoirs, the sum of \$32,256.00, making a total of \$80,892.00.

HOSE.

There is in the department 66,205 feet at the close of the municipal year, classed as follows: —

14,537 feet of leather — of excellent quality.

7,998 “ “ “ — “ inferior “

25,573 “ “ rubber — “ excellent “

3,426 “ “ “ — “ poor “

12,821 “ “ cotton — “ good “

1,850 “ “ linen — “ “ “

66,205

There were destroyed at the fire of Nov. 9th, 10th and 11th in this city, 20,900 feet of hose. There had been condemned previously to the great fire 3,723 feet of hose of all kinds, making a total of 24,623 feet.

To meet this deficiency and supply the Hose Co. at East Boston, the new Fire Boat, the Institution at Deer Island, and to replace that destroyed belonging to the several cities and towns who answered our summons for help (amounting to 8,000 feet), there have been purchased and added to the account of this department 46,000 feet of hose. The following is the standard adopted by this department for leather hose: —

STANDARD FOR HOSE.

Pure oak, city tanned, Baltimore, or Philadelphia leather and warranted such, known as “overweight,” the average weight of

which is not less than twenty-two pounds to the side, and none to be used which shall weigh less than twenty pounds.

Copper rivets, — double riveted, twenty-two rivets to the running foot, of size known as No. 8 wire. Splices to be made with thirteen rivets, of size known as No. 7 wire.

Said hose, when finished with three loops and rings, to weigh not less than sixty-four pounds to each fifty feet exclusive of the couplings, and warranted to stand a pressure of not less than (200) two hundred pounds to the square inch.

Couplings to be of the same thread as now in use by this city; the tail-bands and tail-pieces to be two inches in width and length respectively, and to be secured by three rivets.

In this connection I desire to return my sincere thanks to Messrs. Boyd & Sons, of 27 Merchants Row, to Messrs. Winship & Co., and also to Messrs. Cheever & Co., and the Boston Belting Co., as represented by Messrs. Hunt & Twitchell, also to Messrs. Clapp & Co., for the prompt manner in which they answered my request in the repairing of hose, working night and day without additional charge to the city.

HORSES.

There had been much sickness among the horses in this department during the year, previous to the appearance of the epidemic so generally prevalent; yet up to that time no death had occurred among them. On the twenty-eighth of October, the disease known as the epizootic, or influenza catarrh, attacked them, and so rapid was its spread, that on the fourth of November the entire force was prostrated. The services of Dr. Very were secured, the horses placed under his charge, and every attention given that would tend to effect a speedy and permanent cure. The instructions of the doctor were strictly complied with in the treatment of the animals, by their several drivers who had them in charge. The disease assumed several forms; in some, the typhoid type, in some pneumonia, in others kidney troubles and dropsy. At this time nearly all the horses in this region were so badly affected that but few were to be seen upon our streets. Business was almost suspended

for lack of transportation, and such conveyance as necessity absolutely demanded had to be done by men. The horses in this department were seriously affected, their feet and legs being cold and badly swelled, and so weak that it was with difficulty they could be backed out of their stalls. Upon the appearance of this sudden and sweeping calamity, the Board of Engineers, after careful deliberation, voted that the force of the department be doubled, and that steps be taken immediately to supply the force, so that no unreasonable delay should occur in the transportation of the apparatus in case of fire. In addition to the doubling of the force, it was voted, should the exigency arise, to levy upon and press into the service of the city, in their several fire-districts, any horses that were available. This vote was approved by the Committee on Fire Department, and the proceedings were published in the daily papers. As many letters were received commending such action, and no objections were made, we have good reason to believe that this course was approved by our citizens generally. The course adopted by the Board of Engineers was generally followed in other cities, not only throughout New England, but also in the Middle and Western States. The direct loss to this department by death, on account of the epizootic, was four, as follows: Engine No. 3 one, Engine No. 4 one, Engine No. 17 one, and Hook and Ladder No. 3 one.

Twelve horses are still suffering from the effects of the disease, and will have to be exchanged at an early day.

By the upsetting of Hose Carriage No. 5, while responding to an alarm from Box 82, on the 15th of August, the horse was thrown violently against the edgestone, breaking a leg, which necessitated his being killed upon the spot. This was a noble and high-spirited animal, the pet of Mr. Lovell, his driver, and a great favorite with the whole company. I trust the Committee on Fire Department will take early measures to strengthen this force by an early exchange of such horses as are unfitted by age or disability for such as are able to do the work of the department.

FIRE APPARATUS AT STATIONARY POINTS.

HOSE CARRIAGES AND HOSE.

There is apparatus, located at the following points, for the more immediate protection of the neighborhood, and without organized companies:—

One hose carriage, with two hundred and fifty feet of 2-inch-leather hose, at the City Hospital, on Harrison avenue, and under the care of the driver of Hose Company No. 4.

One hose carriage at the Hook and Ladder house on Harrison avenue, with one thousand feet of hose.

Two hundred feet of cotton hose at City Stable, South End.

One hose carriage, with four hundred feet of 2½-inch hose, at Hook and Ladder house No. 4 Eustis street, Highlands.

At each of the above places are the needful wrenches, goose-necks, and pipes to be used with the hose.

One hose carriage, with 1,000 feet of 2½-inch hose, at Hose 1 house, Salem street, to be used in cases of large fires.

SPARE APPARATUS.

Deer Island. One hand engine, with 800 feet of cotton hose, belonging to the Fire Department, and stored here to be used by convicts within the prison, if required.

Steam fire-engines formerly known as Nos. 1, 2, 7, 9 and 10 are kept as spare engines. No. 10 has been thoroughly rebuilt, and is at present as good as a new engine.

Two hook and ladder carriages, formerly known as Nos. 1 and 4 are kept as spare carriages.

Hose carriages, formerly known as Nos. 1, 2, 3, 5 and 8.

One hand engine known as "Boston" No. 8, stored at the Highlands.

FIRE LADDERS.

There are fire ladders kept in the following location, to be used only in cases of fire in the immediate vicinity, before other apparatus can be brought to bear.

Engine House on Fourth, near K street, 4 ladders.

COAL-HOUSES.

No. 1 is located on Salem street. This house is in good repair, and supplies for the north and west sections of the city are taken from it in case of a large fire.

No. 2 is located on Orleans street, East Boston. This is a new house, and, in case of fire, supplies are taken for the East Boston department.

No. 3 is located at Engine House No. 7, East street.

No. 4 is located at Engine House No. 14, Centre street, Roxbury District.

No. 5 is located at Hook and Ladder House No. 5, Fourth street, near Dorchester street, South Boston.

No. 6 is located at Engine House No. 13, Cabot street, Highlands.

No. 7 is located at Engine House No. 21, Boston street, Ward 16.

No. 8 is located at Engine House No. 16, Temple street, Ward 16.

Other apparatus connected with this department, unless specially located, will be classed under the head of apparatus in charge of the several companies.

ANNUAL PARADE.

The two hundred and forty-second anniversary of the settlement of Boston was celebrated by the annual parade and inspection of the Fire Department, under the direction of the Joint Standing Committee, and was a credit to the department and satisfactory to the City Government and to our citizens. These parades are made at an expense of about \$3,500 to the city, and are looked forward to by the firemen with pride and satisfaction. From the nature of the organization, the members of the Fire Department are prevented from participating in the enjoyments of our legal holidays, liable to be called upon as they are at any moment. They readily comply with the request of the Chief and Committee to remain in or about their several houses upon the Fourth of July, and other public holidays, without additional compensation.

While our City Government appropriates from \$20,000 to \$25,000 annually for the enjoyment of the citizens upon these

holidays, the members of the Fire Department are thus in a great measure deprived from participating in this enjoyment.

It is true, and cannot be denied, that a large portion of our citizens derive more pleasure from witnessing the annual parades of the Fire Department, than from any other display provided by the city, even though at four times the cost, and I trust the City Council will see the wisdom of gratifying so large and useful a class of our fellow-citizens as compose the members of the Boston Fire Department, by continuing and encouraging the annual parades.

FIRES.

The past year has indeed been an eventful one in the history of our city, having exceeded all previous years in number as well as extent of conflagrations. There have been six hundred and forty fires, being an increase of ninety-one over the previous year.

Among the most serious conflagrations appear the following:—The Oxnard Sugar Refinery, which occurred January 6th, — D. Lyons & Co., dealers in gents' furnishing goods, 64 Summer street, January 15th, — Curtis & Smith's ship-building establishment, Border street, East Boston, February 8th, — Dwelling-house of Mrs. Reed, on Bainbridge street, Highland District, March 5th; at this fire a large number of the firemen were badly frozen, — The St. Elmo Hotel, Nos. 25, 27 and 29 Boylston street, March 11th, — Block of tenement-houses on Quincy street, Highlands, March 20th, — The Steam Shovel Manufactory of John Souther & Co., on Granite street, South Boston, March 20th, — The Jute Factory of G. C. and S. Pearson, Norfolk avenue, Highlands, March 29th, — The wool store of D. D. Sparhawk & Co., corner of Milk and Congress streets, June 23d, — Planing Mills of W. W. Bennett, Border street, East Boston, July 12th, — The Boston City Flour Mills, on Commercial Wharf, July 26th; at this fire Messrs. Wetherell and Sherman of Engine No. 5 were seriously injured, — The Continental Sugar Refinery, First street, South Boston, Aug. 7th, — Boot and shoe stores on Pearl street, August 17th, — Cotton and wool store of T. Remick & Co., Russia Wharf, August 20th, — Wool store of J. McInnes & Co., Congress street, September 26th,

— Boston Drug Mills, on Sargent's Wharf, October 7th, — Refrigerator Manufactory of D. Eddy & Sons, Gibson street, Ward 16, October 18th, — Dry and Fancy Goods store of S. S. Houghton, Tremont street, October 22d, — The Boston Oakum Factory, Norfolk street, Highlands, November 8th, — The great fire of Nov. 9th and 10th, — Shreve Crump & Low's Jewelry store, cor. Washington and Summer streets, Nov. 11th, — State street block, Nov. 18th, — Rand & Avery's Printing establishment, Cornhill, Nov. 20th, — Mrs. Charlotte M. Adams' Ladies' furnishing goods on Washington street, Dec. 23d, — Small-Pox Hospital on Swett street, December 26th, — Long Wharf, December 27th; making the total loss by fires the past year (not including the great fire), \$1,516,549, as will be seen by the monthly tabular statement.

THE FIRE OF THE 9TH OF NOVEMBER.

On Saturday, November 9th, at twenty-four minutes past seven, an alarm of fire was sounded from Box 52. This was followed in rapid succession by four additional alarms, calling the entire working force of the department to the scene. The department rallied with a promptness hardly to be expected under the circumstances, the horses being disabled by the epidemic which prevailed so extensively at that time.

The precaution which had been taken by the Board of Engineers aided greatly in meeting this emergency, and proved the wisdom of the measures that had been adopted. The fire broke out in the basement of the granite building corner of Summer and Kingston streets, owned by S. Klous, and occupied by Tebbetts, Baldwin & Davis as a dry goods house, and A. K. Young, hoop-skirt manufacturer. The dimensions of this building were 100 by 50 feet, six stories in height, and mounted by a heavy Mansard roof. The fire, originating in the basement, had burned through the elevator to the upper story and through the roof. The illumination was seen by the police in the city of Charlestown, one mile distant, fourteen minutes before the first alarm was sounded in our city. To this unaccountable delay in giving the alarm, I attribute, in part, this most fearful fire, both in extent and loss, ever experienced in the annals of our city. In this section of the city was centred the business wealth of Boston.

These magnificent stores and massive warehouses were the pride of Boston merchants and architects. The price of land had become so high that every available foot was covered with buildings, carried to a great height. Many of these buildings, so massive in appearance, were of the most combustible character, and covered by roofs which were highly inflammable.

In ten minutes from the time the alarm was sounded I arrived on the ground, and found the condition of the fire as follows: The building in which the fire originated was literally consumed. The building on the same side, below, on Kingston street, was well on fire; the adjoining building on Summer street was also on fire in the rear; and the building on the opposite side of Summer street was on fire in the attic stories.

I found at work at this time the following companies: Engine Company No. 4, stationed at the corner of Summer and Kingston streets; Engine Company No. 7 stationed on South street, and Hose Company No. 2, stationed on the corner of Bedford and Kingston streets. These companies were stationed at the best possible points for effective work, and were in charge of officers whose experience and judgment are held in high esteem, and who have served in this department with signal ability for the past quarter of a century. I refer to Captains Green, Jacobs and Regan.

The efforts they had made and were at the time making, I fully approved of. The alarming proportions of the fire on my arrival assured me at once that the force at my command was entirely inadequate. I immediately sent to Charlestown and Cambridge for aid.

The entire supply of hose in the department was gathered from the several houses and brought to the fire ground. The Tug Boat "Louis Osborn" was immediately pressed into the service of the city and took her position at the B. H. & E. R. R. Wharf, foot of Summer street. Telegraphic despatches were also sent to the different cities and towns for assistance, and these despatches were responded to with remarkable promptness.

The wind varied from N. W. to N. with a velocity from five to nine miles to the hour. On the windward side the indraft of air through the burning streets assumed the character of a brisk wind

at the rate of sixteen or eighteen miles per hour, while the heat was so intense as to cause smoke, steam, etc., to be carried up in spirals to a great elevation. On the south side the induced currents were very strong, ranging from thirty to thirty-five miles per hour, carrying the fire bodily to the windward, which was the cause of the fire burning so rapidly, apparently, against the wind. These high winds permitted the indraft to rise at a considerable angle, leaving a large space of highly rarified air, inducing stronger current to flow in, which, meeting the indraft, gave it a whirlwind form. By this action the heat above the buildings was of the most intense character.

The fire raged with fearful rapidity against the wind, as above described. This and the location of the hydrants made it impossible to mass any amount of force in one place. The peculiarity of the streets, which can be readily understood by a glance at the map, where hundreds of buildings were approachable only on one side, presented difficulties in themselves almost insurmountable; but greatest and most disheartening of all was, that our engines, as powerful as any in the country, could not from our hydrants obtain a supply of water, and the work in many instances was futile on this account. Had the Government of past years listened to the request of the gentlemen who composed the Board of Engineers, and acted upon their suggestions, there would have been, in this section of our city, water-pipes and hydrants of a size commensurate with the wants of our steam department; and, in the opinion of the Board of Engineers, had a line of the Lowry hydrants been placed on Summer and Franklin streets, upon water-pipes of sufficient size to supply them, the engineers of this department would have massed at these hydrants four steamers at each, with short lines of hose; and the effect would not have lessened the estimate of the power of the engines, but would have been a saving of millions of dollars to the city.

In addition to our own department, in response to my call for aid, the following cities and towns responded, and the following table will show the number of engines, hose and hook and ladder carriages, the number of men, and the number of feet of hose furnished by each city and town.

On their arrival, positions were assigned as fast as it was pos-

sible so to do. Much difficulty was experienced on account of the different sized threads, as well as the difference in the size of the couplings, and the inability to connect thereby to our hydrants; but changes were made with the least possible delay by sending our own apparatus to hydrants, and placing these companies at our reservoirs, where they were enabled to get a much better supply of water than it was possible for our own department to obtain from our hydrants.

Statement of the number of Engines, Hose and Hook-and-Ladder Carriages, with the number of men and amount of hose that attended the great fire of November 9th, 1872, from out of town.

Chief Engineer.	City or Town.	Engines	Hose.	Hook & Ladder.	Men.	Feet of Hose.
P. H. Raymond,	Cambridge, Mass.,	3	2	1	75	1,500
William E. Delano,	Charlestown, "	2	3	..	60	2,000
Samuel Hutchins,	Chelsea, "	1	2	..	85	1,000
W. W. Kimball,	Lynn, "	2	2	..	27	1,400
D. B. Lord,	Salem, "	2	1	..	67	2,000
Luther Ladd,	Lawrence, "	1	1	..	11	700
Alfred Kenrick, Jr.,	Brookline, "	1 (h)	1	1	69	1,100
C. A. Belford,	W. Roxbury, "	2	1	..	21	1,200
James R. Hopkins,	Somerville, "	1	3	..	60	1,200
A. D. Drew,	Watertown, "	1	1	..	21	800
R. M. Lucas,	Newton, "	2	2	..	51	1,750
S. E. Combs,	Worcester, "	2	3	..	60	3,800
Thomas J. Borden.	Fall River, "	2	4	..	60	2,200
Onslow Gilmore,	Stoneham, "	1	1	..	18	850
T. W. Hough,	Malden, "	1	2	..	54	2,000
John R. Norton,	Melrose, "	2	1	..	15	400
Benj. H. Simmin,	Medford, "	1	2	..	40	1,000
Charles H. Davis,	Wakefield, "	2 (h)	..	..	88	750
William H. Temple,	Reading, "	1 (h)	1	..	105	500
A. H. Howland, Jr.,	New Bedford, "	1	1	..	26	700
Marshall Parks,	Waltham, "	1	1	..	14	700
Oliver E. Green,	Providence, R. I.,	3	3	..	30	1,700
A. C. Hendrick,	New Haven, Conn.,	1	1	..	22	900
Daniel A. Delamoy,	Norwich, "	2	3	..	166	2,300
S. L. Marston,	Portsmouth, N. H.,	1	1	..	45	1,100
B. C. Kendall,	Manchester, "	2	2	..	63	1,200
.....	Biddeford, Maine,	..	2	..	175	3,000
E. G. Parrott, Com.	Charlestown N. Yard,	2	2	1	81	1,000
T. T. J. Laidley, "	Watertown Arsenal,	1	2	..	25	1,100
E. P. Davis,	Hyde Park, Mass.,	1	1	..	55	1,200
		45	52	3	1,689	41,050

To the Officers and Members who so nobly and generously responded to my call for help, I acknowledge a debt of gratitude which words fail to express.

Monthly Tabular Statement of Fires.

MONTH.	Loss on Buildings.	Ins. on Buildings.	Loss on Stock.	Ins. on Stock.	Number of Alarms.
January	\$7,204	\$5,704	\$61,796	\$56,821	70 including 27 still.
February	34,937	23,537	28,628	24,128	44 " 18 "
March	21,587	20,527	24,847	21,897	75 " 34 "
April	4,317	3,617	11,533	9,458	47 " 23 "
May	4,942	4,942	15,916	15,339	39 " 14 "
June	9,982	9,982	35,958	34,658	51 " 22 "
July	6,163	6,063	31,920	31,920	56 " 29 "
August	186,648	186,398	159,061	159,061	55 " 13 "
September . . .	17,800	17,800	261,300	211,300	37 " 10 "
October	11,558	11,558	6,500	6,500	45 " 22 "
November . . .	32,000	32,000	335,239	269,489	75 " 22 "
December	57,651	39,451	149,062	96,833	46 " 17 "
Total	\$394,789	\$361,579	\$1,121,760	\$937,404	640 " 251 "

Total loss on buildings, \$394,789 00

Total loss on stock, 1,121,760 00

Total loss on buildings and stock, for 1872, . \$1,516,549 00

Total insurance on buildings, . \$361,579 00

Total insurance on stock, . 937,404 00

Total insurance on buildings and stock, for 1872, 1,298,983 00

Total loss on buildings and stock *above* insurance, for 1872, \$217,566 00

Total loss on buildings and stock, for 1871, . 704,329 06

Total insurance on buildings and stock, for 1871, 534,991 73

Total loss on buildings and stock *above* insurance, for 1871, \$169,337 33

GUNPOWDER.

The use of gunpowder as an auxiliary in the extinguishment of fires has been a question of great interest. Information upon this matter has been sought for in every city in the country where it has been used. In every instance, the answer to our inquiry has been, "With us, it proved disastrous." Why it thus proved so was clearly set forth in the several letters received. The graphic representations given by the press of the exploits of General Sheridan, in saving from complete destruction the city of Chicago, by the demolition of buildings by powder, led me to seek a personal interview with him, in order to obtain all information that would enable me, in case of emergency, to act with positive knowledge, gained by the experience of its use in Chicago.

To my inquiries, the general replied that he was sorry the country had been so misinformed; that the statements published were but sensational reports without foundation; that he was entirely opposed to the use of gunpowder as a means to prevent the spreading of fire, and that this opinion was confirmed by his observation of its use by parties in Chicago; that he was satisfied that one steam fire engine was of more advantage than all the gunpowder there used. The parties who did use it in Chicago, claimed to have accomplished a great work, and that they could have done a great deal more, had the privilege been given by the proper authorities in the earlier stages of the fire. These claims failed of endorsement by those best competent to judge. The only monument of their exploits left was a block of five three-story dwellings, which had been blown up at the windward of the fire, and which, from absence of gas, did not ignite on account of the explosion.

With these facts before them, the Board of Engineers carefully investigated the character and location of buildings in the sections of our city liable to a serious fire, and were unanimous in the opinion that gunpowder could not be used advantageously, where our streets were narrow, and lined with high buildings filled with merchandise.

In order to accomplish the end desired, namely, to drop the building or buildings, there must be a cavity to drop them into; this could be only had by removing the goods from each story

above the basement. An attempt to blow up a building without first performing this work would simply blow the front and rear wall into the street, and drop the floors upon the merchandise, thereby preparing it for a ready bonfire. Again, the gas should be shut off from that section of the city where it was deemed desirable to use powder. Failing to shut off the gas, the gas-pipes in the several stories of the building exploded would be broken, and a full flow of gas from the street mains would permeate every part of the debris, so that the least spark or flicker of flame from the explosion, or from falling cinders, would ignite the entire mass. An explosion sufficient to throw the wall of any of our warehouses, would break every pane of glass within one hundred feet of the building exploded, and make an open conduit for this increased body of flame to ignite, and set on fire all buildings within the distance named. In addition to this, the streets are blocked and made impassable, the firemen, for the time being, are forced back as a precautionary measure, and the time consumed in the preparation, and waiting for the explosion, is of too much value to be estimated. Such, gentlemen, were the opinions formed and entertained by the Board of Engineers, as to the use of gunpowder. While entertaining these views, I realized this fact: that neither myself nor my associates had had any personal experience; that our opinions were formed upon the experience of others, and, while commended to our own judgments, yet, in this matter, exceptions were taken to our judgment by some of our most influential and respectable citizens; and I determined to make a trial of gunpowder, to arrest, if possible, the onward march of the flames. At 11 o'clock I gave the order to a messenger, to notify Captains Green and Smith to report to me at once. In as short a time as possible for them to comply, these gentlemen reported. I issued the necessary orders to them, in reference to bringing a supply of powder. They started to execute my order at once, and in due time reported to me, with the powder. Having no authority to use gunpowder, in any emergency, unless by the consent of two of my associate engineers, I summoned them to report to me at my head-quarters for the time being, on Federal street. I stated, upon their assembling, that the demand of our citizens was that we should use gunpowder as an auxiliary aid in

the staying of this fire. They deprecated its use, but felt that the demand must be complied with, to satisfy the citizens of Boston. I stated to them that I had ordered the powder, but the statutes and ordinances of the city had placed the authority in their hands, whether it should be used or not; when, on motion of Captain Smith, the following vote was passed: "That the chief be authorized to use gunpowder, if, in his judgment, it will in any way tend to save the city from destruction." His Honor the Mayor was present at this time, with Alderman Jenks, and Alderman Woolley, Chairman of the Committee on Fire Department, to whom the dangers, liability, and responsibility of the use of gunpowder were fully set forth. His Honor the Mayor was then asked, whether, in the carrying out of this vote to use powder, the government would sustain the action; he replied: "The government will sustain you in all reasonable measures for the suppression of this fire; but I charge you in its use to exercise due care for the saving of life." I then entered upon the work, and called Captains Green and Smith to aid and assist in selecting and mining buildings. The building was selected and mined. This building possessed advantages for the work, from the fact that a part of the upper story was vacant. A battery of water was brought up and secured ready to operate. At this juncture one of our city police notified me that His Honor the Mayor desired my presence at the City Hall. It was with extreme reluctance at this time that I obeyed the summons, but feeling that the chief executive officer of our city had a right to command my presence, I obeyed. On arriving at the City Hall, I found the front door closed. I had ordered this door open, for the purpose of receiving goods of a valuable character, which I had ordered to this building. I insisted upon having the door opened, and then reported to His Honor the Mayor. Upon presenting myself at the Mayor's office, I asked what was wanted; when I was answered by Mr. Burt, who said, "We want the Common opened, and we wish to organize men for the purpose of removing goods and blowing up buildings." I answered that I was ready to receive any assistance in the direction named; that I had already commenced operations; that buildings were being blown up, that powder was upon the ground, and more was in transit. I then asked who were the men that wished to aid and

assist in this work ; and several gentlemen volunteered their services. It was suggested that, to enable them to pass the lines, and to accomplish the work, they should have a written passport and authority, which I granted ; that being done, I retired from the hall, to resume my duties upon the fire-ground.

There were some explosions of buildings by the use of gunpowder, but they were far less in number, and had much less effect in staying the spread of the fire, than was claimed by parties who, by virtue of sensational reports, similar to those relating to Gen. Sheridan, may, by some persons, be supposed to have assisted in saving the city from destruction.

The use of gunpowder in this district was contrary to my judgment. The experience of the 10th of November fully confirmed this opinion. If, however, in the opinion of the City Council, gunpowder should be brought into requisition, or any explosive substance, as a means to prevent the spreading of fire, I would recommend to your honorable body that the law be so changed that the authority should be given to the party to use it who has the responsibility upon him for its use, without being obliged to hold a meeting and get the consent to its use, as is now the case. I would also recommend that the subject be submitted to a commission, who shall report what, in their opinion, is the best explosive under the circumstances, that could be used for the demolition of buildings, and that certain members of the department be thoroughly educated in the use as well as the strength of the explosive recommended, to the end that just so much be used as is requisite to drop the building or buildings, as the exigency should demand. In this connection I would also recommend that an alarm signal be adopted by the City Council, which should, at the request of the Chief Engineer, or Engineer in command, or His Honor the Mayor, be a signal call for the several companies of militia to report to their armories and to await further orders. This request would prove to be invaluable to the citizens of Boston in the protection of goods, and preserving, in conjunction with our police, order and quiet in such cases of emergency.

I would also recommend, if it is deemed desirable by your honorable body to use explosives, that a magazine be built, accessible within five minutes' time, said magazine to be of sufficient size to contain the necessary stores, tools, etc., for immediate use.

ACCIDENTS AT FIRES, ETC.

It becomes my painful duty to record the following casualties that have occurred to members of the department during the past year, while in the discharge of their duties.

At the fire of D. Lyons & Co., on Summer street, Jan. 15, the following accidents occurred: Asst. Engineer Elijah B. Hine was severely cut in the thigh with a piece of plate glass while attempting to get through a window; Mr. M. C. Sullivan, member of Engine Co. No. 4, was thrown from the tender of the engine while on its way to this fire, and run over by the hose-carriage.

At the fire of D. Reed on Bainbridge street, Highlands, March 5th, Mr. Conrad L. Rosemere, foreman of Engine Co. No. 13, had the fingers on both hands badly frozen; Assistant Engineer Rufus B. Farrar had both of his ears frozen.

At the fire of C. Regan & Sons, on Washington street, Ward 16, March 5th, Mr. J. Foster Hewins, foreman of Engine Co. No. 18, had both of his ears badly frozen.

At the fire of C. L. Thayer, on Seaver street, West Roxbury, March 7th, Mr. George L. Pitman, a member of Engine Co. No. 18, was struck by a falling beam, which inflicted a severe wound between his ankle and heel.

At the fire of John Souther & Co., on Granite street, South Boston, March 20th, Mr. Daniel E. Connors, a member of Hose Co. No. 9, received a severe cut in the head, and several other bruises by being thrown from a ladder; also James McAllister, a substitute of the same company, was somewhat bruised about the head by falling timbers.

At the fire of Thomas Murray, on South street, April 25th, Mr. William H. Durling, a member of Hook and Ladder Co. No. 3, was severely cut on the head by a stove which fell from an upper story.

At the fire of D. D. Sparhawk & Co., on Congress street, June 23d, Mr. Samuel Ridler, a member of Hose Co. No. 1, was severely cut on the head by falling slate and glass.

During the progress of the fire of the Boston City Flour Mills, on Commercial Wharf, July 26th, the following accidents occurred: Messrs. Gershom Sherman and Eben Witherell of Engine Co. No. 5, and John G. Duffy and M. C. Sullivan, of Engine Co. No. 4,

were thrown from a 40-ft. ladder ; Mr. Sberman broke his arm and ankle, and Mr. Witherell broke his arm ; Messrs. Duffy and Sullivan escaped with a few slight bruises. Mr. Edwin H. Bright, a member of Hose Co. No. 5, was severely cut upon the arms by a falling slate.

At the fire of G. H. Mace & Co., on Blackstone street, August 7th, Mr. Oscar B. Bussey, a member of Hook and Ladder Co. No. 1, was struck in the head by the bursting of a line of hose, which inflicted a severe gash.

While going to the fire at 961 Harrison avenue, Mr. William Lovell, a member of Hose Co. No. 5, was severely injured by the capsizing of the carriage.

During the progress of the fire of 133 Congress street, August 26, Mr. N. L. Hussey, a member of Engine Co. No. 3, fell through a hatchway and received severe injuries.

At the fire of G. T. Comins, on North street, Nov. 5th, Mr. Thomas Young, a member of Engine Co. No. 6, fell through a scuttle, a distance of four stories, thereby being instantly killed.

The following is a list of the persons killed and wounded at the *Great Fire of Nov. 9th and 10th* : —

William Farry, Foreman of H. and L. Co. No. 4, Boston, killed.
Daniel Cochrane, Asst. Foreman of H. and L. Co. No. 4, Boston, killed.

Henry Rogers, Volunteer, Engine No. 6, Boston, killed.

Michael Fitzgerald, Citizen, Boston, killed.

Lewis P. Abbott, Ex-member of Fire Dept., Charlestown, killed.

William S. Frazier, Volunteer, Cambridge, killed.

Frank D. Olmstead, Volunteer, Cambridge, killed.

John Connelly, H. and L. No. 1, West Roxbury, killed.

Walter S. Twombly, Hose No. 2, Malden, killed.

Thomas Maloney, Member of Fire Department, Worcester, killed.

Lewis C. Thompson, Citizen, Worcester, killed.

Thomas Mooney, Volunteer, Engine No. 9, Boston, slightly injured.

Martin Turnbull,* Hose Co. No. 3, Charlestown, seriously injured.

Thomas M. Paine, Volunteer, Charlestown, seriously injured.

Charles T. Walden, Volunteer, Charlestown, slightly injured.

Albert C. Abbott,* Ex-member, Charlestown, seriously injured.

* These persons have since died from the effects of the injuries received.

Francis P. Scanlan, Engine Co. No. 1, Cambridge, slightly injured.
Richard F. Tobin, Engine Co. No. 2, Cambridge, slightly injured.
William H. Jenness, Ex-member, Cambridge, seriously injured.

——— Murphy, Volunteer, Cambridge, slightly injured.

Lewis C. Clark, H. and L. Co. Cambridge, slightly injured.

Geo. H. Smith, Member of Engine connected with Watertown Arsenal, slightly injured.

Asst. Engineer Angier, Fire Department, Somerville, slightly injured.

E. P. Small, Member of Fire Department, Somerville, slightly injured.

John Richardson, Volunteer, New Haven, seriously injured.

A. N. Cotton, Assistant Engineer, Medford, slightly injured.

Benj. D. Griggs, Member of Fire Dept., West Newton, slightly injured.

R. E. Extell, Member of Fire Dept., Worcester, seriously injured.

Thomas McCann, Member of Fire Dept., Worcester, seriously injured.

Jacob E. Hook, Member of Fire Dept., Malden, seriously injured.

While going to the fire of the Union Club House, on Park street, Nov. 11th, Mr. Wm. T. Woodward, a member of Engine Co. No. 18, fell and was run over by Engine No. 10, thereby crushing his shoulder.

While at work at the fire of M. T. Thompson, on Broadway, South Boston, Nov. 14th, Mr. L. M. Clifford, Assistant Foreman of Hook and Ladder Co. No. 5, fell downstairs and received severe injuries.

At the fire on Washington street and Temple place, Dec. 23d, Assistant Engineer John Colligan was struck with a steamer's stream, which knocked him down and seriously injured him.

In connection with the above accidents, I am called upon this year to record the following members of this department who have been removed from this world by the hand of death.

Joseph W. Sweat, a member of Hose Co. No. 7, died of consumption, Aug. 21st, after an illness of some months' duration. Mr. Sweat was an active member of the Roxbury Department for many years previous to its annexation to Boston.

Richard W. Kane, a member of Hose Co. No. 10, died of consumption, Oct. 21st. Mr. Kane joined the department February, 1872.

ACCIDENTS TO CITIZENS CAUSED BY THE FIRE DEPARTMENT.

Feb. 9th. Hose Carriage No. 9, in going to the fire on Border street, East Boston, ran over a man on the corner of Border and Eutaw streets.

ACCIDENTS TO CITIZENS.

May 13th. D. W. Appleton who was locked up in the police station on Walnut street, Ward 16, was so badly burned that he died from the effects.

July 7th. Mrs. Benedicta Gueneo was fatally burned by the explosion of a kerosene lamp at the fire No. 32 Ferry street.

Aug. 18th. Mary Ann Fahy was badly burned by the explosion of a kerosene lamp at the fire in Centre Place, South Boston.

Nov. 8th. Thomas Corrigan employed by the Boston Oakum Co. on Norfolk avenue, Highlands, was burned to death.

Dec. 26th. M. F. Murphy (a gas fitter) was seriously burned about the hands and face while attempting to fix the gas pipe at the National House.

The fate of our associates who perished during the efforts made for the preservation of our city from the fire of Nov. 9th and 10th, I recall with sorrowful emotions. The remembrance inspires feelings deeper than are ordinarily awakened by examples of individual sacrifice. We mourn for them as firemen, as fellow-citizens, as friends, as brothers. We grieve for their stricken homes. We sympathize with those who loved them. In their relation to the public as firemen they displayed a loyalty that was ready to sacrifice their lives, if need be, in the faithful performance of their duty. Around them clustered all that is dear to the heart of man: the fondest love, the brightest hopes, the solemn trusts of home. But other homes were in danger, and nobly they fought the raging elements, proving that the darkest page of material misfortune may be the brightest in the record of patriotic example.

Calm in the hour of peril, firm even on the brink of death, they

groped their way amid dense smoke and scorching heat, making almost superhuman efforts to rescue the treasures of our merchants' stores and warehouses from destruction. Such self-sacrifice and devotion can never be forgotten, but will continue to live in the memories of a grateful people. Peers of the heroes of all times, the gratitude that cannot reach them will seek in the desolated homes those who have suffered the greatest bereavement. Equally we mourn for those who, hastening from abroad, came to our rescue, and with the highest magnanimity went side by side with us, and fell in the conflict. Gratitude for their heroic devotion presses our hearts. In life they belonged to other communities, but the death sacrifice has made them ours forever.

FIREMEN'S FUND.

The gratitude and generosity of Boston's noble men is manifest, overwhelmed as they were with grief at the terrible calamity that had befallen our city. Hardly had the limits of this terrible fire been established, when the department was made the recipient of checks ranging from one to ten thousand dollars each, until the magnificent sum of one hundred thousand dollars and upwards has been realized, for the benefit of firemen who lost their lives or who were injured at this fire. Of this amount over eighty thousand dollars has been placed in the hands of a Board of Trustees, of which the Hon. Martin Brimmer is President. The action taken by this board, in looking after and caring for the widows and orphans, meets my heartiest approval. There was also sent to the Chief Engineer over twenty thousand dollars, five thousand of which was paid, as requested, to the Charitable Association of the Boston Fire Department, the balance to be used for the benefit of the firemen who were injured, and the families of those who were killed, according to the judgment and discretion of the Chief.

LIFE INSURANCE.

An order from the City Council was received, asking the Board of Engineers to consider and report what steps were necessary to be taken to insure the lives of the members of the Boston Fire Department. After careful deliberation on the part of the board it

was deemed inexpedient to recommend action to the City Council. The lowest estimate of those obtained from several Life Insurance Companies would cost the city the sum of \$20,000 annually, to insure the lives of the members of the department in the sum of \$1,000 each. It was recommended by the Board of Engineers, that the department mutually insure themselves. This recommendation was adopted, and an organization was accordingly completed on the 3d of February, 1872. The plan adopted was that each member be insured to an amount equal to \$2.00 from each member of the organization.

The following deaths have occurred during the year, and the amounts set against the names paid to the widow or next legal heir. Joseph W. Sweat, \$674.00; Richard W. Kane, \$776.00; Thomas Young, \$782.00; William Farry, \$780.00; Daniel Cochrane, \$780.00.

The report of the Treasurer of the Charitable Association of the Boston Fire Department for the year 1872, with a list of officers elected for the year 1873, is here appended.

PAID FROM GENERAL ACCOUNT.

R. E. Flanders, of Hose 1,	\$9 00	
William H. Bennett, Engine 3,	32 00	
James Crosby, Engine 21,	\$8 75	
Doctor's bill,	6 00	
	<hr/>	14 75
Chandler Griffin, Hook and Ladder 1,	17 75	
Doctor's bill,	4 00	
	<hr/>	21 75
James M. Littleton, Hose 7,	24 00	
Doctor's bill,	4 00	
	<hr/>	28 00
Charles E. Wilson, Engine 6 and Extinguisher 1 (twice),	113 65	
Doctor's bill,	30 00	
	<hr/>	143 65
D. V. Wilson, Hook and Ladder 1,	34 10	
Doctor's bill,	4 00	
	<hr/>	38 10
<i>Amount carried forward,</i>		<hr/>
		\$287 25

<i>Amount brought forward,</i>		\$287 25
E. B. Hine, engineer,		18 50
George F. Griffin, Hook and Ladder 1,	11 00	
Doctor's bill,	2 00	
	<hr/>	13 00
N. C. Cogley, Engine 15,	119 38	
Doctor's bill,	32 00	
	<hr/>	151 38
E. B. Burgess, Engine 13,		20 00
C. L. Rosemere, Engine 13,	46 35	
Doctor's bill,	40 00	
	<hr/>	86 35
George L. Pitman, Engine 18,	72 00	
Doctor's bill,	50 00	
	<hr/>	122 00
Daniel E. Connor, Hose 9,	35 00	
Doctor's bill,	12 00	
	<hr/>	47 00
Lawrence Reese, Hook and Ladder 4,	39 00	
Doctor's bill,	20 00	
	<hr/>	59 00
William F. Booker, Engine 13, doctor's bill,		10 00
William H. Durling, Hook and Ladder 3,	37 10	
Doctor's bill,	10 00	
	<hr/>	47 10
Joseph J. Bell, Hook and Ladder 5,	26 25	
Doctor's bill,	5 00	
	<hr/>	31 25
Charles E. Reed, Engine 15,		15 00
J. L. Starratt, Hook and Ladder 3,	37 00	
Doctor's bill,	8 00	
	<hr/>	45 00
L. M. Clifford, Hook and Ladder 5,	30 00	
Doctor's bill,	20 00	
	<hr/>	50 00
Samuel F. Ridler, Hose 1,	12 00	
Doctor's bill,	12 00	
	<hr/>	24 00
R. J. Ryder, Hose 5,		19 00
W. H. Skimmings, Jr., Engine 10,	17 00	
Doctor's bill,	9 00	
	<hr/>	26 00
<i>Amount carried forward,</i>		\$1,071 83

FIRE DEPARTMENT.

37

<i>Amount brought forward,</i>	\$1,071 83
Eben Witherell, Engine 5,	99 75
Gershon Sherman, Engine 5,	129 19
Doctor Thorndike's bill for above,	89 00
William Lovell, Hose 5,	12 00
Doctor's bill,	6 00
	<hr/>
	18 00
John A. Fynes, Extinguisher 1,	9 00
J. C. Singleton, Engine 10; doctor's bill,	2 00
Silas Jaquith, Hook and Ladder 3,	34 00
Doctor's bill,	5 00
	<hr/>
	39 00
R. G. Phillips, Hose 10, doctor's bill,	10 00
Thomas Young's wife, Engine 6,	8 00
Daniel Cochran's wife, Hook and Ladder 4,	8 50
William Farry's wife, Hook and Ladder 4,	8 00
Amos Marshall, Engine 15,	18 00
Daniel C. Bickford, Hook and Ladder 1,	8 90
J. H. Kelley, Hook and Ladder 4,	47 75
B. C. Brown, Engine 7,	48 00
W. T. Woodward, Engine 18,	25 00
J. L. Bowers, Hose 10,	63 00
Charles E. Jones, Engine 12,	48 50
Henry S. Kendall, Engine 13,	25 45
James S. Young, Engine 9,	90 00
	<hr/>
	\$1,866 87
43 members.	

PAID FROM SPECIAL FUND.

Mrs. Daniel Downs,	\$25 00
Lewis Moore's funeral expenses,	72 66
Mrs. S. H. Allen,	50 00
Mrs. H. A. Fox,	50 00
John P. Neal,	20 00
Mrs. G. F. C. Hamilton,	45 00
Mrs. R. M. Young,	25 00
	<hr/>
<i>Amount carried forward,</i>	\$287 66

<i>Amount brought forward,</i>	€	\$287 66
Mrs. Benjamin Wright,		25 00
Mrs. T. Gerrish,		35 00
W. D. Atkinson,		35 00
Mrs. C. S. McClellen,		20 00
Mrs. S. Fortenbacher,		35 00
Mrs. J. Sherman,		50 00
Mrs. T. E. Porter,		50 00
Mrs. D. W. Lillie,		20 00
Eben A. Lewis,		15 00
Mrs. J. L. Stinson,		15 00
George L. Pike,		20 00
Robert Spear,		25 00
Mrs. J. U. Pringle,		25 00
Mrs. William H. Rymill,		25 00
Mrs. S. S. Alston,		25 00
Mrs. David Winn,		15 00
George E. Jones,		25 00
Mrs. W. H. Bradford,		25 00
Mrs. William J. Keen,		20 00
Charles Dunton,		50 00
		<hr/>
		\$842 66

19 widows, 8 ex-members.

INCIDENTAL EXPENSES PAID.

For advertising,	\$42 88
“ use of hall,	10 00
“ printing,	22 00
“ stamps, envelopes, etc.,	48 02
“ R. B. Farrar,	100 50
	<hr/>
	\$222 90

DAVID WELD,

Treasurer.

TRUSTEES OF THE CHARITABLE ASSOCIATION OF THE BOSTON FIRE DEPARTMENT.

Elected January 7th, 1873.

FROM THE ASSOCIATION AT LARGE.

	Residence.	Place of Business.
JOHN C. HUBBARD		701 Washington street.
DAVID CHAMBERLIN	33 Dwight street	City Hall.
RUFUS B. FARRAR	209 Cambridge street.	
JOHN S. DAMRELL, <i>Board of Engineers</i>	60 Temple street	City Hall.

ONE FROM EACH COMPANY.

S. S. GOWAN	Engine No. 1.	240 Sixth street, South Boston.
ALONZO PRATT	" 2.	24 Telegraph street, South Boston.
F. M. HINES	" 3.	239 Shawmut avenue.
W. T. CRESWELL	" 4.	Engine House No. 4, Bulfinch street.
G. A. TUCKER	" 5.	22 Eutaw street, East Boston.
C. C. WILSON	" 6.	Engine House No. 6, Wall street.
CHARLES RILEY	" 7.	Engine House No. 7, East street.
C. H. BLAKE	" 8.	7 Lothrop place.
S. L. FOWLE	" 9.	356 Sumner st., E. B., 182 Border st., E. B.
WILLIAM PARKER	" 10.	49 South Russell street.
A. C. KEENE	" 11.	38 Monmouth street, East Boston.
M. N. HUBBARD	" 12.	3 Smith street court, Highland District.
C. L. ROSEMERE	" 13.	84 Camden street.
L. P. WEBBER	" 14.	Engine House No. 14, Centre st., Highland Dist.
C. E. REED	" 15.	19 Fifth street, South Boston.
JOHN HUTCHINSON	" 16.	Milton Lower Mills.
N. H. BIRD	" 17.	Engine House No. 17, Meeting House Hill.
J. F. HEWINS	" 18.	Dorchester City Hall.
G. H. BIRD	" 19.	Mattapan.
	" 20.	
J. B. GRAHAM	" 21.	Upham's Corner, Dorchester.
D. C. BRICKFORD, <i>Hook & Ladder</i>	" 1.	4 Prospect street.
CHARLES SIMMONS	" 2.	19 Liverpool street, East Boston.
I. K. JENNINGS	" 3.	618 Harrison avenue.
J. M. POWERS	" 4.	5 Myrtle place, Highland District.
L. M. CLIFFORD	" 5.	20 Vinton street, Washington Village.
HENRY CRANE	" 6.	Milton Lower Mills.
HARTFORD DAVENPORT	" 7.	Upham's Corner, Dorchester.
S. P. POOL, <i>Hose Company</i>	" 1.	34 Salutation street.
THOMAS MERRITT	" 2.	136 Tyler street.
T. H. KYTE	" 2.	31 Grove street.
D. S. KNIGHT	" 4.	7 Taylor street.
WM. LOVELL	" 5.	8 Faben street.
J. H. WESTON	" 6.	277 Meridian street, East Boston.
C. G. GREEN	" 7.	Hose House No. 7, Tremont st., Highland Dist.
C. H. PRINCE	" 8.	Hose House No. 8, Church st.
T. W. GOWEN	" 9.	Hose House No. 9, B. st., South Boston.
G. H. PUTNAM	" 10.	Hose House No. 10, Washington Village.
ALVAH MORSE, <i>Insurance Brigade</i> ,	" 32	Anderson street.
JOHN A. FYNES, <i>Extinguisher Wagon</i> , No. 1,		Times office, 12 School street.
W. I. JACOBS	" 2,	618 Harrison avenue.
DAVID WELD, <i>Veteran Association</i>		50 Central Wharf.

OFFICERS FOR THE YEAR 1873.

President. — J. C. HUBBARD.
Vice-President. — DAVID CHAMBERLIN.
Treasurer. — DAVID WELD.
Secretary. — RUFUS B. FARRAR.

Committee of Relief.

J. C. HUBBARD,
 C. H. BLAKE,
 CHARLES SIMMONS,

DAVID CHAMBERLIN.
 T. W. GOWEN,
 M. N. HUBBARD,

J. B. GRAHAM.

Committee of Resources.

JOHN S. DAMRELL,
 C. C. WILSON,
 ALONZO PRATT,

DAVID WELD,
 F. M. HINES,
 C. G. GREEN,

J. F. HEWINS.

HOUSES.

The houses of this department are under the charge of the Superintendent of Public Buildings, and are in excellent condition, with the exceptions of those occupied by Hose Company No. 5, and Hook and Ladder Company No. 4. During the past year, Engine Company No. 4, Extinguisher Corps No. 1, and the Insurance Brigade have been located, in connection with the National Lancers, in a building on Bulfinch street, at a cost of \$54,723.54, and cost of land of \$55,000. Contracts have also been signed for buildings as follows: —

Hose House at South Boston Point for Hose Company No. 12; an Engine House on Dudley street, Highlands, for Engine Company No. 12, and an Engine House on the corner of Warren and Quincy streets, Highlands, for Engine Company No. 22.

PEACE JUBILEE.

During the time of the concerts at the Coliseum, there were stationed in a building built expressly for the purpose and adjoining that of the main building, two of our steam fire-engines, viz.: Nos. 12 and 21, which were kept in constant readiness night and day for immediate use. The hose was coupled to the engines, and run over the building at different points; steam was also constantly kept up by means of circulating water-heaters. In the daytime, during the concerts, members of the department were stationed upon the roof with the lines of hose from the engines. There were detailed from this department, daily, nineteen men, who did patrol duty in and about the building, watching for fire day and night, and who took charge of the sick and fainting; the latter duty was performed at the "Head-quarters of the Fire Department," which was generally pretty full of sick and fainting ladies. The Anvil Chorus, one of the features of the concerts, was performed by one hundred members of the department, under the leadership of Mr. H. W. Longley, Secretary of the Board of Engineers. After the concerts were ended, there were stationed one steam fire engine, and five members of the department, who remained there until the building was removed, per vote of the City Council, at an expense, to this department, of \$15.00 per day, making a total expense to this department of \$2,551.30.

CONCLUSION.

To the officers and members of this department I desire to return my heartfelt gratitude for the faithful and efficient manner in which they have discharged every duty assigned them the past year; and especially do I thank them for the able and efficient manner in which they discharged their duties on the ninth and tenth of November, and the subsequent week, working bravely, skilfully, and heroically, for victory, toiling night and day, permitting neither danger nor exhaustion to shake their determination to conquer in the terrible battle they were waging, reflecting honor and credit upon our organization, commanding the respect of their officers as well as our fellow-citizens. To them and their noble brothers, who came to our aid, is due the salvation of our city, which entitles all to the warmest gratitude. Their efforts stand out strangely in contrast to that class in our community whose occupation consists in grumbling, and whose engineering capacity is so largely developed that these years of experience and faithful service to the city is of no moment compared with their engineering qualities of mushroom growth since the fire.

I desire to return my sincere thanks to His Honor the Mayor, and the members of the City Council, for the aid and assistance rendered me in those trying days, of the November fire.

To the members of the Police Force, I desire to return my heartfelt acknowledgments,

To the Joint Standing Committee on Fire Department, for the careful attention given to the requirements of the department, for their cordial support and endorsement; and also for the able, prompt, and cheerful manner in which they have given me their co-operation during the year, I return my sincere and heartfelt thanks.

Respectfully submitted,

JOHN S. DAMRELL,

Chief Engineer.

COMMITTEE ON FIRE DEPARTMENT FOR 1872.

Alderman,	WILLIAM WOOLLEY,
"	LEONARD R. CUTTER,
"	JOHN T. CLARK,
Councilman,	WILLIAM M. FLANDERS,
"	JOHN S. MOULTON,
"	GEORGE L. BURT,
"	JAMES F. MARSTON,
"	WILLIAM H. JONES.

ENGINEERS.

CHIEF ENGINEER.

JOHN S. DAMRELL, 60 Temple street.

ASSISTANT ENGINEERS:

JOSEPH DUNBAR	110 Princeton street, East Boston.
ZENAS E. SMITH	601 Tremont street.
WILLIAM A. GREEN	8 Montgomery Place.
GEORGE BROWN	166 Silver street, South Boston.
JOHN W. REGAN	5 Columbia street.
ELIJAH B. HINE	30 Grove st., resigned Oct. 1st, 1872.
JOHN S. JACOBS	30 Parmenter street.
PHINEAS D. ALLEN	Langdon street, Roxbury District.
RUFUS B. FARRAR	209 Cambridge street.
JAMES MUNROE	71 Palmer street, Roxbury District.
JOHN COLLIGAN	1996 Washington street, Roxbury Dis.
JOSEPH BARNES	166 Princeton street, East Boston.
SYLVESTER H. HEBARD	Temple street, Dorchester District.
LEVI W. SHAW	49 Winchester street.
GEORGE W. CLARKE	140 Court street, elected Oct. 18, 1872.

All of the above offices are filled annually by the City Council, in concurrence, in the months of February or March.

SECRETARY OF THE BOARD OF ENGINEERS.

HENRY W. LONGLEY, 51 Appleton street.

ASSISTANT SECRETARY.

CHARLES R. CLASSEN, Bowdoin street, Ward 16.

PAY-ROLL OF THE FIRE DEPARTMENT.

As established by the City Council.

Chief Engineer,	\$3,300 per annum,	\$3,300 00
Secretary of Board of Engineers,	1,800 " "	1,800 00
14 Assistant Engineers,	500 " "	7,000 00
21 Enginemen,	3 50 " day	26,827 50
21 Firemen,	3 25 " "	24,911 25
49 Drivers,	3 00 " "	53,655 00
30 Foremen,	325 " annum	9,750 00
8 " (Ward 16),	250 " "	2,000 00
5 Assistant Foremen,	300 " "	1,500 00
2 " " (Ward 16),	225 " "	450 00
175 Hosemen	300 " "	52,500 00
40 " (Ward 16),	225 " "	9,000 00
40 Axemen and Rakemen,	300 " "	12,000 00
56 Members,	300 " "	16,800 00
12 " (Ward 16),	225 " "	2,700 00
		<hr/>
		\$224,193 75

GOVERNMENT DOCUMENTS
DEPARTMENT
BOSTON PUBLIC LIBRARY

MAZEPPA

STEAM FIRE ENGINE, No. 1.

HOUSE DORCHESTER, NEAR FOURTH STREET, SOUTH BOSTON.

This engine was built by the Amoskeag Manufacturing Company, Manchester, N. H. It is a double-reciprocating vertical engine, $7\frac{1}{2}$ -inch diameter cylinders, 8-inch stroke, pumps $4\frac{1}{2}$ inches in diameter and 8-inch stroke; at a fair working speed, it will discharge 650 gallons of water per minute. The weight of this engine, as drawn to fires, is 8,600 pounds.

Put into service September 17th, 1872.

This company was organized December 19th, 1859.

No. of badge	Names.	Age.	Residence.	Occupation.
1	Ray, John, <i>Engineer</i> ,	37	274 Gold street,	Engineer.
2	Shaw, Loring D., <i>Fireman</i> ,	34	248 Eighth street,	Fireman.
3	Twiss, Templeman C., <i>Driver</i> ,	33	155 F street,	Driver.
5	Wright, Fred'k S., <i>Foreman</i> ,	44	1 Lindall street,	Hardware dealer.
10	Fowler, Joseph W., <i>Hoseman</i> ,	37	Silver street,	Fisherman.
6	Twiss, Rufus F., “	36	155 F street,	Painter.
12	Holden, Martin F., “	38	Silver street,	Paver.
9	Gowen, Samuel S., “	37	240 Sixth street,	Porter.
11	Farnham, Horace B., “	40	230 D street,	Silversmith.
4	Healy, John C., “	29	41 Mercer street,	Teamster.
7	Wallingford, H. L., “	48	18 Woodard street,	“

Admitted during the year 1872.

H. L. Wallingford: in place of George W. Gerrish, discharged.

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DEPARTMENT
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S. R. SPINNEY

STEAM FIRE ENGINE, No. 2.

HOUSE ON FOURTH STREET, BETWEEN L AND K, SOUTH BOSTON.

This engine was built by Hunneman & Co., of Boston, Mass. It is a double-reciprocating vertical engine, 7-inch steam cylinder, 8-inch stroke, $4\frac{3}{4}$ -inch pumps, so constructed as to work double or single; at a fair working speed, will throw 500 gallons of water per minute. Put into service August 7th, 1872. The weight of the engine, as drawn to fires, is 9,200 pounds.

This company was organized September 17th, 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
22	Twiss, George O., <i>Engineman</i> ,	41	78 Emerson street,	Machinist.
21	Ferrin, Horace F., <i>Fireman</i> ,	36	79 K street,	"
23	Jones, Moses A., <i>Driver</i> ,	39	" " "	Moulder.
25	Twiss, Daniel H., <i>Foreman</i> ,	40	360 Athens street,	Painter.
24	Brown, John, <i>Hoseman</i> ,	45	6th cor. O street,	Blacksmith.
29	Chambers, James, "	50	K street,	Carpenter.
31	Lamphier, Edward, "	45	5th near L street,	Painter.
27	Pratt, Alonzo, "	38	24 Telegraph street,	Moulder.
28	Rand, William, "	46	Teleg'ph c. Gates st.,	Carpenter.
30	Smith, David, "	50	Silver nr. Dorch'r st.,	"
26	Tagen, Robert J., "	22	Engine House,	Teamster.

Admitted during the year 1872.

Robert J. Tagen: in place of George J. Deluce, honorably discharged.

EAGLE

STEAM FIRE ENGINE, No. 3.

HOUSE ON WASHINGTON STREET, NEAR DOVER.

This engine was built by the Amoskeag Manufacturing Company, at Manchester, N. H. It is a double-reciprocating vertical engine, $7\frac{1}{2}$ -inch diameter cylinders, 8-inch stroke, pumps $4\frac{3}{8}$ inches in diameter and 8-inch stroke; will throw 500 gallons of water per minute. It has $4\frac{3}{4}$ square feet grate-surface, 219 square feet heating-surface.

The weight of this engine, with the hose-carriage and 500 feet of $2\frac{1}{2}$ -inch hose, as drawn to fires, is 8,100 pounds. Put into service July 1, 1867.

This company was organized December 1, 1859.

No. of badge	Names.	Age.	Residence.	Occupation.
41	Hutchings, Theo., <i>Engineman</i> ,	51	17 Groton street,	Machinist.
42	Hawkins, Henry M., <i>Fireman</i> ,	32	239 Shawmut av.,	"
48	Le Favor, James H., <i>Driver</i> ,	32	4 Indiana street,	Driver.
44	Hines Frederick M., <i>Foreman</i> ,	45	239 Shawmut av.,	Mason.
47	Abbott, Samuel, <i>Hoseman</i> ,	48	7 Bradford street,	Polisher.
51	Abbott, Samuel, Jr., "	27	" " "	"
45	Bennett, William H., "	44	19 Cherry street,	Shoemaker.
49	Harrington, Samuel D., "	38	6 Garland street,	Saloon keeper.
50	Lawrence, Windfred S., "	29	1 Grenville place,	Polisher.
46	Hussey, Nathan L., "	27	68 Hudson street,	Mason.
43	Hines, William T., "	21	239 Shawmut av.,	"

Admitted during the year 1872.

William T. Hines : in place of Lemuel P. Mayo, transferred.

BARNICOAT

STEAM FIRE ENGINE, No. 4.

ENGINE LOCATED ON BULFINCH STREET.

This engine was built by the Amoskeag Manufacturing Company, at Manchester, N. H. It is a double-reciprocating vertical engine, $7\frac{1}{2}$ -inch diameter cylinders, 8-inch stroke, pumps $4\frac{3}{8}$ inches in diameter and 8-inch stroke; will throw 500 gallons of water per minute. It has $4\frac{3}{8}$ square feet grate-surface, 219 square feet heating-surface.

The weight of this engine, with the hose-carriage and 500 feet of hose, as drawn to fires, is 8,510 pounds. Put into service November 7th, 1867.

This company was organized May 7th, 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
62	Dearing, Dexter R., <i>Engineman</i> ,	36	5 McLean court,	Engineer.
63	Cheswell, Wm. T., <i>Fireman</i> ,	30	8 Maple place,	Fireman.
73	White, Russell, <i>Driver</i> ,	30	19 So. Russell st.,	Driver.
69	Conley, Matthias, <i>Foreman</i> ,	36	1 Salter place,	Hose maker.
64	Merritt, Thomas, <i>Hoseman</i> ,	38	1 East street place,	Janitor.
66	Sullivan, Michael C., “	34	Hanover street,	Trunk maker.
68	Pierce, Joseph, “	37	32 Anderson street,	Constable.
70	Wadleigh, Charles E., “	28	Dover street,	Clerk.
72	Duffy, John G., “	35	129 Myrtle street,	“
65	Humphrey, J. C. K. “	28	Engine House,	Property maker.
74	Blood, Warren M., “	22	17 So. Russell st.,	Carpenter.

Admitted during the year 1872.

Warren M. Blood: in place of John A. Fynes, transferred to Extinguisher Corps No. 1.

ELISHA SMITH

STEAM FIRE ENGINE, No. 5.

HOUSE ON MARION STREET, EAST BOSTON.

This engine was built by the Amoskeag Manufacturing Company, at Manchester, N. H. It is a double-reciprocating vertical engine, $7\frac{1}{2}$ -inch diameter cylinders, 8-inch stroke; pumps $4\frac{3}{8}$ inches in diameter and 8-inch stroke; will throw 500 gallons of water per minute. It has $4\frac{3}{4}$ square feet grate-surface, 219 square feet heating-surface. Put into service December 24, 1867.

The weight of this engine, with the hose-carriage and 500 feet of hose, as drawn to fires, is 8,650 pounds.

This company was organized September 1, 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
81	Battis, Josiah S., <i>Engineman</i> ,	39	56 Marion street,	Engineer.
82	Fisher, Andrew P., <i>Fireman</i> ,	31	33 Eutaw street,	Machinist.
83	Carter, Daniel, <i>Driver</i> ,	39	62 Trenton street,	Driver.
84	Tucker, George A., <i>Foreman</i> ,	43	22 Eutaw street,	Ship Carpenter.
86	Cottle, Charles P., <i>Hoseman</i> ,	49	86 Lexington street.	" "
88	Hall, William, Jr., "	41	387 Meridian street,	Carpenter.
90	Keen, Lewis, "	41	287 Meridian street,	Ship Carpenter.
91	Phillips, John G., "	36	70 Marion street,	" "
89	Tucker, Jonathan M., "	54	80 Marion street,	" "
87	Witherell, Eben, "	59	82 Marion street,	" "
85	Wharton, John E., "	26	10 Border street,	Caulker.

Admitted during the year 1872.

John E. Wharton: in place of Gershom Sherman, appointed driver of Hose Carriage No. 11.

MELVILLE

STEAM FIRE ENGINE, No. 6.

HOUSE ON WALL STREET.

This engine was built by the Amoskeag Manufacturing Company of Manchester, N. H. It has two steam cylinders, 8 inches in diameter, and 12-inch stroke; and two double-acting vertical plunger-pumps, $4\frac{1}{4}$ inches in diameter, both working in the same air-chamber. At a fair working speed, it will discharge 600 gallons of water per minute. Put into service December 19, 1864.

The weight of this engine, with the hose carriage and 300 feet of $2\frac{1}{2}$ -inch leading hose, as drawn to fires, in 10,045 pounds.

This company was organized January 1st, 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
101	Traver, John C., <i>Engineman</i> ,	34	Engine House,	Engineer.
102	Wilson, Calvin C., <i>Fireman</i> ,	43	42 Wall street,	Fireman.
103	Scott, George A., <i>Driver</i> ,	42	29 Wall street,	Driver.
114	Newman, L. G., <i>Driver H. C.</i> ,	28	Engine House,	"
112	Daniels, Henry, <i>Foreman</i> ,	39	134 Chambers street,	Bookkeeper.
107	Bean, Frank A., <i>Hoseman</i> ,	32	31 Lowell street,	Chemist.
109	Coats, Fred L., "	38	11 Wall street,	Painter.
104	Whitehead, Ed. A., "	38	27 Wall street,	Clerk.
108	Hodgdon, Chas. W., "	24	Engine House,	Painter.
113	Freeman, Thos. H., "	35	59 Lowell street,	Teamster.
115	Groves, John W., "	24	3 Cushman avenue,	Painter.
106	Wilson, Edwin T., "	22	6 Union place,	"

Admitted during the year 1872.

John W. Groves: to fill a vacancy.

Edwin T. Wilson: in place of Thomas Young, who was killed at the fire on North Street, Nov. 5th.

Thomas W. Freeman: in place of Charles E. Wilson, appointed driver of Extinguisher Corps No. 1.

T. C. AMORY

STEAM FIRE ENGINE, No. 7.

HOUSE ON EAST STREET.

This engine was built by the Amoskeag Manufacturing Company, Manchester, N. H. It is a double-reciprocating vertical engine, $7\frac{1}{2}$ -inch diameter cylinders, 8-inch stroke-pumps, $4\frac{3}{4}$ -inch in diameter and 8-inch stroke; will throw 500 gallons of water per minute; it has $4\frac{3}{8}$ square feet grate-surface and 219 square feet heating-surface.

The weight of this engine, with the hose carriage and 450 feet of hose, as drawn to fires, is 8,970 pounds.

Put into service September 25th, 1870.

This company was organized January 1st, 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
121	Riley, Charles, <i>Engineman</i> ,	41	61 Revere street,	Machinist.
122	Adams, J. Henry, <i>Fireman</i> ,	32	200 Harrison avenue,	"
131	Stoddard, Geo. W., <i>Driver</i> ,	41	28 Ash street, rear,	Clerk.
124	Marden, Daniel T., <i>Foreman</i> ,	36	Harrison avenue,	"
132	Lally, Thomas P., <i>Hoseman</i> ,	28	80 Hudson street,	Mason.
129	Williams, George R., "	32	94 Harrison avenue,	Grocer.
126	Brown, Benjamin C., "	27	Engine House,	Clerk.
123	Wilson, Henry N., "	24	" "	"
125	Neale, Samuel A., "	25	" "	"
130	Rankin, Joseph H., "	25	76 Hudson street,	"
128	Haskell, Edward B., "	27	250 Harrison avenue,	Grocer.

Admitted during the year 1872.

Joseph H. Rankin: in place of Francis S. Parsons, transferred to Hose Company No. 9.

Edward B. Haskell: in place of George F. Marden, honorably discharged.

NORTHERN LIBERTY

STEAM FIRE ENGINE, No. 8.

HOUSE ON SALEM STREET.

This engine was built by Messrs. Jucket & Freeman, Hampden street, Boston, Mass. Put into service April 26, 1869.

It is a double-reciprocating vertical engine, 7-inch steam cylinders, 8-inch stroke, with $4\frac{1}{2}$ -inch pumps, so constructed as to work double or single.

The weight of this engine, as drawn to fires, is 7,200 pounds.

This company was organized November 1st, 1859.

No. of badge	Names.	Age.	Residence.	Occupation.
141	Flanders, B. S., <i>Engineman</i> ,	34	2 Elmer place,	Machinist.
142	Jeffrey, Erastus E., <i>Fireman</i> ,	36	8 New Prince street,	"
143	Allen, Hosea, <i>Driver</i> ,	48	11 Unity street,	Driver.
144	Blake, Charles H., <i>Foreman</i> ,	46	7 Lothrop place,	Porter.
148	Shapleigh, Eben, <i>Hoseman</i> ,	31	7 Parmenter street,	Mason.
149	Childs, William, "	30	123 Salem street,	Clerk.
150	Dunton, Charles, "	32	4 Wiggin street,	Safe maker.
151	Smith, E. T., "	37	3 Noyes place,	" "
147	Brown, Joseph D., "	26	4 Elmer place,	Carpenter.
145	Jeffrey, David N., "	38	8 New Prince street,	Mason.
146	White, Martin B., "	24	125 Salem street,	Provision dealer.

MAVERICK

STEAM FIRE ENGINE, No. 9.

HOUSE ON PARIS STREET, EAST BOSTON.

This engine was built by Messrs. Hunneman & Co., of this city. It is a double-reciprocating vertical engine, $7\frac{1}{4}$ -inch steam cylinder, 8-inch stroke, with $4\frac{3}{8}$ -inch pumps, so constructed as to work double or single.

Put into service Oct. 14th, 1872. The weight of this engine, as drawn to fires, is 9,300 pounds.

This company was organized Dec. 26th, 1859.

No. of badge	Names.	Age.	Residence.	Occupation.
161	Brown, Geo. W., <i>Engineman</i> ,	36	125 Eutaw street,	Engineer.
162	Young, James S., <i>Fireman</i> ,	45	103 Maverick street,	Fireman.
163	Bailey, Albert, <i>Driver</i> ,	50	100 Meridian street,	Driver.
165	Fowle, Samuel L., <i>Foreman</i> ,	47	356 Sumner street,	Teamster.
164	Weston, Simeon, <i>Hoseman</i> ,	44	119 Bennington st.,	Carpenter.
168	Campbell, John D., “	42	119 Eutaw street,	Painter.
169	Hamblin, Eli, “	46	309 Havre street,	“
171	Hodges, Charles L., “	35	188 Bennington st.,	Teamster.
166	Nutter, Philander, “	47	61 Maverick street,	Mason.
167	Pray, William, “	55	7 Princeton street,	Carpenter.
170	Smith, John W., “	42	119 Eutaw street,	Painter.

Admitted during the year, 1872.

George W. Brown: in place of Joseph Grace, honorably discharged.
John W. Smith: in place of James McKown, discharged.

CATARACT

STEAM FIRE ENGINE, No. 10.

HOUSE MT. VERNON, CORNER RIVER STREET.

This engine was built by the Amoskeag Manufacturing Company, Manchester, N. H. It is a double-reciprocating vertical engine, $7\frac{1}{2}$ -inch diameter cylinders, 8-inch stroke, pumps $4\frac{3}{8}$ inches in diameter, and 8-inch stroke; will throw 400 gallons of water per minute. It has $4\frac{3}{8}$ square feet grate-surface, 219 square feet heating-surface. The weight of this engine, with the hose-carriage and 400 feet of hose as drawn to fires, is 8,610 pounds. Put into service February 1st, 1870. This engine is one of the new pattern, with a crane-neck frame, so that the engine can be turned round within its length.

This company was organized June 1st, 1862.

No. of badge	Names.	Age.	Residence.	Occupation.
181	Tyng, Gilman, <i>Engineman</i> ,	33	Engine House,	Engineer.
184	Hudson, William, <i>Fireman</i> ,	22	" "	Fireman.
183	Towne, Alex. H., <i>Driver</i> ,	45	76 W. Cedar st. r.,	Driver.
187	Parker, William, <i>Foreman</i> ,	44	49 S. Russell street,	Roofer.
185	Porter, James, <i>Hoseman</i> ,	42	[Russell st., Cor. Cambridge & N.	Willow worker.
182	Singleton, James C., "	46	232 Cambridge street,	Type maker.
190	Skimmings, Wm. H., "	31	173 " "	Paper hanger.
191	Skimmings, Chas. H., "	23	176 " "	Provision dealer.
188	Stimson, Jackson L., "	27	Charles street,	Gas fitter.
186	Dixon, William, "	33	Cor. Cambridge [sts., & Joy	Engineer.
189	King, James S., "	28	Engine House,	Clerk.

Admitted during the year 1872.

James S. King: in place of William B. Lottredge, transferred to Hose Company No. 1.

William Hudson: in place of George Demary, discharged.

JOHN S. DAMRELL

STEAM FIRE ENGINE, No. 11.

HOUSE ON SUMNER STREET, EAST BOSTON.

This engine was built by the Amoskeag Manufacturing Company, at Manchester, N. H. It has one steam cylinder 8 inches in diameter, and one double-acting vertical plunger-pump, of $4\frac{3}{4}$ inches in diameter, and 12-inch stroke; capacity, 400 gallons of water per minute. Put into service February 15, 1867.

The weight of this engine, as drawn to fires, is 8,500 pounds.

This company was organized January 1st, 1866.

No. of badge	Names.	Age.	Residence.	Occupation.
201	Sturtevant, W. H., <i>Engineman</i> .	42	169 Brooks street,	Engineer.
203	Imbert, George L., <i>Fireman</i> ,	39	127 Eutaw street,	Fireman.
211	Bickford, John, <i>Driver</i> ,	22	231 London street,	Driver.
209	Keen, Alanson C., <i>Foreman</i> ,	45	38 Monmouth street,	Ship carpenter.
212	Baker, William, <i>Hoseman</i> ,	36	12 Bremen street,	Harness maker.
204	Lewis, Andrew, “	42	36 “ “	Caulker.
208	Sherman, Joseph P., “	45	276 Meridian street,	“
206	Demary, Henry R., “	36	41 Orleans street,	Machinist.
210	Barnes, Thomas, “	35	4 Winthrop street,	Caterer.
207	Merrill, Leonard F., “	34	29 Havre street,	Caulker.

Admitted during the year 1872.

John Bickford: in place of George W. Brown, transferred to Engine Company No. 9.

WARREN

STEAM FIRE ENGINE, No. 12.

HOUSE CORNER OF WARREN AND DUDLEY STREETS, ROXBURY DISTRICT.

This engine was built by L. Button, Waterford, Saratoga County, N. Y. Put into service September 9, 1864. It is a reciprocating engine, steam cylinder, $11\frac{1}{4}$ inches in diameter, $6\frac{3}{8}$ -inch pump, and 9-inch stroke.

At a fair working speed, it will discharge 600 gallons of water per minute. The weight of this engine, as drawn to fires, is 6,800 pounds.

This company was organized September 9th, 1864.

No. of badge	Names.	Age.	Residence.	Occupation.
221	Cole, James T., <i>Engineman</i> ,	37	27 Glenwood street,	Engineer.
222	Bradley, Thos. W., <i>Fireman</i> ,	30	1474 Tremont street,	Machinist.
224	Huggins, James M., <i>Driver</i> ,	46	37 Cliff street,	Teamster.
223	Booker, Oliver J., <i>Driver H. C.</i> ,	38	73 Warren street,	"
225	Hubbard, Moses N., <i>Foreman</i> ,	39	15 Glenwood street,	Real estate agent.
230	Caswell, Levi L., <i>Hoseman</i> ,	28	Bumstead lane,	Oil carpet painter.
231	Soesman, Thomas C., "	31	27 Prescott place,	Teamster.
232	Downes, George W., "	34	40 Cliff street,	Painter.
226	Jones, Charles C., "	26	2 Dana place,	"
227	Jones, Moses H., "	27	2018 Washington st.,	Carpenter.
234	Choate, Albert F., "	31	Bumstead lane,	Oil carpet printer.
233	Gay, William H., "	27	15 Gardner court,	Machinist.

Admitted during the year 1872.

William H. Gay : in place of Benjamin F. Applebee, honorably discharged.

TREMONT

STEAM FIRE ENGINE, No. 13.

HOUSE ON CABOT STREET, ROXBURY DISTRICT.

This engine was built by Messrs. Juckett & Freeman of this city. Put into service April, 1870. It is a double-reciprocating vertical engine, $7\frac{1}{4}$ -inch steam cylinders, 8-inch stroke, with $4\frac{3}{8}$ -inch pumps, so constructed as to work double or single.

The weight of the engine, as drawn to fires, is 7,500 pounds.

This company was organized April 6th, 1865.

No. of badge	Names.	Age.	Residence.	Occupation.
242	Swift, Francis, <i>Engineman</i> ,	42	Cliff street,	Engineman.
244	Booker, William F., <i>Fireman</i> ,	32	Ruggles street,	Fireman.
252	Burgess, E. B., <i>Driver Eng.</i> ,	29	Conant street,	Driver.
243	Freeman, Francis, <i>Driver H. C.</i> ,	50	Cabot street,	"
249	Rosemere, C. L., <i>Foreman</i> ,	32	Camden street,	Piano-forte maker.
247	Pratt, F. C., <i>Hoseman</i> ,	30	Ruggles street.	Machinist.
248	Lincoln, Charles H., "	35	" "	Cabinet maker.
253	Hood, G. W., "	29	Camden street,	Carpenter.
254	Kendall, H. S., "	29	Ruggles street,	Painter.
246	Gilman, G. W., "	39	Conant street,	Carpet painter.
241	Roe, E. J., "	29	Culvert street,	Expressman.
251	Horn, S. T., "	23	Weston street,	Painter.

Admitted during the year 1872.

Francis Freeman: in place of Charles C. Clark, discharged.

Edwin J. Roe: in place of Richard Eaton, Jr., discharged.

Samuel T. Horn: in place of Anthony Atwood, discharged.

DEARBORN

STEAM FIRE ENGINE, No. 14.

HOUSE ON CENTRE STREET, ROXBURY DISTRICT.

This engine was built by the Amoskeag Manufacturing Company, Manchester, N. H. It is a double-reciprocating vertical engine, $7\frac{1}{2}$ -inch diameter cylinders, 8-inch stroke; pumps $4\frac{3}{4}$ inches in diameter, and 8-inch stroke; will throw 500 gallons of water per minute; it has $4\frac{3}{4}$ square feet grate-surface, and 219 square feet heating-surface. The weight of this engine, as drawn to fires, is 7,525 pounds.

Put into service September 17, 1870.

This company was organized December 17th, 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
261	Nannery, Thos., <i>Engineman</i> ,	35	35 Coventry street.	Engineer.
262	Raymond, Chas. M., <i>Fireman</i> .	33	Rear 10 Centre st.,	Fireman.
264	Bates, Calvin W., <i>Driver Eng.</i> ,	37	2 Washington ct.,	Driver.
272	Snow, Alvah D., <i>Driver H. C.</i> ,	32	2163 Washington st.,	"
268	Webber, Lewis P., <i>Foreman</i> ,	30	Milford place,	Car builder.
269	Barutio, John H., <i>Hoseman</i> ,	46	Cunard street,	Shoemaker.
266	Kilduff, Dennis, "	26	Dunlow street,	Watchman,
271	Smith, John G., "	31	Avon place,	Cutter.
263	Slattery, M. J., "	23	Conant place,	Machinist.
273	White, George, "	41	1 Washington ct.,	Hotel keeper.
265	Vose, Calvin A., "	39	4 " "	Saloon "
274	Yendley, John R., "	28	35 Coventry street.	Paper hanger.

Admitted during the year 1872.

Dennis Kilduff: in place of Jabez Watkins, who died January 29th, 1872.

George White: in place of Frederick Houseman, honorably discharged.

M. J. Slattery: in place of W. D. Richards, discharged.

WALTER E. HAWES

STEAM FIRE ENGINE No. 15.

HOUSE CORNER DORCHESTER AVENUE AND BROADWAY EXTENSION.

This engine was built by the Amoskeag Manufacturing Company, at Manchester, N. H. It is a double-reciprocating vertical engine, $7\frac{1}{2}$ -inch diameter cylinders, 8-inch stroke; pumps $4\frac{3}{8}$ inches in diameter, and 8-inch stroke; will throw 500 gallons of water per minute. It has $4\frac{3}{4}$ square feet grate-surface, 219 square feet heating-surface.

The weight of this engine, with the hose-carriage and 500 feet of hose, as drawn to fires, is 8,500 pounds. Put into service December, 1869.

This company was organized December, 1869.

No. of badge	Names.	Age.	Residence.	Occupation.
284	Gilman, David E., <i>Engineer</i> ,	51	108 F street,	Engineer,
285	Carpenter, Benj. W., <i>Fireman</i> ,	37	Engine House,	Machinist.
295	Donnels, Alonzo, <i>Driver</i> ,	44	255 Gold street,	Teamster.
287	Cogley, Nicholas C., <i>Foreman</i> ,	43	140 Athens street,	Blacksmith.
292	Bennett, James, <i>Hoseman</i> ,	35	121 Broadway,	Plumber.
293	Leonard, Dennis P., “	30	291 Dorchester street,	Cabinet maker.
290	Marshall, Amos E., “	26	150 4th street, rear,	Machinist.
288	Reed, Charles E., “	26	19 5th street,	Car inspector.
294	Stowell, Brown P., “	43	453 Broadway,	Car builder.
286	Smith, Charles H., “	29	173 3d street,	Machinist.
289	Wood, Orestes L., “	30	117 Bolton street,	Blacksmith.

Admitted during the year 1872.

Benjamin W. Carpenter: in place of James Kain, honorably discharged.

S. H. HEBARD

STEAM FIRE ENGINE, No. 16.

HOUSE ON TEMPLE STREET, WARD 16.

This engine was built by William Jeffers, Pawtucket, R. I. It has one steam cylinder 9 inches in diameter, and one double-acting vertical plunger-pump $5\frac{1}{4}$ inches in diameter and $7\frac{1}{2}$ -inch stroke. At a fair working speed, it will discharge 450 gallons of water per minute.

Put into service October 20, 1869.

The weight of apparatus, as drawn to fires, is 7,100 pounds.

This company was organized November 8th, 1869.

No. of badge	Names.	Age.	Residence.	Occupation.
740	Freeman, E. H., <i>Engineman</i> ,	33	River st., Ward 16,	Engineer.
744	Shields, William, <i>Fireman</i> ,	42	Temple place, "	Machinist.
741	Hebard, S. O., <i>Driver Eng.</i>	29	River street, "	Driver.
746	Merrill, E. R., <i>Driver H. C.</i> ,	31	Adams street, "	"
743	Carsley, Wm.. W. <i>Foreman</i> ,	39	Washington st., "	Cabinet maker.
742	Hutchinson, John, <i>Hoseman</i> ,	31	Forest Hill av., "	" "
747	Strangman, Jedidiah, "	34	Temple street, "	Harness maker.
745	Thayer, Minot B., "	33	Washington st., "	Clerk.
748	Plummer, Horace N., "	23	Temple street, "	Carpenter.
750	Baumister, John, "	27	Dorchester av., "	Cabinet maker.
749	Mason, Rufus L., "	35	Richmond st., "	Machinist.

Admitted during the year 1872.

Edwin R. Merrill : in place of Thomas Strangman, honorably discharged.

PROTECTOR

STEAM FIRE ENGINE, No. 17.

HOUSE ON MEETING-HOUSE HILL, WARD 16.

This engine was built by Messrs. Hunneman & Co., of this city. It is a double-reciprocating vertical engine, 7-inch steam cylinder, 8-inch stroke, with $4\frac{1}{2}$ -inch pumps, so constructed as to work double or single; will discharge 600 gallons of water per minute.

Put into service March, 1866. The weight of the engine, as drawn to fires, is 8,350 pounds.

This company was organized January 3, 1870.

No. of badge	Names.	Age.	Residence.	Occupation.
760	Lane, Charles C., <i>Engineer</i> ,	40	Meeting House Hill,	Engineer.
768	Bird, Nath'l H., <i>Fireman</i> ,	37	Highland street,	Fireman.
761	Freeman, Patrick, <i>Driver Eng.</i> ,	28	" "	Driver.
770	Gordon, Rustus, <i>Driver H. C.</i> ,	27	Ellsworth street,	"
772	Greenwood, John F., <i>Foreman</i> ,	31	Dorchester avenue,	Mason.
764	Hatch, Thomas J., <i>Hoseman</i> ,	42	Adams street,	Janitor.
763	Lake, Albert F., "	32	" "	Mason.
771	Howe, Stephen H., "	25	Linden street,	Carpenter.
766	Jones, William, "	36	Highland street,	Tinsmith.
767	Glover, Alexander, jr., "	25	Ellsworth street,	Carpenter.
769	Finley, James E., "	30	Commercial street,	Expressman.

TORRENT

STEAM FIRE ENGINE, No. 18.

HOUSE ON HARVARD STREET, WARD 16.

This engine was built by William Jeffers, Pawtucket, R. I. It has one steam cylinder 6 inches in diameter, one double-acting plunger-pump 5¼ inches in diameter, and 7½-inch stroke; at a fair workingspeed it will discharge 300 gallons of water per minute.

Put into service January, 1870. The weight of this engine, including the hose-carriage with 350 feet of hose, as drawn to fires, is 7,347 pounds.

This company was organized December 27, 1869.

No. of badge	Names.	Age.	Residence.	Occupation.
780	Briggs, Lewis, <i>Engineman</i> .	45	Bowdoin avenue,	Engineer.
789	Ripley, David, <i>Fireman</i> ,	41	" street,	"
781	Cooper, William H., <i>Driver</i> ,	25	" "	Driver.
782	Hewins, J. Foster, <i>Foreman</i> ,	34	Washington street,	Clerk.
783	Pitman, George L., <i>Hoseman</i> ,	31	" "	"
784	Woodward, William T., "	29	Harvard street,	"
786	Hallahan, Maurice, "	32	Coffey court,	"
791	Donahue, Timothy, "	25	Washington street,	Carpenter.
788	Fobes, Henry, "	51	Harvard street,	Farmer.
790	Broad, Frank W., jr., "	41	Bowdoin street,	Driver.
787	Brigham, Edward W., "	24	Washington street,	Clerk.

ALERT

STEAM FIRE ENGINE, No. 19.

HOUSE ON NORFOLK STREET, DORCHESTER DISTRICT.

This engine was built by William Jeffers, Pawtucket, R. I. It has one steam cylinder 9 inches in diameter, and one double-acting vertical plunger-pump $5\frac{1}{4}$ inches in diameter, and $7\frac{1}{2}$ -inch stroke. At a fair working-speed it will discharge 300 gallons of water per minute.

Put into service January 1st, 1870. The weight of this engine and hose-carriage and 350 feet of hose, as drawn to fires, is 7,500 pounds.

This company was organized January 1st, 1870.

No. of badge	Names.	Age.	Residence.	Occupation.
800	Hebard, Ezra B., <i>Engineman</i> ,	37	Norfolk street,	Engineer.
805	Williams, Isaac A., <i>Fireman</i> ,	24	River street,	Machinist.
801	Knox, Luther M., <i>Driver</i> ,	42	Fremont street,	Driver.
810	Fenno, George F., <i>Foreman</i> ,	38	River street,	Carpenter.
802	Bird, George H., <i>Hoseman</i> ,	45	" "	Wheelwright.
806	Tucker, Henry B., "	26	" "	Blacksmith.
807	Scannell, John D., "	26	" "	"
808	Baker, Jonathan, "	35	Norfolk street,	Carpenter.
809	Towner, Erasmus D., "	30	McIntosh place,	Paper maker.
811	Berry, Warren W., "	25	River street,	Carpenter.
804	Abenzeller, Joseph, "	41	" "	Farmer.

Admitted during the year 1872.

Joseph Abenzeller : in place of Charles E. Stephenson, discharged.

INDEPENDENCE

STEAM FIRE ENGINE, No 20.

HOUSE ON WALNUT STREET, WARD 16.

This engine was built by William Jeffers, Pawtucket, R. I. It has one steam cylinder 9 inches in diameter, and one double-acting vertical plunger-pump of $5\frac{1}{4}$ inches in diameter, and $7\frac{1}{2}$ -inch stroke. At a fair working speed her builder claims that she can discharge 400 gallons of water per minute.

Put into service January, 1870. The weight of this engine, as drawn to fires, is 7,450 pounds.

This company was organized January 1st, 1870.

No. of badge	Names.	Age.	Residence.	Occupation.
820	Muzzy, Franklin, <i>Engineman</i> ,	44	Woods court,	Machinist.
830	Swain, William O., <i>Fireman</i> ,	30	Neponset street,	Fireman.
821	Simpson, George, <i>Driver</i> ,	30	Woods court,	Driver.
822	Temple, Thomas F., <i>Foreman</i> ,	34	Walnut street,	Clerk.
823	Blanchard, Wm. G., <i>Hoseman</i> ,	34	Oakman place,	Carpenter.
824	Emery, Frank C. P., “	32	High street,	Painter.
825	Pillsbury, William R., “	33	Chickatawbut street,	Carpenter.
826	Richardson, George W., “	35	Washington street,	Machinist.
828	Bronsdon, Fred H., “	34	Plane street,	“
829	Dennison, George G., “	41	Walnut street,	Painter.
827	Berry, George W., “	41	Washington court,	Blacksmith.

J. H. UPHAM

STEAM FIRE ENGINE, No. 21.

HOUSE ON BOSTON STREET, WARD 16.

This engine was built by William Jeffers, Pawtucket, R. I. It has one steam cylinder 9 inches in diameter, and one vertical double-acting plunger-pump $5\frac{1}{4}$ inches in diameter, and $7\frac{1}{2}$ -inch stroke; at a fair working speed she will discharge 400 gallons of water per minute. Put into service December 27, 1869. The weight of apparatus, as drawn to fires, is 6,950 pounds.

No. of badge	Names.	Age.	Residence.	Occupation.
840	Gilbert, Joseph R., <i>Engineman</i>	40	Dexter court,	Machinist.
846	Flanders, R. E., <i>Fireman</i> ,	29	Boston street,	"
841	Bridgham, S. H., <i>Driver</i> ,	29	" "	Driver.
842	Graham, James B., <i>Foreman</i> ,	37	Albion street,	Painter.
843	Williams, Josiah F., <i>Hoseman</i> ,	31	Cottage street,	Grocer.
845	Glidden, Robert T., "	42	Hamlet street,	Carpenter.
848	Stinson, Charles O., "	26	Stoughton street,	"
847	Hersey, Theodore, "	47	Berkeley place,	Clerk.
850	Davenport, Oliver, "	43	Columbia street,	Blacksmith.
849	Crosby, James, "	39	Berkeley place,	Machinist
844	Richardson, G. W., "	31	Boston street,	Carpenter.

Admitted during the year 1872.

G. W. Richardson: in place of A. E. Richardson, honorably discharged.

R. E. Flanders, transferred from Hose Company No. 1: in place of James E. Caswell, honorably discharged.

WASHINGTON

HOSE CARRIAGE, No. 1.

HOUSE ON SALEM STREET.

This carriage was built by Messrs. Hunneman & Co., of this city. It weighs, with the driver and 800 feet of 2½-inch leading hose, 3,000 pounds. Put into service May 1, 1869.

This company was organized April 1st, 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
321	Pearson, Albert L., <i>Driver</i> ,	44	4 Bartlett place,	Teamster.
322	Brownell, Benj. C., <i>Foreman</i> ,	47	2 Thatcher street,	Cabinet maker.
323	Harper, William E., <i>Hoseman</i> ,	45	1 Chesman place,	Shoemaker.
323	Putnam, Uzziel, “	35	104 Salem street,	Fire-Alarm office.
329	Pool, Samuel P., “	38	17 Salutation street,	Spar maker.
324	Ridler, Samuel F., “	29	30 Appleton street,	Teamster.
327	Reed, Francis, “	42	166 Endicott street,	Stevedore.
325	Golding, Thomas E., “	31	1 Elmer place,	Paver.
326	Lottredge, William B., “	32	5 Bartlett place,	Clerk.

Admitted during the year 1872.

William B. Lottredge, transferred from Engine Company No. 10: in place of R. E. Flanders, transferred to Engine Company No. 21.

UNION

HOSE CARRIAGE, No. 2.

HOUSE ON HUDSON, BETWEEN HARVARD AND OAK STREETS.

This carriage was built by Messrs. Hunneman & Co., of this city. Its weight, as drawn to fires, is 3,080 pounds. Put into service September 17, 1870.

This company was organized May 1st, 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
341	Walker, Frank, <i>Driver</i> ,	42	Hose House,	Driver.
348	Brown, Nathan S., <i>Foreman</i> ,	31	151 Tyler street,	Provision dealer.
342	Merritt, Thomas, <i>Hoseman</i> ,	41	136 " "	Carpenter.
343	Stone, Sylvester, "	53	107 " "	Teamster.
347	Brown, Frank B., "	28	151 " "	Provision dealer.
349	Rankin, David A., "	27	80 Hudson street,	Painter.
346	Gariboldi, Ambrose, "	29	33 Kneeland street,	Teamster.
345	Scott, Andrew C., "	22	Hose House,	Carpenter.
344	Ingersoll, Charles, "	25	3 Hathorn place,	Expressman.

Admitted during the year 1872.

Charles Ingersoll: in place of Alfred B. Smith, honorably discharged.

FRANKLIN

HOSE CARRIAGE, No. 3.

HOUSE ON NORTH GROVE STREET.

This carriage was built by the Amoskeag Manufacturing Company, at Manchester, N. H.; the weight of which, including the driver and 1,000 feet of leading hose, is 3,175 pounds. Put into service July 4, 1868.

This company was organized June 16, 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
361	Ely, Horatio, <i>Driver</i> ,	56	2 Fruit street place,	Driver.
364	Bolton, Joseph F., <i>Hoseman</i> ,	30	30 Charter street,	Paper hanger.
366	Mills, James, “	38	5 Fruit street place,	Tonsorial artist.
363	Ronimus, John, “	55	10 Anderson street,	Laborer.
367	Taylor, William H., “	36	148 Cambridge street,	Teamster.
365	Tracy, Henry A., “	40	32 Poplar street,	Book binder.
369	Young, Alfred A., “	33	31 Grove street,	Reed maker.
368	Blonde, Edwin A., “	39	35 Blossom street,	Painter.
362	Kyte, Thomas H., “	25	31 Grove street,	Organ maker.

Admitted during the year 1872.

Thomas H. Kyte: in place of George W. Clarke, appointed Assistant Engineer.

CHESTER

HOSE CARRIAGE, No. 4.

HOUSE ON NORTHAMPTON STREET.

This carriage was built by Messrs. Hunneman & Co., of this city; the weight of which, including the driver and 800 feet of hose, is 2,980 pounds. Put into service November 27, 1868.

This company was organized 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
390	Thayer, Benjamin F., <i>Driver</i> ,	45	Hose house,	Teamster.
386	LeCain, John H., <i>Foreman</i> ,	35	14 Shawmut place,	Carpenter.
389	LeCain, George, <i>Hoseman</i> ,	27	88 Camden street,	"
388	Marshall, William B., "	26	" " "	"
383	Knight, David L., "	49	7 Taylor street,	Broker.
385	Martin, Edward, "	22	1558 Washington st.,	Baker.
382	Gilbert, John L., "	41	133 Northampton st.,	Tin smith.
384	Soll, John, "	42	5 Chester place,	Carpenter.
387	Pike, George L., "	45	2 Lenox street,	"

Admitted during the year 1872.

Edward Martin: in place of Edward F. Barney, honorably discharged.

William B. Marshall: in place of Sidney S. Hartshorn, honorably discharged.

SUFFOLK

HOSE CARRIAGE, No. 5.

HOUSE ON SHAWMUT AVENUE, NEAR CANTON STREET.

This carriage was built by Mr. L. B. Button, of Waterford, N. Y. Put into service September 17, 1870. The weight of this apparatus, as drawn to fires, is 2,850 pounds.

This company was organized September 17, 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
402	Lovell, Silas, <i>Driver</i> ,	46	48 West Dedham st.,	Box maker.
403	Fernald, George C., <i>Foreman</i> ,	39	64 Tyler street,	Painter.
404	Fernald, Horace D., <i>Hoseman</i> ,	28	360 Shawmut avenue,	"
406	Bright, Edward H., "	30	13 Waltham street,	Porter.
408	Gardner, George E., "	30	104 West Canton st.,	"
401	Lovell, William, "	50	8 Fabin street,	Box maker.
407	Manley, Willard E., "	37	8 Osborn place,	Painter.
409	Morse, Charles H., "	47	866 Albany street,	"
405	Ryder, Reuben J., "	47	415 Shawmut avenue,	Piano-forte maker.

Admitted during the year 1872.

Horace D. Fernald: in place of Williston A. Gaylord, transferred to Extinguisher Corps No. 2.

George E. Gardner: in place of William H. Gardner, honorably discharged.

WILLIAM WOOLLEY

HOSE CARRIAGE, No. 6.

HOUSE 391 CHELSEA STREET, EAST BOSTON.

This carriage was built by Messrs. Hunneman & Co., Roxbury; the weight of which, with the driver and 800 feet of 2½-inch hose, is 2,400 pounds. Put into service September 1, 1860.

This company was organized September 1st, 1860.

No. of badge	Names.	Age.	Residence.	Occupat on.
421	Brooks, Charles, <i>Driver</i> ,	52	Hose House,	Driver,
426	Weston, John H., <i>Foreman</i> ,	41	277 Meridian street,	Per'l dealer.
422	Colby, John M., <i>Hoseman</i> ,	38	Trenton street,	Clerk.
427	Campbell, Irving W., "	26	Meridian street,	Painter.
423	Jameson, John L., "	45	216 Saratoga street,	Caulker.
428	Lewis, Calvin, "	53	8 " "	Shipwright.
429	Stoddard, Lincoln, "	45	Meridian c. Eutaw st.,	"
425	Burk, John F. M., "	23	Trenton street,	"
424	Misener, Edward A., "	31	65 Saratoga street,	Paper hanger.

Admitted during the year 1872.

Edward A. Misener : in place of James T. Cummings, honorably discharged.

ELIOT

HOSE CARRIAGE, No. 7.

HOUSE ON TREMONT STREET, ROXBURY DISTRICT.

This carriage was built by the Amoskeag Manufacturing Company, at Manchester, N. H. The weight of the carriage, as drawn to fires, with 800 feet of 2½-inch hose and the driver, is 2,830 pounds. Put into service July 4, 1868.

This company was organized July 4, 1868.

No. of badge	Names.	Age.	Residence.	Occupation.
442	Stimpson, Geo. W., <i>Driver</i> ,	26	1044 Tremont street,	Driver.
447	Green, Charles G., <i>Foreman</i> ,	37	" " "	Carpenter.
443	Bills, Theodore K., <i>Hoseman</i> ,	35	20 Williams place,	Baker.
444	Hammett, William E., "	31	3 Orchard place,	Blacksmith.
449	Boss, Joseph, "	48	23 Windsor street,	Piano polisher.
445	Littleton, James M., "	23	12 Newbern street,	Carpenter.
446	Perry, Alfred H., "	38	1 Rogers avenue,	Machinist.
451	Copeland, William A., "	28	188 Cabot street,	Carpenter.
441	Miller, Charles, "	38	14 Franklin place,	Machinist.

Admitted during the year 1872.

Alfred H. Perry: in place of P. F. Ansart, honorably discharged.

William A. Copeland: in place of Joseph W. Sweat, who died August 10, 1872.

Charles Miller: in place of Thomas A. Scott, honorably discharged.

TREMONT

HOSE CARRIAGE, No. 8.

HOUSE ON CHURCH STREET, BETWEEN FAYETTE AND MELROSE STREETS.

This carriage was built by the Amoskeag Manufacturing Company, N. H., the weight of which, as drawn to fires, with 800 feet of 2½-inch hose, is 3,120 pounds. Put into service September 17, 1870.

This company was organized July 1st, 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
461	Blake, William, <i>Driver</i> ,	61	Hose House,	Driver.
462	Prince, Charles H., <i>Foreman</i> ,	39	21 Wheeler street,	Expressman.
466	Barnes, Henry T., <i>Hoseman</i> ,	26	24 Fayette street,	Mason.
463	Dix, Milo S., “	39	19 Winchester street,	“
469	Dalrymple, Walter, “	33	22 Grenville place,	Silver plater.
468	McDonald, Z. Lincoln, “	26	12 Piedmont street,	Teamster.
465	McLaughlin, Hezekiah, “	23	52 Fayette street,	Mason.
467	Young, Henry F., “	32	24 Church street,	Silver plater.
464	Houghton, S. H. T., “	23	134 Tyler street,	Gas fitter.

Admitted during the year 1872.

Stephen H. T. Houghton: in place of Charles R. Classen, honorably discharged.

LAWRENCE

HOSE CARRIAGE, No. 9.

HOUSE B STREET, SOUTH BOSTON.

This carriage was built by Messrs. Brigham, Mitchell & Co., of this city. The weight of this carriage, as drawn to fires, with 500 feet of 2½-inch hose, and the driver, is 2,120 pounds. Put into service November 1, 1860.

This company was organized November 1st, 1860.

No. of badge	Names.	Age.	Residence.	Occupation.
481	Gowen, Thomas W., <i>Driver</i> ,	42	Hose house,	Driver,
482	Byrnes, Thomas C., <i>Foreman</i> ,	41	39 B street,	Furniture mover.
483	Brown, Benj. B., jr. <i>Hoseman</i> ,	31	Baxter, n. E st.,	Teamster.
487	Delano, George H., “	48	Third, n. C street,	Cabinet maker.
489	Luther, Samuel H., “	44	142 Athens street,	Machinist.
490	Norris, William, “	34	121 Broadway	Carpenter.
484	Connor, Daniel E., “	38	195 Fourth street,	Janitor.
485	Parsons, Francis S., “	35	82 Third street,	Teamster.
488	Allen, Charles, “	37	121 Broadway	“

Admitted during the year 1872.

Francis S. Parsons: in place of John J. Conley, honorably discharged.

BRADLEE

HOSE CARRIAGE, No. 10.

HOUSE ON DORCHESTER STREET, WASHINGTON VILLAGE, SOUTH BOSTON.

This carriage was built by the Amoskeag Manufacturing Company, of Manchester, N. H. Put into service March 1, 1868. The weight of this carriage, as drawn to fires, with 1,000 feet of 2½-inch hose and the driver, is 2,500 pounds.

This company was organized March 1st, 1868.

No. of badge	Names.	Age.	Residence.	Occupation.
508	Hawkins, Alex. P., <i>Driver,</i>	43	397 Dorchester street,	Driver.
503	Bowers, John L., <i>Foreman,</i>	46	Woodward street,	Mason.
505	Gill, Henry, <i>Hoseman,</i>	48	198 Dorchester street,	Carriage trimmer.
506	Phillips, Richard G., “	62	Hose house,	Slater.
510	Putnam, George H., “	38	9 Ward street,	Paver.
511	Bowers, Henry T., “	38	373 Dorchester street,	Mason.
502	Fluet, Louis F., “	31	Jenkins street,	Carpenter.
509	Rae, John, “	23	24 Vinton street,	Gas fitter.
501	Cluff, Augustus E., “	23	4 Clapp street,	Mason.

Admitted during the year 1872.

John Rae: in place of Marcus M. Goodale, honorably discharged.

Augustus E. Cluff: in place of Richard W. Kane, who died October 21st.

Richard W. Kane: in place of Captain Joseph Frye, honorably discharged.

WEBSTER

HOSE CARRIAGE, No. 11.

LOCATED IN ENGINE HOUSE, NO. 9, EAST BOSTON.

This carriage was built by William Gilchrist, of East Boston. Put into service September 17, 1872. The weight of this carriage, as drawn to fires, with 700 feet of $2\frac{1}{2}$ -inch hose and the driver, is 2,800 pounds.

No. of badge	Name.	Age.	Residence.	Occupation.
520	Sherman, Gershom, <i>Driver</i> ,	46	103 London street,	Caulker.

WARREN

HOOK AND LADDER, No. 1.

HOUSE ON WARREN SQUARE.

This carriage was built by Messrs. Hunneman & Co., of this city, and is constructed to carry 18 ladders of various lengths, 4 axes, 4 rakes, 6 guy ropes, 2 lanterns, 2 fire-hooks and ropes, 1 crow-bar, 2 pick-axes, 4 shovels, 1 top maul, 1 sledge-hammer, 2 dog hammers and belts, 10 dogs, 6 bolts and keys, 1 monkey wrench, 1 reservoir wrench, 1 butt ladder, 1 long-handle rake, 4 hay-forks, 6 crotch-poles, and 3 brooms.

The weight of this apparatus, as drawn to fires, is 7,085 pounds. The butt and tip ladders are so arranged as to be handily spliced, thus making perfect ladders, from 63 to 65 feet in length.

Put into service December 20, 1869.

No. of badge	Names.	Age.	Residence.	Occupation.
578	Thompson, George W. <i>Driver</i> ,	37	148 Friend street,	Driver.
570	Bickford, Daniel C., <i>Foreman</i> ,	44	4 Prospect street,	Blacksmith.
568	Ware, I. H., <i>Asst. Foreman</i> ,	40	10 Cotting street,	Carpenter.
579	Hoelet, Joseph M., <i>Axeman</i> ,	29	18 Lowell street,	Marble cutter.
565	Griffin, George F., “	33	3 Spring st. court,	Carpenter.
567	Hicks, William J., “	39	25 Wall street,	Carriage maker.
562	Flannagan, Thos. B., “	24	162 Merrimac street,	Carpenter.
564	Finnelly, Thos. E., <i>Rakeman</i> ,	23	103 Myrtle street,	Clerk.
585	Bussey, Oscar B., “	29	6 Bartlett place,	Blacksmith.
569	Knox, Charles H., “	31	8 Montgomery pl.,	Whitener.
582	Hanson, Veranus C., “	32	15 Willard street,	Blacksmith.
561	Stevens, John S., <i>Member</i> ,	53	14 Cotting street,	Carpenter.
577	Merritt, Charles H., “	54	7 Kennard avenue,	“
571	Wilson, David V., “	49	10 Cotting street,	“
587	Warren, Briggs T. “	48	2 Carnes place,	Mason.
580	Chase, John H., “	49	39 Wall street,	Teamster.
581	Clark, James H., “	47	69 Myrtle street,	Carpenter.
566	Ladd, Hastings A., “	49	74 Pinckney street,	Gas fitter.
572	Sawyer, Charles, “	34	127 Chambers street,	Blacksmith
584	Lewis, William, “	29	139 “ “	“
583	Edwards, James, “	49	47 No. Anderson st.,	Engineer.
563	Kimball, Royal A., “	44	11 Cross street,	Whitener.
573	Hathaway, Martin, “	24	70 Poplar street,	Machinist.
586	Severance, Ora F., “	31	11 Willard street,	Carriage maker.

Admitted during the year 1872.

Veranus C. Hanson: in place of Mortimer D. Gill, honorably discharged.
Ora F. Severance: in place of Chandler Griffin, honorably discharged.

WASHINGTON

HOOK AND LADDER, No. 2.

HOUSE ON SUMNER, CORNER ORLEANS STREET, EAST BOSTON.

This carriage was originally built by William Hunt, of East Boston, but has been materially altered since it was first constructed.

The number of ladders carried is 18.

There are also carried on the carriage, 2 hooks, 4 axes, 4 rakes, 2 crow-bars, 4 guy-lines, 9 dogs for fastening ladders, 1 bucket, and 10 straps.

The butt and tip ladders are so arranged as to be handily spliced, thus making perfect ladders, from 57 to 60 feet in length.

The weight of this apparatus, as drawn to fires, is 5,500 pounds.

This company was organized October 1, 1849.

No. of badge	Names.	Age.	Residence.	Occupation.
619	Thayer, Joseph E., <i>Driver</i> ,	42	Hook & Ladder h.	Driver.
602	Simmons, Charles, <i>Foreman</i> ,	47	13 Liverpool street,	Carpenter.
606	Turner, A. C., <i>Asst. Foreman</i> ,	44	9 New street,	Caulker.
612	Seavey, James W., <i>Axeman</i> ,	44	123 Chelsea street,	Mason.
616	Elliot, John H., "	40	20 Trenton street,	Caulker.
603	Jones, David H., "	47	4 Porter street,	"
611	Brown, George A., "	38	37 Princeton street,	Carpenter.
615	Tewksbury, John L., "	39	13 Monmouth street.	"
614	Stinson, Stephen C., <i>Rakeman</i> ,	46	21 New street,	"
613	Lawrence, Leroy P., "	36	16 Border street,	Teamster.
617	Fish, Edwin, "	54	309 Meridian street,	Carpenter.
610	Holmes, Thaddeus, <i>Member</i> ,	51	236 Princeton street,	Caulker.
620	Hayes, William F., "	44	16 Bennington st.,	Painter.
608	Stinson, Benjamin H., "	41	104 Meridian street,	"
609	Crafts, George W., "	48	9 Princeton street,	Caulker.
618	Keene, Richard, "	36	231 London street,	"
605	Foster, Warren, "	69	22 Liverpool street,	Carpenter.
607	Chilcott, George, "	46	30 " "	"
604	Fenno, John, "	43	124 Saratoga street,	Caulker.
601	Ellis, Samuel F., "	42	21 Border street,	Painter.

FRANKLIN

HOOK AND LADDER, No. 3.

HOUSE ON HARRISON AVENUE, CORNER WAREHAM STREET.

This carriage was built by George Bruce & Co., and rebuilt by Messrs. Hunneman & Co., 1870, of this city, and is constructed to carry 20 ladders, 2 fire-hooks, 9 crotch-poles, 5 axes, 4 rakes, 6 guy-ropes, with the necessary wrenches, hammers and dogs; 3 lanterns, 2 fire-buckets, and 1 hand force-pump. Besides the above, there are 3 butt-ladders of 20, 22 and 25 feet, which, when connected with the tip-ladders, may be raised from 55 to 65 feet.

The weight of this apparatus, as drawn to fires, is 7,170 pounds. Put into service June 1, 1860.

This company was organized September 1, 1850.

No. of badge	Names.	Age.	Residence.	Occupation.
641	Prescott, James B., <i>Driver</i> ,	34	618 Harrison avenue,	Driver.
643	Jennings, Isaac K., <i>Foreman</i> ,	39	Washington st.,	Carpenter.
668	Wright, B. B., <i>Asst. Foreman</i> ,	50	48 Gray street,	Rigger.
658	Smith, Hiram D., <i>Axeman</i> ,	28	13 Columbus place,	Carpenter.
646	Durling, William H., “	29	5 Norwich street,	“
663	Durling, John L., “	27	2 Rollins street,	“
660	Jaquith, Silas, “	47	13 Vinal place,	Teamster.
647	Finnity, James, <i>Rakeman</i> ,	31	H. & L. house,	Brewer.
659	Starrett, John L., “	45	56 Hudson street,	Carpenter.
654	Kennison, George A., “	26	H. & L. house,	Paver.
648	Gay, Fred A. W., “	34	45 Winchester st.,	Mason.
651	Briggs, Albert H., <i>Member</i> ,	31	49 “ “	Stair builder,
657	Burrill, Christopher J., “	31	589 Harrison avenue,	Driver.
665	Chase, John W., “	38	79 Dover street,	Carver.
645	Downes, Charles H., “	43	Washington st.,	Gilder.
653	Mitchell, George, “	55	38 Sharon street,	Carpenter.
662	Morrison, John W., “	36	46 Tennyson street,	Stair builder.
664	Runey, John, “	44	49 Fourth street,	Mason.
661	Riley, Robert B., “	29	7 Acton street,	Carpenter.
656	Whitman, Nathan B., “	43	37 Newland street,	Paver.
650	Warren, George W., “	46	13 Medford court,	Carpenter.
667	York, Henry A., “	35	484 Harrison avenue,	Driver.

Admitted during the year 1872.

John W. Chase: in place of Captain James F. Marston, elected to the Common Council.

Leverett L. Cooper: in place of Levi W. Shaw, elected Assistant Engineer.

George W. Warren: in place of Leverett L. Cooper, honorably discharged.

WASHINGTON

HOOK AND LADDER, No. 4.

HOUSE ON EUSTIS STREET, ROXBURY DISTRICT.

This carriage was built by Messrs. Hunneman & Co., of this city. The number of ladders carried is 16; there are also carried on the carriage 2 fire-hooks, 4 crotch-poles, 4 axes, 5 rakes, 6 guy-ropes, 5 hay-forks, 3 lanterns, 3 shovels, wrenches, hammers and dogs complete.

The weight of this apparatus, as drawn to fires, is 5,500 pounds.

This company was organized May 1, 1845.

Carriage put into service April 13, 1872.

No. of badge	Names.	Age.	Residence.	Occupation.
699	Bartlett, Edward R., <i>Driver</i> ,	45	4 Renfrew street,	Expressman.
681	Farry, William, <i>Foreman</i> ,	37	31 Adams street,	Moulder.
690	Cochran, Dan'l, <i>Asst. Foreman</i> ,	36	35 Chadwick street,	Teamster.
700	Frost, George W., <i>Axeman</i> ,	33	Langdon street,	Gas fitter.
688	Randall, Isaac H., “	32	1 Dana place,	Car builder.
682	Crockett, Daniel, “	44	29 Adams street,	Carpenter.
692	Powers, John M., “	39	5 Myrtle place,	“
693	Trull, John, <i>Brakeman</i> ,	33	63 Palmer street,	“
684	Jennings, Thomas, “	47	Fellows street,	Machinist.
687	Schmidters, Jacob, “	37	28 Yeoman street,	Tinsmith.
696	Kelly, John H., <i>Dogman</i> ,	40	16 Magazine street,	Carpenter.
686	Whiting, Edward, <i>Member</i> ,	24	1717 Washington st.,	Pattern maker.
698	Randall, Belville L., “	35	9 Highland street,	Car builder.
688	Bartlett, Henry L., “	41	6 Benney place,	Moulder.
689	Rees, Lawrence, “	38	28 Yeoman street,	“
691	Nichols, Daniel, “	37	900 Albany street,	Carpenter.
697	May, Gilbert S., “	58	12 Rockwell place,	School janitor.
695	Morse, George W., “	26	5 Benney place,	Painter.
685	Allen, Charles O., “	26	1400 Tremont street,	Plumber.
694	Munroe, Frank W., “	26	1 Dana place,	Machinist.

Admitted during the year 1872.

Charles O. Allen : in place of Frank Upton, who died December 31, 1871.

Frank W. Munroe : in place of Frank Hutchins, discharged.

HANCOCK

HOOK AND LADDER, No. 5.

HOUSE ON FOURTH STREET, NEAR DORCHESTER STREET, SOUTH BOSTON.

This carriage was built by Messrs. Hunneman & Co., of this city. Put into service March 3, 1870. The weight of this apparatus, as drawn to fires, is 5,800 pounds.

The number of ladders carried is 16, 2 fire-hooks, 5 crotch-poles, 4 axes, 4 rakes, 4 guy-ropes, 6 ladder-dogs, 2 hammers and 3 lanterns.

This company was organized in 1870.

No. of badge	Names.	Age.	Residence.	Occupation.
710	Donnell, Benj. F., <i>Driver</i> ,	38	H. & L. house,	Driver.
711	Hill, John B., <i>Foreman</i> ,	49	238 Silver street,	Machinist.
712	Clifford, L. M., <i>Asst. Foreman</i> ,	35	Vinton street,	Carpenter.
727	Goodwin, A. E., <i>Axeman</i> ,	38	219 Gold street,	"
724	Lathe, Appleton, "	43	163 Seventh street,	Pattern maker.
715	Howard, John H., "	34	240 Silver street,	Clerk.
719	Spear, Charles, "	42	" " "	Ship carpenter.
717	Hodgkins, John A., <i>Rakeman</i> ,	36	37 C street,	Machinist.
716	Bell, Joseph, "	29	268 Bowen street,	Book binder.
714	McKenzie, A. W., "	39	164 Third street,	Truckmap.
728	Martin, Anthony, "	39	6 Third street court,	Machinist.
725	Perkins, Edward A., <i>Member</i> ,	46	38 Gates street,	Cooper.
722	Choate, Humphrey, "	42	182 Seventh street,	Clerk.
718	Fowler, H. B., "	41	H. & L. house,	Wood planer.
715	Kurrus, David, "	30	236 Third street,	Cooper.
723	Sheene, William, "	41	Bowen street,	Machinist.
721	Vinal, George H., "	37	297 Broadway,	Expressman.
726	Weston, Daniel, "	48	I street place,	Machinist.
720	Whitney, Samuel L., "	29	2 Church avenue,	Painter.
729	Horn, George F., "	25	27 Jenkins street,	Machinist.

Admitted during the year 1872.

George F. Horn : in place of Lyman Locke, honorably discharged.

GEN. GRANT

HOOK AND LADDER, No. 6.

HOUSE ON TEMPLE STREET, WARD 16.

The carriage used by this company at the present time is Relief Carriage No. 4, a new one having been contracted for, and now being built by Messrs. Hunneman & Co., of this city.

This company was organized December, 1869.

No. of badge	Names.	Age.	Residence.	Occupation.
860	Black, David S., <i>Driver</i> ,	34	Forest Hill avenue,	Driver.
865	Smith, Edmund B., <i>Foreman</i> ,	27	Dorchester avenue,	Cabinet maker.
862	Bridgett, Sam'l, <i>Asst. Foreman</i> ,	42	Sanford street,	" "
861	Crane, Henry, <i>Member</i> ,	48	Washington street,	Blacksmith.
864	Bourne, James H., "	25	Mill court,	Painter.
867	Piper, Elijah, "	32	Washington street,	Cabinet maker.
866	Crane, Henry, jr., "	24	" "	Blacksmith.
868	Skinner, Charles E., "	26	Dorchester avenue,	Driver.
863	Lochlin, Samuel B., "	29	Sanford street,	Cabinet maker.

EVERETT

HOOK AND LADDER, No. 7.

HOUSE ON MEETING-HOUSE HILL, WARD 16.

This carriage was built by Messrs. Juckett & Freeman, of this city, and is constructed to carry 14 ladders, 2 fire-hooks, with ropes complete, 4 axes, 4 rakes, 2 augers, 2 iron-bars, 2 brooms, 2 shovels, 4 guy-ropes, 4 crotch-poles, 3 hay-forks, 1 reservoir wrench, 1 monkey wrench, 4 dogs, 3 hammers and 2 belts. The weight of this apparatus, as drawn to fires, is 5,250 pounds. Put into service January, 1869.

This company was organized January 3, 1870.

No. of badge	Names.	Age.	Residence.	Occupation.
880	Gordon, Jason, <i>Driver</i> ,	26	Winter street,	Driver.
884	Fruean, Edmund, <i>Foreman</i> ,	29	Boston street,	Clerk.
882	Bird, Lewis P., <i>Asst. Foreman</i> ,	41	Hancock street,	Hrovision dealer.
883	Curtis, Josiah P., <i>Member</i> ,	39	Dorchester avenue,	Agent.
886	Moulton, William L., “	36	Charles street,	Cabinet maker.
888	Elms, Rollin N., “	33	Church street,	Expressman.
887	Haffermill, George, “	24	Dorchester avenue,	Cabinet maker.
885	Oliver, George F., “	23	Adams street,	Carver.

EXTINGUISHER CORPS, No. 1.

LOCATED IN BULFINCH STREET.

This wagon was built by Joseph T. Ryan, of this city. Put into service May 1, 1871. The weight of this wagon, with 15 extinguishers and 800 feet of hose, is 3,100 pounds.

This company was organized May 1, 1871.

No. of badge	Names.	Age.	Residence.	Occupation.
1,000	Wilson, Charles E., <i>Driver</i> ,	30	44 Revere street,	Teamster.
1,001	Fynes, John A., <i>Member</i> ,	35	8 Fruit street,	Reporter.

EXTINGUISHER CORPS, No. 2.

LOCATED IN HOOK AND LADDER HOUSE, NO. 3.

This wagon was built by Joseph T. Ryan, of this city. Put into service June 1, 1872. The weight of this apparatus, as drawn to fires, is 3,250 pounds.

This company was organized April 1, 1872.

No. of badge	Names.	Age.	Residence.	Occupation.
1,010	Gaylord, Williston S., <i>Driver</i> ,	29	618 Harrison avenue,	Driver.
1,011	Jacobs, W. I., <i>Member</i> .	24	Extinguisher h.	Stair builder.

EXTINGUISHER CORPS, No. 3.

LOCATED IN ENGINE HOUSE NO. 9, EAST BOSTON.

This wagon was built by Joseph T. Ryan, of this city. Put into service November 22, 1872. The weight of this apparatus, as drawn to fires, is 2,610 pounds.

This company was organized August 24, 1872.

No. of badge	Names.	Age.	Residence.	Occupation.
1,050	Fowle, George, <i>Driver</i> ,	36	43 Decatur street,	Driver.

INSURANCE PROTECTIVE DEPARTMENT.

LOCATED IN BULFINCH STREET.

This wagon was built by Messrs. Abbott, Downing & Co., Concord, N. H. It carries 30 rubber cloths to protect merchandise.

There are also carried on the wagon 1 axe, 1 rake, 1 short ladder, 3 shovels, 1 force pump, 4 lanterns, 12 brooms, pails, scrapers, etc.

The weight of this apparatus, as drawn to fires, is 4,000 pounds. Put into service September 1, 1870.

This company was organized October 1, 1868.

No. of badge	Names.	Age.	Residence.	Occupation.
1,023	Garland, Robert F., <i>Driver</i> ,	33	80 Hudson street,	Driver.
1,020	Prescott, J. W. C., <i>Foreman</i> ,	36	22 Coting street,	Teamster.
1,021	Randall, I. W., <i>Asst. Foreman</i> ,	48	9 Winchester st.,	Carpenter.
1,022	Shannon, James B., <i>Member</i> ,	34	7 Carroll place,	Polisher.
1,029	Morse, Alvah, “	55	32 Anderson street,	Carpenter.
1,026	Underhill, B. F., Jr., “	26	14 Lindall place,	Clerk.
1,025	Lynch, Michael A., “	23	57 Dover street,	Machinist.
1,031	Hall, Timothy, “	25	41 Cooper street,	Printer.
1,032	Smith, Samuel E., “	24	1 Wiggin street.	Wood worker.
1,034	Huff, James H., “	27	9 Winchester st.,	Mason.
1,024	Snow, Charles C., “	24	8 Cleveland place,	Teamster.
1,023	Packard, Moses F., “	29	25 Church street,	Mason.
1,027	Reed, James K. P., “	31	5 Gorham place,	Cigar dealer.
1,033	Pelton, Johu C., “	23	79 Middlesex street,	Polisher.

EXPENDITURES FOR THE DEPARTMENT DURING THE MUNICIPAL YEAR 1872.

Items.	1872.												1873.
	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	Totals.
Chief and Secretary	\$425 00	\$425 00	\$425 00	\$425 00	\$425 00	\$425 00	\$425 00	\$425 00	\$425 00	\$425 00	\$425 00	\$425 00	\$5,100 00
Assistant Engineers	541 71	541 71	541 58	583 38	583 38	583 24	583 38	583 38	583 24	541 71	583 38	583 24	6,833 33
Members	16,297 22	15,933 79	17,088 17	16,809 41	17,400 04	17,541 17	17,133 79	17,285 21	17,030 67	17,455 31	17,095 63	17,543 57	205,213 98
Extra Services	261 50	234 50	239 00	186 00	204 50	359 50	240 50	467 50	330 50	458 00	318 50	628 75	3,928 75
Repairing Apparatus	2,231 64	2,752 05	1,075 55	3,378 03	3,212 83	3,864 80	2,796 57	2,878 86	5,987 04	6,651 36	4,531 83	4,817 50	44,178 06
Ladders, Rakes, etc.	55 57	295 11	. . . . .	374 55	75 30	62 22	. . . . .	15 00	317 20	28 62	245 70	385 10	1,854 37
Hose, etc.	1,879 70	416 33	494 96	3,027 71	2,070 75	5,702 61	163 83	3,252 63	5,338 74	4,585 04	24,651 57	7,454 17	59,038 04
Spanners, Belts, etc.	324 00	. . . . .	. . . . .	. . . . .	. . . . .	20 00	. . . . .	. . . . .	140 00	57 25	441 11	535 50	1,517 86
Hats, Badges, etc.	120 25	176 25	113 50	210 75	63 75	124 75	37 00	26 00	1,015 12	283 25	34 75	117 50	2,322 87
Printing . . . . .	. . . . .	24 65	46 21	25 23	142 67	163 52	26 65	51 30	57 96	27 69	. . . . .	. . . . .	593 48
Advertising . . . . .	. . . . .	3 88	82 51	49 48	7 50	9 75	47 64	15 00	4 75	. . . . .	5 88	35 95	262 34
Stationery	29 00	21 85	12 25	13 13	8 03	35 25	7 00	49 22	. . . . .	32 25	15 17	10 25	233 40
Engines	72 70	. . . . .	108 70	213 23	69 55	2 50	58 25	376 35	124 70	293 04	3,104 98	2,952 41	7,376 41
Houses	276 47	503 73	189 38	388 07	100 14	41 11	. . . . .	13 60	64 40	1,008 62	125 18	630 41	3,401 14
Boston	157 02	170 08	126 45	118 09	115 22	86 21	52 25	74 58	77 43	111 63	102 84	147 25	1,339 05
South Boston	70 51	67 14	57 77	58 51	42 39	31 51	31 51	22 89	28 15	36 40	43 50	55 88	546 16
East Boston	279 76	. . . . .	. . . . .	323 47	. . . . .	. . . . .	168 39	. . . . .	. . . . .	167 30	. . . . .	. . . . .	938 92
Dorchester	203 85	. . . . .	. . . . .	206 55	. . . . .	. . . . .	. . . . .	129 60	. . . . .	121 60	. . . . .	. . . . .	661 60

Gas, Roxbury	125 12	. . . . .	813 01	. . . . .	171 72	. . . . .	144 95	. . . . .	773 30	. . . . .	111 80	. . . . .	. . . . .	116 67	. . . . .	. . . . .	498 54
Furniture, etc.	123 54	. . . . .	67 04	. . . . .	171 72	. . . . .	881 13	. . . . .	1,627 06	. . . . .	677 30	. . . . .	124 55	130 12	. . . . .	1,298 22	7,350 17
Washing	152 45	. . . . .	1,291 23	. . . . .	79 38	. . . . .	162 31	. . . . .	89 72	. . . . .	155 79	. . . . .	126 56	116 61	. . . . .	127 40	1,377 41
Hay, Grain, etc.	1,307 59	. . . . .	. . . . .	. . . . .	1,295 19	. . . . .	1,131 81	. . . . .	1,272 46	. . . . .	1,012 72	. . . . .	1,318 97	1,072 44	. . . . .	1,347 38	14,560 05
Horses . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	855 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	1,150 00	. . . . .	. . . . .	4,475 00
Harnesses	245 85	. . . . .	169 45	. . . . .	147 53	. . . . .	307 67	. . . . .	386 49	. . . . .	105 50	. . . . .	646 31	853 24	. . . . .	53 11	4,894 48
Horse hire . . . . .	. . . . .	. . . . .	7 50	. . . . .	8 00	. . . . .	2 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	362 00	389 50
Medical	162 00	. . . . .	7 00	. . . . .	91 50	. . . . .	79 00	. . . . .	. . . . .	. . . . .	7 50	. . . . .	60 00	4 00	. . . . .	179 45	912 45
Shoeing	292 58	. . . . .	214 55	. . . . .	203 95	. . . . .	255 91	. . . . .	182 96	. . . . .	253 39	. . . . .	149 30	378 85	. . . . .	269 08	2,583 45
Tools, Hardware, Supplies, } Oils, etc.	166 73	. . . . .	158 15	. . . . .	106 47	. . . . .	214 19	. . . . .	695 78	. . . . .	101 69	. . . . .	545 01	312 70	. . . . .	255 57	3,344 67
Carriage, etc.	124 63	. . . . .	137 05	. . . . .	119 40	. . . . .	161 50	. . . . .	121 15	. . . . .	104 85	. . . . .	158 06	177 68	. . . . .	466 83	2,159 00
Chief's Horse	32 00	. . . . .	37 50	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	69 50
Small Repairs, etc.	15 11	. . . . .	102 55	. . . . .	. . . . .	. . . . .	120 33	. . . . .	1,260 44	. . . . .	104 70	. . . . .	. . . . .	. . . . .	. . . . .	11 00	1,654 38
New Apparatus . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	1,900 00	. . . . .	. . . . .	. . . . .	350 00	. . . . .	3,300 00	4,920 00	. . . . .	375 00	14,395 00
Water Rates	15 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	45,158 00	. . . . .	252 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	45,425 00
Allowance to Firemen	200 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	200 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	200 00	800 00
Sundries	12 00	. . . . .	53 50	. . . . .	. . . . .	. . . . .	22 00	. . . . .	6 00	. . . . .	2 00	. . . . .	. . . . .	. . . . .	. . . . .	7 00	108 50
Works { Reservoirs	164 67	. . . . .	162 00	. . . . .	78 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	15 00	. . . . .	. . . . .	. . . . .	. . . . .	91 09	536 76
Works { Hydrants	6 00	. . . . .	224 32	. . . . .	. . . . .	. . . . .	29,652 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	29,882 32
Refreshments	12 90	. . . . .	25 00	. . . . .	11 00	. . . . .	15 50	. . . . .	. . . . .	. . . . .	6 00	. . . . .	25 17	209 55	. . . . .	5,755 70	8,677 87
Fireman's Parade	5 00	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	446 47	. . . . .	10 50	3,344 62
Fire Boat . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	5,000 00	. . . . .	1,293 95	19,893 95
Carriage Hire	10 00	. . . . .	. . . . .	. . . . .	9 50	. . . . .	26 00	. . . . .	30 00	. . . . .	42 00	. . . . .	95 50	23 50	. . . . .	99 12	454 12

EXPENDITURES FOR THE DEPARTMENT DURING THE MUNICIPAL YEAR 1872.—*Continued.*

<i>Items.</i>	1872.											1873.	<i>Totals.</i>
	<i>February.</i>	<i>March.</i>	<i>April.</i>	<i>May.</i>	<i>June.</i>	<i>July.</i>	<i>August.</i>	<i>September.</i>	<i>October.</i>	<i>November.</i>	<i>December.</i>	<i>January.</i>	
Committee	\$93 00	\$65 30	\$151 60	\$129 85	\$180 65	\$10 70	\$443 58	\$173 00	\$158 25	\$186 55	\$375 13	\$493 85	\$2,466 46
Chief Engineer and Committee	. . . . .	. . . . .	5 75	368 22	. . . . .	8 00	. . . . .	. . . . .	30 00	27 37	. . . . .	. . . . .	439 34
Extinguishers and Charges . .	. . . . .	. . . . .	. . . . .	397 25	25 00	271 25	29 50	. . . . .	79 50	. . . . .	. . . . .	. . . . .	802 50
Coliseum (Services & Sundries)	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	461 00	2,090 30	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	2,551 30
	\$26,492 07	\$25,101 22	\$23,080 02	108,370 21	\$30,850 76	\$34,922 06	\$27,415 38	\$32,423 82	\$47,563 16	\$47,018 08	\$67,130 56	\$49,018 76	519,386 10

RULES FOR THE DISTRIBUTION
OF
THE FIRE APPARATUS.

ENGINEER'S OFFICE, FIRE DEPARTMENT,
BOSTON, January 1, 1873.

To the Officers and Members of the Fire Department:—

GENTLEMEN,—The new method of striking the Fire Alarm renders it necessary that the rules for the distribution of the apparatus should be explained, that it may be distinctly understood.

The accompanying document is furnished, definitely stating the numbers of each box, and their location, and with explanations for your guidance and instruction.

JOHN S. DAMRELL,
Chief Engineer Boston Fire Department.

CITY OF BOSTON.

FIRE-ALARM TELEGRAPH.

Alarms are sounded by striking the number of the box upon the *Alarm Bells*, and upon the *Gongs*, in the Engine Houses.

EXAMPLES: To announce the existence of a fire near Box No. 41 (Old South Church), the bells will strike *four*, make a pause of a few seconds, then strike *one*, thus: 4 — 1. This will be repeated at intervals of about one minute.

For a fire near Box No. 145 (South Boston Point), the bells will strike *one*, make a pause, then strike *four*, another pause, then strike *five*, thus: 1 — 4 — 5.

Second Alarms are sounded by striking ten blows. *Third Alarms* are sounded by striking twelve blows twice, thus: 12 — 12.

In cases where the *entire department* are required, alarms are sounded by striking twelve blows three times, thus: 12 — 12 — 12.

In cases where Hook and Ladder Companies *only* are wanted, signal to be given by striking ten blows once, with the number of the Company struck twice, thus: Hook and Ladder No. one, 10 — 1 — 1. Hook and Ladder No. four, 10 — 4 — 4. Hook and Ladder No. seven, 10 — 7 — 7.

If more than one Hook and Ladder Company is wanted, the signal will be given thus: Hook and Ladder one and three, 10 — 1 — 1 — 3 — 3. Hook and Ladder two and four, 10 — 2 — 2 — 4 — 4. Hook and Ladder five and seven, 10 — 5 — 5 — 7 — 7.

No person will give alarms for the same fire (after the first alarm has been given), without an order from an Engineer, and the person so ordered will be *sure* to go to the *same box* from which the first alarm was given, and report the same to the Chief Engineer.

LIST OF THE NUMBERS AND LOCALITIES OF THE BOXES.

Locality.

- No. 2 Corner Charter street and Phipps place.
3 Corner Hull and Snowhill streets.
4 Causeway street (Boston and Maine Freight Depot).
5 Corner Causeway and Lowell streets.
6 Corner Leverett and Willard streets.
7 Corner Poplar and Spring streets.
8 Merrimac House (Merrimac street).
9 Constitution wharf.
12 Corner Cooper and Endicott streets.
13 Corner Hanover and Richmond streets.
14 Corner Commercial street and Eastern avenue.
15 Corner Commercial and Richmond streets.
16 East end of Faneuil Hall.
17 Corner Hanover and Salem streets.
18 Quincy House.
19 Haymarket Square (B. & M. Depot).
21 Corner Sudbury and Hawkins streets.
23 Corner Cambridge and Bowdoin streets.
24 North Russell street (Church).
25 West City Stables.
26 Corner Cambridge and West Cedar streets.
27 River street (Steamer House No. 10).
28 Corner Beacon and Spruce streets.
29 Corner Beacon and Clarendon streets.
31 Corner Beacon and Beaver streets.
32 Corner Pinckney and Anderson streets.
34 Corner Hancock and Myrtle streets.
35 Beacon street opposite Somerset street.
36 Court square (Police Station No. 2).
37 Corner India street and Central wharf.
38 Corner Atlantic avenue and Long wharf.
39 Mason street.
41 Corner Washington and Milk streets.
42 Corner Winter street and Central place.
43 Corner Washington and Bedford streets.

- No. 45 Corner Federal and Channing streets.
46 Corner Milk and Oliver streets.
47 Corner Broad street and Rowe's wharf.
48 B. H. & E. R. R. Station.
51 Corner Purchase and Pearl streets.
52 Corner Bedford and Lincoln streets.
53 Corner Washington and Boylston streets.
54 Corner Beach and Hudson streets.
56 Corner Kneeland and South streets (Old Colony Depot).
57 Hudson street (Hose No. 2).
58 Harvard street (B. & A. Freight Depot).
59 East street (School-house).
61 Warrenton street (near Tremont).
62 Pleasant street (Providence Depot).
63 Berkeley street, near Commonwealth avenue.
64 Washington street and Indiana place.
65 Corner Harrison avenue and Seneca street.
67 Corner Washington and Common streets.
68 Corner Harrison avenue and Wareham street.
69 Corner Beacon and Exeter streets.
71 Corner Warren avenue and Berkeley street.
72 Washington street (Steamer House No. 3).
73 Corner Shawmut avenue and Waltham street.
74 Dedham street (Police Station No. 5).
75 Shawmut avenue (Hose House No. 5).
76 Corner Tremont and Rutland streets.
78 Parker street and R. R. Crossing.
79 Corner Dover and Albany streets.
81 Corner West Canton and Appleton streets.
82 Northampton street (Hose House No. 4).
83 Corner Tremont and Camden streets.
84 South City Stables.
85 Corner Castle and Village streets.

SOUTH BOSTON.

- 121 Corner First and A streets.
123 Corner Broadway and Dorchester ave.
124 Broadway, near C street (Police Station No. 6).

- No. 125 Blake's Factory, Dorchester avenue.
126 Corner Second and E streets.
127 Corner Eighth and E streets.
128 Corner Dorchester street and Dorchester ave.
129 Corner Sixth and B streets.
131 Corner Eighth and G streets.
132 Broadway, corner Dorchester street.
134 Corner Fifth and D streets.
135 Corner Eighth and K streets.
136 Corner First and K streets.
137 Fourth street, between K & L (Steamer Ho. No. 2).
138 House of Correction (Gate).
141 Boston wharf.
142 Page's Mill, First street.
143 Corner of Dorchester and Seventh streets.
145 Corner Fourth and P streets.
146 American Steam Safe Works, City Point.
147 Corner G and Thomas streets.

EAST BOSTON.

- 151 Ferry House.
152 Corner Sumner and Lamson streets.
153 Corner Webster and Orleans streets.
154 Corner Maverick and Meridian streets.
156 Corner Sumner and Border streets.
157 Corner Decatur and Liverpool streets.
158 Corner Paris and Decatur streets.
161 Grand Junction Yard.
162 Corner Bennington street and Central square.
163 Corner Chelsea and Marion streets.
164 Simpson's wharf, Marginal street.
165 Corner Marion and Trenton streets.
167 Smith and Fisher's Forge Works, Maverick street.
171 Porter's wharf, Border street.
172 Pottery Works, 146 Condor street.
173 Corner Eagle and Glendon streets.
174 Corner Brooks and Saratoga streets.
175 Corner Chelsea and Saratoga streets.

- No. 176 Sanborn Tube Works, Saratoga street.
178 Corner Moore and Saratoga streets.

ROXBURY.

- 212 Corner Albany and Hampden streets.
213 Corner Norfolk avenue and Hampden street.
214 Corner Washington and Arnold streets.
215 Corner Tremont and Cabot streets.
216 Corner Ruggles and Parker streets.
217 Corner Ruggles and Tremont streets.
218 Corner Ruggles street and Shawmut avenue.
219 Longwood avenue (Carpet Factory).
231 Hook and Ladder No. 4 (Eustis street).
232 Corner Eustis and Dearborn streets.
234 Dudley street (Police Station No. 9).
235 Corner Warren and Dudley (Eng. No. 12).
236 Corner Cabot and Culvert (Eng. No. 13).
237 Corner Dudley and Putnam streets.
238 Small-pox Hospital (Swett street).
241 Corner Warren street and Walnut avenue.
242 Corner Clifford street and Blue Hill avenue.
243 Engine No. 14, Centre street.
245 Pyncheon street (Police Station No. 10).
246 Longwood.
247 Corner Tremont and Francis streets.
248 Repair Shop, Boston and Providence R. R.
251 Corner Highland and Cedar streets.
252 Corner Dale street and Shawmut avenue.
253 Corner Warren street and Blue Hill avenue.
254 Corner Pyncheon and Heath streets.
256 School-house, Heath street.
257 Corner Townsend and Warren streets.
261 Eggleston square.
262 Highland and Marcella streets.

DORCHESTER.

- 312 Corner Boston and Mt. Vernon streets.
313 Corner Dorchester avenue and Cottage street.

- 314 Engine House 21, Boston street.
- 315 Corner Stoughton and Cottage streets.
- 316 Engine House 17, Meeting-house Hill.
- 317 Corner Bird and Ceylon streets.
- 321 Savin Hill.
- 323 Glover's Corner.
- 324 Corner Green and Bowdoin streets.
- 325 Field's Corner.
- 326 Harrison square.
- 327 Harris School-house, Adams street, opp. Centre.
- 341 Corner Commercial and Preston streets.
- 342 Corner Neponset avenue and Minot street.
- 343 Corner Water and Walnut streets.
- 345 Corner Adams and Granite streets.
- 346 Corner Dorchester avenue and Codman street.
- 347 Corner Washington and Fuller streets.
- 351 Corner Washington street and Dorchester avenue.
- 352 Engine House, No. 16.
- 353 Engine House 19, Norfolk street.
- 354 Corner Norfolk and Madison streets.
- 356 Corner Washington and Norfolk streets.
- 357 Engine House 18, Harvard street.
- 361 Corner Harvard street and Blue Hill avenue.

DIRECTIONS TO THOSE HOLDING SIGNAL KEYS.

If a fire is discovered, go to the nearest Box to the fire. Pull the slide all the way down once, and let go. If POSSIBLE, wait at the Box, so as to direct the Firemen to the fire. If you hear no reply on the Bells, pull again. If no reply after the third trial, go to the nearest Box. The Police, upon hearing the Bells, will spring their rattles, and call the number of the Box.

CAUTIONS.

1. BE SURE there is a fire before sounding the alarm.
2. Never sound the alarm for a fire seen at a distance.
3. Never open the Box or touch the apparatus, except in case of fire.

4. Be sure your Box is locked before leaving it.
5. Never let the key go out of your possession, unless called for by the Superintendent.
6. If you remove from your house or place of business, return the key to the Fire Alarm Office. *Don't leave it with the new tenant.*

JOHN F. KENNARD, *Superintendent,*
City Hall.

NEHEMIAH GIBSON,
Chairman of Committee on Fire Alarms.

FIRE RESERVOIRS.

Where Water can be obtained in case of Fire within the City of Boston, January 1, 1873.

1. Auburn, corner of Livingston street — iron cover — filled by a 4-inch Cochituate water-pipe.
2. Anderson street, opposite Phillips School-house — cover in street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
3. Blossom, corner of McLean street — cover in the street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
4. Bowdoin square — cover in the centre — filled by a spring — capacity 300 to 400 hogsheads.
5. Bowdoin square, opposite Bulfinch street — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads.
6. Brattle street, corner of Brattle square — filled by a 4-inch Cochituate water-pipe — iron cover.
7. Broad, near State street — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads — iron cover.
8. Batterymarch, near Broad street — cover in the street — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads.
9. Beach, corner of Hudson street — filled by a 4-inch Cochituate water-pipe.
10. Cambridge, corner of Irving street — cover in Irving street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
11. Cambridge, corner of Hancock street — cover in Hancock street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
12. Chambers, corner of Poplar street — iron cover in the square — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
13. Causeway, corner of Merrimac street — filled by a 4-inch Cochituate water-pipe.

14. Charlestown street, opposite 52 — at the junction of Beverly street — filled by the tide.
15. Chestnut, corner of Walnut street — cover in Walnut street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
16. Charlestown, corner of Medford street — filled by the tide.
17. Chestnut, near corner of West Cedar street — filled by a 4-inch Cochituate water-pipe.
18. Clinton, opposite Fulton — cover in the street — filled by a 4-inch Cochituate water-pipe — capacity 300 to 400 hogsheads.
19. Congress, near High street — iron cover — cover on the south side — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
20. Court square, opposite south-east corner of the Court-house — iron cover — filled by a Cochituate water-pipe.
21. Chauncy street, opposite 19 — filled by a 4-inch Cochituate water-pipe.
22. Church street, front of Methodist church — filled by a 4-inch Cochituate water-pipe. Iron cover.
23. Church, corner of Fayette street — cover on north-east side, near sidewalk. Iron cover.
24. West Canton street, opposite No. 89 — capacity from 60 to 70 hogsheads.
26. Derne, corner of Temple street — filled by a 4-inch Cochituate water-pipe.
27. West Dedham street, opposite 67 — iron cover — capacity from 60 to 70 hogsheads.
28. East street, opposite the School-house — filled by a 4-inch Cochituate water-pipe.
29. Edinboro', near Essex street — iron cover — capacity from 60 to 70 hogsheads — filled by a 4-inch Cochituate water-pipe.
30. Essex street, opposite No. 5 — iron cover — cover near sidewalk — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
31. Friend, corner of Travers street — iron cover — filled by a 4-inch Cochituate water-pipe.
32. Franklin, corner of Hawley street — filled by a 4-inch Cochituate water-pipe — capacity from 60 to 70 hogsheads.
33. Franklin, corner of Devonshire street — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads.

34. Federal, corner of Channing street — iron cover — filled by a 4-inch Cochituate water-pipe.
35. Federal street, opposite Piper's Wharf — iron cover — cover in the street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
36. Green, opposite Leverett street — filled by a 4-inch Cochituate water-pipe — iron cover.
37. Hanover street, opposite No. 96 — cover in the street — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads.
38. Hanover, at the junction of Salem and Endicott streets — cover in the street — filled by a 4-inch Cochituate water-pipe.
39. Hanover street, front of Station-house No. 1 — capacity from 300 to 400 hogsheads.
40. Hanover, corner of Clark street — capacity from 300 to 400 hogsheads.
41. Haymarket square — cover opposite No. 4 — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads.
42. Hawkins street, front of Mayhew School-house — filled by a 4-inch Cochituate water-pipe.
43. Hudson, corner of Kneeland street — iron cover on sidewalk — capacity from 60 to 70 hogsheads.
44. Hudson, near Curve street.
45. Harrison avenue, corner of Kneeland street — iron cover — cover in the centre — capacity from 60 to 70 hogsheads.
46. Harrison avenue, corner of Bennet street — iron cover — capacity from 60 to 70 hogsheads.
47. Harrison avenue, opposite Curve street — filled by a 4-inch Cochituate water-pipe — iron cover.
48. Harrison avenue, corner of Asylum street — iron cover.
49. Harrison avenue — iron cover — near Hallet & Davis's Piano-forte manufactory.
50. Liberty square, opposite No. 1 — near corner of Kilby street — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads — iron cover.
51. Leverett, opposite Spring street — iron cover — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
52. Lancaster, corner of Merrimac street — iron cover — capacity from 300 to 400 hogsheads.

53. Mount Vernon street, rear of State House — cover in the street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
54. Mount Vernon street, near Louisburg square — cover in the street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
55. Myrtle, corner of Irving street — cover in Irving street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
56. North square — cover in centre — capacity from 300 to 400 hogsheads.
57. Pearl street, opposite Sturgis street — iron cover — cover in middle of street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
58. Pleasant, corner of Carver street — cover in Carver street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
59. Pleasant, opposite Eliot street.
61. Salem, corner of Cooper street — iron cover — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
62. Salem street, front of Christ Church — iron cover — cover on sidewalk — capacity from 300 to 400 hogsheads.
63. Shawmut avenue, corner of Canton street — capacity from 300 to 400 hogsheads.
64. Shawmut avenue, near Briggs place.
65. Shawmut avenue, opposite Cherry street — capacity from 60 to 70 hogsheads.
67. Summer street, opposite 115 — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
68. State street, opposite Traveller Building — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads — iron cover.
69. State, corner Kilby street — iron cover.
70. South Market street — cover opposite No. 35 — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads.

71. Sudbury square, opposite No. 52 — cover in centre — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads.
72. Somerset street, corner of Allston — iron cover in Somerset street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
73. Phillips, corner of West Cedar street — filled by a Cochituate water-pipe.
74. Thacher street — cover in the square — capacity from 300 to 400 hogsheads.
75. Tremont street — cover at entrance to Pemberton square — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads.
76. Tremont, corner of School street — iron cover — filled by a 4-inch Cochituate water-pipe.
77. Tremont, corner of Park street — iron cover in centre of street — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads.
78. Tremont, corner of Mason street — iron cover — cover in Mason street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
79. Tremont, corner of Boylston street — cover in the centre — filled by a 2-inch Cochituate water-pipe.
80. Tremont street, front of Winthrop School-house — cover on sidewalk.
81. Tremont, corner of Hollis street — capacity from 60 to 70 hogsheads.
82. Tyler, corner of Oak street — cover in centre.
83. Union, opposite North street — iron cover — cover between railroad tracks — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
84. Washington, corner of Milk street — cover corner of Old South Church, on sidewalk — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads.
85. Washington, corner of Franklin street — cover in Franklin street — filled by a 4-inch Cochituate water-pipe.
86. Washington street, corner Avon place — cover in Avon place — filled by a 4-inch Cochituate water-pipe — capacity from 300 to 400 hogsheads.
87. Washington street, opposite Boston Theatre — iron cover in street — filled by a 4-inch Cochituate water-pipe.

88. Washington, opposite Common street — cover on sidewalk — capacity from 300 to 400 hogsheads.
89. Washington, opposite Pleasant — filled by a 4-inch Cochituate water-pipe.
90. Washington, corner of Kneeland street — filled by a 4-inch Cochituate water-pipe — iron cover.
91. Washington, corner of East Castle street — cover in East Castle street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
92. Washington, corner of Florence street.
93. Washington street, front of Old Franklin School-house — cover on sidewalk — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
94. Washington street, opposite South May — wooden cover — filled by a 4-inch Cochituate water-pipe.
95. Washington, near corner Union Park street — capacity from 300 to 400 hogsheads — filled by a 4-inch pipe.
96. Washington, corner of Brookline street — iron cover.
97. Washington, corner of Northampton street — filled by a 4-inch Cochituate water-pipe.
98. Washington street, opposite Metropolitan place — filled by a 4-inch Cochituate water-pipe.
99. Warrenton, corner of Eliot street — iron cover — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.

SOUTH BOSTON.

100. Broadway, near Dorchester avenue — filled by a 4-inch Cochituate water-pipe.
101. A street, opposite church, near Broadway — cover opposite the church — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
102. Broadway, opposite No. 136, near B street — filled by a 4-inch Cochituate water-pipe.
103. Broadway, opposite Baptist Church — filled by a 4-inch Cochituate water-pipe.
104. Broadway, opposite Hawes School-house — capacity 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe — cover on sidewalk.
105. Broadway, opposite the gate of No. 579 — filled by a 4-inch Cochituate water-pipe.

- 106. B, corner of Fourth street — capacity from 300 to 400 hogsheds — filled by a 4-inch Cochituate water-pipe.
- 107. C street, opposite Bolton — filled by a 4-inch Cochituate water-pipe.
- 108. D street, near Broadway — filled by a 4-inch Cochituate water-pipe.
- 109. Broadway, opposite No. 483, near Dorchester street — filled by a 4-inch Cochituate water-pipe.
- 110. E street, opposite No. 331 — filled by a 4-inch Cochituate water-pipe.
- 111. E, corner of Baxter street — iron cover — filled by a 4-inch Cochituate water-pipe.
- 112. Fourth, corner Dorchester avenue — filled by a 4-inch Cochituate water-pipe.
- 113. Fourth, corner of E street — filled by a 4-inch Cochituate water-pipe.
- 114. Fourth, corner of Dorchester street — filled by a 4-inch Cochituate water-pipe.
- 115. Fifth, corner of Dorchester avenue — filled by a 4-inch Cochituate water-pipe.
- 116. Emerson street, on sidewalk on side of church — filled by a 4-inch Cochituate water-pipe.
- 117. Second, near Dorchester street — filled by a 4-inch Cochituate water-pipe.

EAST BOSTON.

- 118. Cottage, near Summer street — filled by a 4-inch Cochituate water-pipe.
- 119. Central square, near corner of Liverpool and Porter streets — filled by a 4-inch Cochituate water-pipe.
- 120. Chelsea, nearly opposite Decatur street — filled by a 4-inch Cochituate water-pipe — iron cover.
- 121. Lexington street, opposite 54 and 56 — filled by a 4-inch Cochituate water-pipe.
- 122. Liverpool, corner of Maverick street — filled by a 4-inch Cochituate water-pipe.
- 123. Maverick square, opposite Plummer's store — filled by a 4-inch Cochituate water-pipe — capacity 300 to 400 hogsheds.
- 124. Meridian street, opposite the Public Library — filled by a 4-inch Cochituate water-pipe.
- 125. Meridian street, opposite 243 and 245 — filled by a 4-inch Cochituate water-pipe.
- 126. Monmouth, near corner of Marion street — filled by a 4-inch Cochituate water-pipe.
- 127. Saratoga street — cover 24 feet, opposite Nos. 27 and 29 — filled by a 4-inch Cochituate water-pipe.

128. Sumner street, opposite 412 — filled by a 4-inch Cochituate water-pipe.
129. Trenton street, opposite No. 86 — filled by a 4-inch Cochituate water-pipe.
130. Webster street, opposite No. 126 — iron cover — filled by a 4-inch Cochituate water-pipe.

ROXBURY DISTRICT.

131. Albany street, opposite No. 828 — capacity from 200 to 300 hogsheads — filled by a 4-inch Cochituate water-pipe.
132. Adams, corner of Dudley street — capacity from 200 to 300 hogsheads — filled by a 4-inch Cochituate water-pipe.
133. Cedar street, near Lambert avenue — capacity from 200 to 300 hogsheads — filled by a 4-inch Cochituate water-pipe.
134. Centre, corner of Gardner street — capacity from 200 to 300 hogsheads — filled by a 4-inch Cochituate water-pipe.
135. Dudley, corner of Kenilworth street — cover on sidewalk — capacity from 200 to 300 hogsheads — filled by a 4-inch Cochituate water pipe.
136. Dudley, near Warren street — capacity from 200 to 300 hogsheads.
137. Dudley, corner of Greenville street — capacity from 200 to 300 hogsheads.
138. Dudley, corner of Hamden street — capacity from 200 to 300 hogsheads — filled by a 4-inch Cochituate water-pipe.
139. Eliot square — cover opposite the fountain — capacity from 200 to 300 hogsheads.
140. Ellis, corner of Hawthorne street — capacity from 200 to 300 hogsheads.
141. Forest street, opposite No. 36 — capacity from 200 to 300 hogsheads — filled by a 4-inch Cochituate water-pipe.
142. Greenville, corner of Winthrop street — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
143. Hamden street, opposite Norfolk avenue — capacity from 300 to 400 hogsheads — filled by a 4-inch Cochituate water-pipe.
144. Highland, corner of Cedar street — capacity 700 hogsheads.
145. Heath street corner of Heath place — capacity from 600 to 700 hogsheads.
146. King street, opposite No. 15 — capacity from 200 to 300 hogsheads.

147. Mt. Pleasant avenue, opposite No. 49 — capacity from 200 to 300 hogsheds.
148. Milmont street, opposite No. 20 — capacity from 200 to 300 hogsheds — filled by a 4-inch Cochituate water-pipe.
149. Norfolk street, opposite No. 30 — capacity from 200 to 300 hogsheds — filled by a 4-inch Cochituate water-pipe.
150. Oakland, corner of Thornton street — capacity from 200 to 300 hogsheds.
151. Parker, corner of Alleghany street — capacity from 400 to 500 hogsheds — filled by a 4-inch Cochituate water-pipe.
152. Regent, near St. James street — cover in the square — capacity from 200 to 300 hogsheds.
153. Ruggles, corner of Cabot street — capacity from 200 to 300 hogsheds.
154. Ruggles street, opposite Lingham's store — capacity from 600 to 700 hogsheds.
155. Smith street, opposite No. 19 — capacity from 300 to 400 hogsheds — filled by a 4-inch Cochituate water-pipe.
156. Swett, corner of Reed street — capacity from 400 to 500 hogsheds.
157. Shawmut avenue, opposite Willow park — capacity from 600 to 700 hogsheds — filled by a spring.
158. Shawmut avenue, corner of Bartlett street — capacity from 300 to 400 hogsheds.
159. Vernon, corner of Auburn street — capacity from 200 to 300 hogsheds — filled by a 4-inch Cochituate water-pipe.
160. Vernon, corner of Belmont street — capacity from 800 to 900 hogsheds — filled by a 4-inch Cochituate water-pipe.
161. Warren, near Washington street — capacity from 400 to 500 hogsheds — filled by a 4-inch water-pipe.
162. Warren street, junction of Walnut avenue — capacity from 200 to 300 hogsheds.
163. Warren, corner of Waverly street — capacity from 400 to 500 hogsheds — filled by a 4-inch Cochituate water-pipe.
164. Warren street, junction of Blue Hill avenue — capacity from 600 to 700 hogsheds.
165. Washington, corner of Eustis street — capacity from 200 to 300 hogsheds.
166. Washington, opposite Zeigler street — capacity from 400 to 500 hogsheds — filled by a 4-inch Cochituate water-pipe.
167. Washington, junction of Linden Park — capacity from 200 to 300 hogsheds.
168. Walnut avenue, opposite No. 92 — capacity from 400 to 500 hogsheds — filled by a 4-inch Cochituate water-pipe.
169. Winthrop street, corner of Blue Hill avenue — capacity 700 hogsheds — filled by a 4-inch Cochituate water-pipe.
170. Winslow, corner of Taber street — capacity from 600 to 700 hogsheds — filled by a spring.
171. Yeoman, corner of Chadwick street — capacity from 200 to 300 hogsheds.

DORCHESTER DISTRICT.

172. Adams, corner of Hancock street — capacity between 200 and 300 hogsheads — filled by a spring.
 173. Boston, corner of Cottage street — iron cover — capacity between 500 and 600 hogsheads.
 174. Dorchester avenue, corner of Adams street — Field's corner — capacity between 500 and 600 hogsheads — filled by a 4-inch Cochituate water-pipe.
 175. Everett, corner of Elm street — Harrison square — capacity between 500 and 600 hogsheads.
 176. Meeting-House Hill, opposite Engine 17 house — capacity between 100 and 200 hogsheads.
 177. Narragansett, near Minot street — iron cover — capacity between 500 and 600 hogsheads — filled by a spring.
 178. Richmond, near Washington street — capacity between 500 and 600 hogsheads.
 179. Sumner, corner of Stoughton street — capacity between 500 and 600 hogsheads — filled by a 4-inch Cochituate water-pipe.
 180. Walnut street, opposite Post Office — capacity between 500 and 600 hogsheads — filled by a spring.
 181. Washington, corner of Bowdoin street — iron cover — capacity between 700 and 800 hogsheads.
 182. Washington street, opposite Gleason's factory — capacity between 200 and 300 hogsheads.
- Besides the above, there are 1,099 hydrants in the city proper, 393 at South Boston, 236 at East Boston, 554 Lowry hydrants in the Roxbury District, and 310 Lowry hydrants in the Dorchester District, making a total of 2,592.
- The average distance of the hydrants from each other is about 250 feet.
- There have been established, during the past year, 217 hydrants, as follows: — in Roston 51, in South Boston 11, in East Boston 15, in Roxbury District 70, and Dorchester District 70.