

ANNUAL REPORT  
OF THE  
FIRE DEPARTMENT  
FOR THE  
YEAR 1904-1905



BOSTON  
MUNICIPAL PRINTING OFFICE  
1905

Boston, March 31, 1905.

HIS HONOR PATRICK A. COLLINS,

*Mayor :*

SIR, — The year covered by this report is from February 1, 1904, to February 1, 1905.

During the year the total number of alarms received by this department have been 2,651, while the total loss has been \$2,473,980, and in receiving and transmitting these alarms, and similar work of the department, the Fire Alarm branch has struck 11,137,692 blows, all of which figures show pretty clearly the work performed by the Fire Department.

Our Roll of Merit contains the names of:

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



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

All of whom have distinguished themselves by exceptionally good work on occasion; but the success in putting out fires which the department has attained has been owing to the perpetual vigilance and uniform zeal of all the officers and men without distinction.

#### ORGANIZATION.

Commissioner, HENRY S. RUSSELL; term expires May, 1907.  
 Secretary, BENJAMIN F. UNDERHILL.  
 Chief of Department, WILLIAM T. CHESWELL.  
 Assistant Chief, JOHN A. MULLEN.  
 Second Assistant Chief and Chief of District No. 5, NATHAN L. HUSSEY.  
 Superintendent of Fire-alarms, BROWN S. FLANDERS.  
 Assistant Superintendent of Fire-alarms, CYRUS A. GEORGE.  
 Superintendent of Repair-shop, HENRY M. HAWKINS.  
 Assistant Superintendent of Repair-shop, EUGENE M. BYINGTON.  
 Veterinary Surgeon, GEORGE W. STIMPSON.  
 Medical Examiner, RUFUS W. SPRAGUE.  
 Purchasing Officer, CHARLES A. STRAW.  
 Storekeeper, GEORGE R. WILLIAMS.  
 Foreman of Hose and Harness-shop, PATRICK B. HANNON.  
 Master Carpenter, LEONARD MURDOCK.  
 Master Painter, DAVID J. FITZGERALD.  
 Master Plumber, VINCENT B. BUCKLEY.

#### Clerks.

George F. Murphy, Daniel J. Quinn, Michael J. Lafferty,  
 James P. Maloney.

#### District Chiefs.

|                       |               |              |    |
|-----------------------|---------------|--------------|----|
| Patrick E. Keyes,     | Headquarters, | Ladder-house | 2  |
| C. H. W. Pope         | "             | "            | 9  |
| Joseph M. Garrity,    | "             | "            | 8  |
| Peter F. McDonough,   | "             | Engine-house | 4  |
| Edwin A. Perkins,     | "             | "            | 1  |
| John Grady,           | "             | "            | 22 |
| Hiram D. Smith,       | "             | Ladder-house | 12 |
| Edward H. Sawyer,     | "             | "            | 4  |
| Williston A. Gaylord, | "             | Engine-house | 18 |
| John F. Ryan,         | "             | "            | 41 |
| William Childs,       | "             | "            | 28 |

#### FORCE AND PAY-ROLL, FEBRUARY 1, 1905.

|                                                   |                    |
|---------------------------------------------------|--------------------|
| Commissioner . . . . .                            | \$5,000 per annum. |
| Secretary . . . . .                               | 2,500 "            |
| Chief of Department . . . . .                     | 3,500 "            |
| Assistant Chief . . . . .                         | 2,400 "            |
| Second Assistant Chief . . . . .                  | 2,200 "            |
| Superintendent of Fire-alarms . . . . .           | 3,200 "            |
| Assistant Superintendent of Fire-alarms . . . . . | 2,000 "            |
| Superintendent of Repair-shop . . . . .           | 2,000 "            |
| Assistant Superintendent of Repair-shop . . . . . | 1,800 "            |
| Veterinary Surgeon . . . . .                      | 2,000 "            |
| Assistant Veterinary Surgeon . . . . .            | 1,400 "            |
| Medical Examiner . . . . .                        | 1,100 "            |
| Purchasing Officer . . . . .                      | 1,800 "            |
| Foreman of Hose and Harness-shop . . . . .        | 1,400 "            |
| Storekeeper . . . . .                             | 1,200 "            |
| Master Carpenter . . . . .                        | 1,300 "            |
| Master Painter . . . . .                          | 1,300 "            |
| Bookkeeper . . . . .                              | 1,650 "            |
| 3 Clerks . . . . .                                | 1,400 "            |
| 11 District Chiefs . . . . .                      | 2,000 "            |
| 54 Captains . . . . .                             | 1,600 "            |
| 73 Lieutenants . . . . .                          | 1,400 "            |
| 45 Engineers . . . . .                            | 1,300 "            |
| 38 Assistant Engineers . . . . .                  | 1,200 "            |
| 3 " " . . . . .                                   | 1,100 "            |
| 5 " " . . . . .                                   | 1,000 "            |
| 2 " " . . . . .                                   | 900 "              |
| 494 Permanent men :                               |                    |
| 356 at . . . . .                                  | 1,200 "            |
| 35 at . . . . .                                   | 1,100 "            |
| 43 at . . . . .                                   | 1,000 "            |
| 46 at . . . . .                                   | 900 "              |
| 14 at . . . . .                                   | 720 "              |

|                                |                  |
|--------------------------------|------------------|
| 75 Call-men :                  |                  |
| 6 at . . . . .                 | \$250 per annum. |
| 69 at . . . . .                | 200 "            |
| 11 Chiefs' Drivers . . . . .   | 1 75 per day.    |
| 2 " " . . . . .                | 2 25 "           |
| 1 Watchman . . . . .           | 1,000 per annum. |
| 3 Hostlers (average) . . . . . | 1 95 per day.    |
| 1 Horseshoer . . . . .         | 3 00 "           |

## FIRE-ALARM FORCE.

|                                        |                    |
|----------------------------------------|--------------------|
| 6 Operators . . . . .                  | \$1,600 per annum. |
| 3 Assistant Operators . . . . .        | 1,200 "            |
| 1 Foreman of Construction . . . . .    | 2,000 "            |
| 17 Telegraphers and Linemen (average), | 3 00 per day.      |

## REPAIR-SHOP EMPLOYEES.

|                                       |                    |
|---------------------------------------|--------------------|
| 1 Master Plumber . . . . .            | \$1,300 per annum. |
| 1 Engineer . . . . .                  | 3 25 per day.      |
| 1 Assistant Engineer . . . . .        | 3 00 "             |
| 1 Painter . . . . .                   | 3 75 "             |
| 1 " . . . . .                         | 2 50 "             |
| 2 Wheelwrights . . . . .              | 3 25 "             |
| 3 Machinists . . . . .                | 3 25 "             |
| 1 Machinist . . . . .                 | 3 00 "             |
| 1 " . . . . .                         | 2 75 "             |
| 2 Blacksmiths . . . . .               | 3 50 "             |
| 1 Blacksmith . . . . .                | 3 25 "             |
| 3 Blacksmiths' Helpers . . . . .      | 2 50 "             |
| 1 Hose and Harness-repairer . . . . . | 1 50 "             |
| 3 Laborers (average) . . . . .        | 1 98 "             |

888 total force.

## FIRE DISTRICTS.

The city is divided into twelve fire districts, as follows :

*District 1.*

All that part of Boston known as East Boston.

*District 2.*

All that part of Boston formerly known as Charlestown.

*District 3.*

The territory bounded on the north and east by the water front, on the south by Summer street, and on the west by Washington street and Washington street North.

*District 4.*

The territory bounded on the north by the Charles river, on the east by Washington street North and Washington street, on the south by Winter, Park, and Beacon streets, and on the west by the Charles river and Berkeley street.

*District 5.*

The territory bounded on the north by Beacon, Park, Winter and Summer streets, on the east by Fort Point channel, on the south and west by Broadway, Way, Motte, Castle, and Ferdinand streets, Columbus avenue and Berkeley street.

*District 6.*

All that part of Boston known as South Boston, and running south as far as Dorset and Locust streets.

*District 7.*

The territory bounded on the north by Berkeley street, Columbus avenue, Ferdinand, Castle, Motte, and Way streets and Broadway, on the east by Fort Point channel and South bay, on the south by Massachusetts avenue, and on the west by the Charles river.

*District 8.*

The territory bounded on the north by the Charles river and Massachusetts avenue, on the east by Washington street, on the south by Atherton and Mozart streets, Chestnut avenue, Sheridan and Centre streets, Hyde square, Perkins, Catalpa, and Castleton streets, across Jamaica way to the Brookline line, and on the west by the Brookline line, Beacon and Deerfield streets.

*District 9.*

The territory bounded on the north by Massachusetts avenue, South bay, Dorset, and Locust streets, on the east by Dorchester bay, on the south by Freeport, Hancock, Bowdoin, and Quincy streets, Columbia road, and on the west by Seaver street, Columbus avenue, and Washington street.

*District 10.*

That part of Dorchester bounded on the north by Seaver street, Columbia road, Quincy, Bowdoin, Hancock, and Freeport streets, on the east by Dorchester bay, on the south by the Neponset river and the Hyde Park line, and on the west by Harvard street and Blue Hill avenue.



*District 11.*

All that part of Boston known as Brighton, and extending east as far as Deerfield and Beacon streets.

*District 12.*

All that part of Boston known as West Roxbury, bounded on the north by a line from the Brookline line across Jamaica-way to Castleton street, through Castleton, Catalpa, and Perkins streets, Hyde square, Centre, and Sheridan streets, Chestnut avenue, Mozart, and Atherton streets, Columbus avenue and Seaver street, and on the east by Blue Hill avenue.

In all cases where streets are designated as boundaries, the centre of the street will be the dividing line.

## ASSIGNMENT OF DISTRICTS.

Each district is placed under the charge of a District Chief as follows:

| District. | Chief in Command.     | COMPANIES IN DISTRICTS. |                   |           |               |               |
|-----------|-----------------------|-------------------------|-------------------|-----------|---------------|---------------|
|           |                       | Engines.                | Chemical Engines. | Ladders.  | Combinations. | Water Towers. |
| 1.....    | Patrick E. Keyes .... | 5, 9, 11, 40            | 7                 | *2        | 4             |               |
| 2.....    | C. H. W. Pope .....   | 27, 32, 36              | 9                 | *9        | 5, 7          |               |
| 3.....    | Joseph M. Garrity...  | 8, 25, 31, 44           |                   | *8        | 14            |               |
| 4.....    | Peter F. McDonough,   | *4, 6, 10               | 1                 | 1         | 8             | 1             |
| 5.....    | Nathan L. Hussey...   | 7, *26, 35              | 2                 | 17        |               |               |
| 6.....    | Edwin A. Perkins...   | *1, 2, 15, 38, 39, 43   | 8                 | 5, 18     | 2, 3          | 3             |
| 7.....    | John Grady.....       | 3, *22, 33              | 4                 | 3, 13, 15 |               | 2             |
| 8.....    | Hiram D. Smith.....   | 13, 14, 37              | 12                | *12       | 10            |               |
| 9.....    | Edward H. Sawyer..    | 12, 21, 23, 24          | 10                | *4        | 6             |               |
| 10.....   | Williston A. Gaylord, | 16, 17, *18, 19, 20     |                   | 6, 7      | 1, 11         |               |
| 11.....   | John F. Ryan.....     | 29, 34, *41             | 6                 | 11        |               |               |
| 12.....   | William Childs.....   | *28, 30, 42, 45         | 5                 | 10, 16    | 9             |               |

\* Headquarters of District Chief.

The following property is in charge of the Fire Commissioner:

**Houses.**

| Location.                                    | Number of feet in lot. | Assessed Valuation. | Occupied by                               |
|----------------------------------------------|------------------------|---------------------|-------------------------------------------|
| Dorchester and Fourth sts.....               | 8,167                  | \$25,800            | Engine 1 and Ladder-house 5 on this lot.  |
| Corner of O and Fourth sts.....              | 4,000                  | 16,400              | Engine 2.                                 |
| Bristol st. and Harrison ave.....            | 4,000                  | 30,000              | Engine 3 and Ladder 3.                    |
| Bulfinch st.....                             | 6,008                  | 96,000              | Engine 4, Chemical 1 and Tower 1.         |
| Marion st., East Boston.....                 | 1,647                  | 9,000               | Engine 5.                                 |
| Leverett st.....                             | 2,269                  | 35,000              | Engine 6.                                 |
| East st.....                                 | 1,893                  | 36,400              | Engine 7.                                 |
| Salem st.....                                | 2,568                  | 22,800              | Engine 8.                                 |
| Paris st., East Boston.....                  | 4,720                  | 29,700              | Engine 9 and Ladder 2.                    |
| River st.....                                | 1,886                  | 20,000              | Engine 10.                                |
| Saratoga and Byron sts., East Boston,        | 10,000                 | 38,500              | Engine 11 and Combination 4.              |
| Dudley st.....                               | 7,320                  | 25,000              | Engine 12.                                |
| Cabot st.....                                | 4,892                  | 16,000              | Engine 13.                                |
| Centre st.....                               | 5,713                  | 14,600              | Engine 14.                                |
| Dorchester ave.....                          | 2,803                  | 20,000              | Engine 15.                                |
| Corner River and Temple sts.....             | 12,736                 | 19,200              | Engine 16 and Ladder 6.                   |
| Meeting House Hill, Dorchester District..... | 9,450                  | 17,300              | Engine 17 and Ladder-house 7 on this lot. |
| Harvard st., Dorchester District.....        | 9,440                  | 18,300              | Engine 18.                                |
| Norfolk st., " ".....                        | 7,683                  | 14,200              | Engine 19.                                |
| Walnut st., " ".....                         | 9,600                  | 17,300              | Engine 20 and Combination 11.             |
| Columbia road, " ".....                      | 10,341                 | 17,100              | Engine 21.                                |
| Warren ave.....                              | 7,500                  | 62,500              | Engine 22 and Ladder 13.                  |
| Northampton st.....                          | 3,445                  | 11,200              | Engine 23.                                |
| Corner Warren and Quincy sts.....            | 4,186                  | 18,100              | Engine 24.                                |
| Fort Hill sq.....                            | 4,175                  | 90,200              | Engine 25, Ladder 8 and Ladder 14.        |
| Mason st.....                                | 5,623                  | 113,000             | Engines 26 and 35.                        |
| Elm st., Charlestown District.....           | 2,600                  | 18,000              | Engine 27.                                |
| Centre st., Jamaica Plain.....               | 10,877                 | 28,300              | Engine 28 and Ladder 10.                  |
| Chestnut Hill ave., Brighton District,       | 14,358                 | 37,200              | Engine 29 and Ladder 11.                  |
| Centre st., West Roxbury District...         | 12,251                 | 25,000              | Engine 30 and Combination 9.              |
| Bunker Hill st., Charlestown District,       | 8,188                  | 26,200              | Engine 32.                                |
| Corner Boylston and Hereford sts...          | 5,646                  | 66,000              | Engine 33 and Ladder 15.                  |

## Houses. — Concluded.

| Location.                                                | Number of feet in lot. | Assessed Valuation. | Occupied by                   |
|----------------------------------------------------------|------------------------|---------------------|-------------------------------|
| Western ave., Brighton.....                              | 4,637                  | 17,800              | Engine 34.                    |
| Monument st., Charlestown District.                      | 5,668                  | 21,000              | Engine 36 and Combination 5.  |
| Corner Longwood and Brookline aves.....                  | 5,231                  | 14,000              | Engine 37 and Combination 10. |
| Congress st.....                                         | 4,000                  | 37,000              | Engines 38 and 39.            |
| Sumner st., East Boston.....                             | 4,010                  | 18,000              | Engine 40.                    |
| Harvard ave., near Cambridge st., Brighton District..... | 6,112                  | 25,500              | Engine 41 and Chemical 6.     |
| Washington, between Atherton and Beethoven sts.....      | 3,848                  | 22,900              | Engine 42 and Chemical 5.     |
| Andrew st.....                                           | 5,133                  | 20,100              | Engine 43 and Combination 3.  |
| Washington, corner Poplar st., Ros. lndale.....          | 14,729                 | 22,400              | Engine 45 and Ladder 16.      |
| Church st.....                                           | 3,412                  | 23,600              | Chemical Engine 2.            |
| Shawmut ave.....                                         | 889                    | 5,000               | Chemical Engine 4.            |
| Saratoga st., East Boston.....                           | 9,300                  | 40,000              | Chemical Engine 7.            |
| B st.....                                                | 1,804                  | 7,800               | Chemical Engine 8.            |
| Eustis st.....                                           | 1,760                  | 7,500               | Chemical Engine 10.           |
| Friend st.....                                           | 1,676                  | 35,500              | Ladder 1.                     |
| Dudley st.....                                           | 3,923                  | 26,000              | Ladder 4.                     |
| Main st., Charlestown.....                               | 4,290                  | 16,400              | Ladder 9 and Chemical 9.      |
| Tremont st.....                                          | 4,311                  | 25,700              | Ladder 12 and Chemical 12.    |
| Harrison ave.....                                        | 2,134                  | 23,000              | Ladder 17.                    |
| Pittsburgh st., South Boston.....                        | 8,964                  | 35,400              | Ladder 18 and Tower 3.        |
| Dorchester ave., Ashmont.....                            | 4,875                  | 22,900              | Combination 1.                |
| Fourth st.....                                           | 3,101                  | 11,000              | Combination 2.                |
| Washington st., Dorchester.....                          | 6,875                  | 21,400              | Combination 6.                |
| Winthrop st.....                                         | 3,000                  | 13,200              | Combination 7.                |
| North Grove st.....                                      | 3,918                  | 18,000              | Combination 8.                |

|                                                                                                                                                                      |         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Fuel-house, Dorchester street, 1,610 feet of land . . . . .                                                                                                          | \$3,100 |
| Fuel-house, Salem street, 417 feet of land . . . . .                                                                                                                 | 3,400   |
| Fuel-house, Main street, Charlestown, 2,430 feet of land . . . . .                                                                                                   | 7,000   |
| Headquarters building and repair-shop, corner of Albany and Bristol streets, 23,679 feet of land, Water Tower No. 2 and Wrecking Wagon are in Headquarters Building. | 185,000 |
| Veterinary Hospital, Atkinson street, 64,442 feet of land . . . . .                                                                                                  | 39,500  |
| Fuel-house, Washington, near Dover street, 1,007 feet of land . . . . .                                                                                              | 12,100  |

## Engine Companies.

STEAM FIRE-ENGINES. — Forty-three in service, located as follows: Twelve in City Proper, four in East Boston, six in South Boston, five in Roxbury, six in Dorchester, three in Charlestown, four in West Roxbury, and three in Brighton. FIRE-BOATS. — One, located India Wharf. HOUSE-BOATS. — Forty-three, located as follows: Twelve in City Proper, four in East Boston, six in South Boston, five in Roxbury, six in Dorchester, three in Charlestown, four in West Roxbury, and three in Brighton.

| No. | Location.                       | Built by                                                      | Put in Service. | Cylinder Diameter of | Pump Diameter of | Stroke. | Second Size.      |
|-----|---------------------------------|---------------------------------------------------------------|-----------------|----------------------|------------------|---------|-------------------|
| 1   | Dorchester, near Fourth, S. B.  | Clapp & Jones Mfg. Co.                                        | April 1, 1890   | 8 1/2                | 5                | 7       | Second size.      |
| 2   | Fourth, cor. O, South Boston.   | Manchester Loco. Works.                                       | Nov., 1890      | 6 1/2                | 4                | 4       | Third "           |
| 3   | Harrison ave., cor. Bristol st. | American Fire Eng. Co.                                        | Jan., 1904      | 9                    | 5 1/2            | 5       | First "           |
| 4   | Bulfinch st.                    | American Fire Eng. Co.                                        | Feb. 22, 1893   | 9                    | 5 1/2            | 5       | " "               |
| 5   | Marion st., East Boston.        | Hummel & Co.                                                  | Oct. 14, 1872   | 7 1/2                | 4                | 4       | Second "          |
| 6   | Leverett st.                    | Formerly Relief B. re-built by Manchester Loco. Works.        | Nov., 1900      | 7 1/2                | 4 1/2            | 5       | First "           |
| 7   | East st.                        | American Fire Eng. Co.                                        | June, 1895      | 9                    | 5 1/2            | 5       | " "               |
| 8   | Salem st.                       | Formerly Silsby Engine Co. re-built by American Fire Eng. Co. | May, 1904       | 8                    | 4 1/2            | 5       | Second "          |
| 9   | Paris st., East Boston.         | Formerly Silsby Engine Co. re-built by American Fire Eng. Co. | Dec. 20, 1901   | 8                    | 4 1/2            | 5       | " "               |
| 10  | Mount Vernon, cor. River st.    | Manchester Loco. Works.                                       | March 1, 1882   | 6 1/2                | 4 1/2            | 5       | " "               |
| 11  | Saratoga, cor. Byron st., E. B. | Anoskeag Mfg. Co.                                             | April 9, 1873   | 6 1/2                | 4 1/2            | 5       | " "               |
| 12  | Dudley st.                      | Manchester Loco. Works.                                       | March 27, 1882  | 6 1/2                | 4 1/2            | 5       | " "               |
| 13  | Cabot st.                       | Clapp & Jones Mfg. Co.                                        | April 1, 1890   | 8 1/2                | 5                | 7       | " "               |
| 14  | Centre st.                      | Anoskeag Mfg. Co.                                             | Sept. 17, 1870  | 7 1/2                | 4 1/2            | 5       | Extra first size. |
| 15  | Dorchester ave. and Broadway,   | American Loco. Works.                                         | Dec., 1904      | 8 1/2                | 5                | 7       | Second size.      |
| 16  | Temple st., Dorchester.         | Anoskeag Mfg. Co. (Old Engine 27.)                            | July 1, 1872    | 7 1/2                | 4 1/2            | 5       | " "               |



## Engine Companies. — Continued.

| No. | Location.                            | Built by                                                     | Put in Service. | Cylinder of | Diameter of Pump. | Stroke. | Second size.                    |
|-----|--------------------------------------|--------------------------------------------------------------|-----------------|-------------|-------------------|---------|---------------------------------|
| 17  | Meeting House Hill, Dorchester.      | Amoskeag Mfg. Co.                                            | May, 1886       | 6½          | 4½                | 8       | Third                           |
| 18  | Harvard st., Dorchester.             | Manchester Loco. Works.                                      | Nov., 1890      | 7½          | 4½                | 8       | "                               |
| 19  | Norfolk st., Dorchester.             | Clapp & Jones Mfg. Co.                                       | Dec., 1890      | 7½          | 4½                | 7       | "                               |
| 20  | Walnut st., Dorchester.              | Manchester Loco. Works.                                      | Nov., 1890      | 6½          | 4½                | 8       | "                               |
| 21  | Columbia road, Dorchester.           | Clapp & Jones Mfg. Co.                                       | Dec., 1893      | 7           | 4½                | 7       | "                               |
| 22  | Warren ave., Dorchester.             | Rebuilt by American Fire Eng. Co.                            | Jan., 1901      | 8           | 4½                | 8       | Second                          |
| 23  | Northampton st., Dorchester.         | Formerly Slisby Engine 6, rebuilt by American Fire Eng. Co.  | July 3, 1901    | 8           | 4½                | 8       | "                               |
| 24  | Warren, cor. Quincy st., Dorchester. | Formerly Amoskeag Engine 3, rebuilt by American Loco. Works. | Nov., 1904      | 7½          | 4½                | 8       | "                               |
| 25  | Fort Hill sq., Dorchester.           | Manchester Loco. Works.                                      | Nov., 1896      | 7½          | 4½                | 8       | First                           |
| 26  | Mason st., Dorchester.               | Manchester Loco. Works.                                      | July 1, 1903    | 8½          | 5                 | 8       | Extra first size.               |
| 27  | Elm st., Dorchester.                 | Formerly Slisby Engine 40, rebuilt by American Fire Eng. Co. | June 11, 1902   | 8           | 4½                | 8       | Second size.                    |
| 28  | Centre st., Jamaica Plain.           | Rebuilt by American Fire Eng. Co.                            | July 1, 1903    | 8           | 4½                | 8       | "                               |
| 29  | Chestnut Hill ave., Brighton.        | Hampden & Co.                                                | Jan. 1, 1874    | 7½          | 4½                | 8       | "                               |
| 30  | Centre st., West Roxbury.            | Clapp & Jones Mfg. Co.                                       | Oct. 9, 1891    | 7           | 4½                | 7       | Third                           |
| 31  | Central Wharf (spare fire-boat).     | Manchester Loco. Works.                                      | July 3, 1889    | 16          | 9                 | 10      | 2 sets of pumps 4,790 gallons.* |
| 32  | Bunker Hill st., Charlestown.        | Manchester Loco. Works.                                      | March 28, 1884  | 6½          | 4½                | 8       | Second size.                    |
| 33  | Boylston st., Charlestown.           | Manchester Loco. Works.                                      | April 16, 1901  | 7½          | 4½                | 8       | "                               |
| 34  | Western ave., Brighton.              | Amoskeag Mfg. Co.                                            | Dec., 1889      | 7½          | 4½                | 8       | "                               |
| 35  | Mason st., Brighton.                 | Manchester Loco. Works.                                      | Jan., 1898      | 9½          | 5½                | 8       | Double extra first size.        |

|    |                                                               |                                                                          |               |                       |         |       |                                 |
|----|---------------------------------------------------------------|--------------------------------------------------------------------------|---------------|-----------------------|---------|-------|---------------------------------|
| 36 | Monument st., Charlestown.                                    | Formerly Manchester Loco. Works, Engine 8, rebuilt by Amer. Loco. Works. | July 11, 1904 | 6½                    | 4½      | 8     | Second size.                    |
| 37 | Longwood ave., Charlestown.                                   | Manchester Loco. Works.                                                  | March, 1896   | 6½                    | 4½      | 8     | "                               |
| 38 | Congress st., South Boston.                                   | Manchester Loco. Works.                                                  | June, 1897    | 9½                    | 5½      | 8     | Double extra first size.        |
| 39 | Congress st., South Boston.                                   | Self-propeller.                                                          | June 14, 1901 | 8½                    | 5       | 8     | Extra first size.               |
| 40 | Congress st., East Boston.                                    | Manchester Loco. Works.                                                  | June 30, 1902 | 8                     | 4½      | 8     | Second size.                    |
| 41 | Harvard ave., Brighton.                                       | Rebuilt by American Fire Eng. Co.                                        | Feb., 1893    | 7                     | 4½      | 7     | Third size.                     |
| 42 | Washington, between Atherton and Beethoven streets, Brighton. | Clapp & Jones Mfg. Co.                                                   | Feb., 1893    | .....                 | Rotary. | ..... | "                               |
| 43 | Andrew st., South Boston.                                     | American Fire Eng. Co.                                                   | Nov., 1904    | 7½                    | 4½      | 8     | Second                          |
| 44 | India Wharf (Fire-boat).                                      | Formerly Amoskeag Engine 4, rebuilt by Amer. Loco. Works.                | Aug., 1895    | 12½ H. P. 18 L. P. 10 | .....   | 10    | 2 sets of pumps 6,520 gallons.* |
| 45 | Washington, corner Poplar st., Roslindale.                    | Amer. Fire Eng. Co.                                                      | Jan., 1895    | 7                     | 4½      | 7     | Third size.                     |

\* At 225 revolutions per minute.

## In Reserve.

|    |        |                           |             |    |    |   |              |
|----|--------|---------------------------|-------------|----|----|---|--------------|
| A. | Old 43 | Clapp & Jones             | March, 1893 | 7  | 4½ | 8 | Second size. |
| B. | " 39   | Amoskeag Mfg. Co.         | April, 1890 | 9  | 5½ | 8 | First        |
| C. | " 39   | "                         | Dec., 1879  | 6½ | 4½ | 8 | Second       |
| D. | " 24   | "                         | Sept., 1870 | 7½ | 4½ | 8 | "            |
| E. | " 24   | La France Fire Engine Co. | June, 1895  | 8½ | 5½ | 8 | First        |
| F. | " 1    | Amoskeag Mfg. Co.         | Sept., 1872 | 7½ | 4½ | 8 | Second       |
| G. | " 25   | Clapp & Jones             | Nov., 1890  | 9  | 5½ | 8 | First        |
| H. | " 24   | "                         | Feb., 1888  | 7  | 4½ | 7 | Second       |
| I. | " 35   | "                         | Aug., 1890  | 9  | 5½ | 8 | First        |
| J. | " 36   | Amoskeag Mfg. Co.         | Dec., 1890  | 6½ | 4  | 8 | Second       |
| K. | " 5    | American Loco. Works.     | Dec., 1904  | 7½ | 4½ | 8 | "            |

Also five hose wagons.

## Chemical Companies.

CHEMICAL ENGINES.—Ten in service, self-acting, located as follows: Three in the City Proper, one in East Boston, one in Charlestown, one in South Boston, two in Roxbury, one in West Roxbury, and one in Brighton.

| Number. | Location.                                           | Builders.                      | Put in Service.                                           | Capacity. |
|---------|-----------------------------------------------------|--------------------------------|-----------------------------------------------------------|-----------|
| 1.....  | Bullfinch st.....                                   | Babcock Manufacturing Co.....  | Oct., 1890                                                | 100       |
| 2.....  | Church st.....                                      | "                              | April 25, 1874                                            | 100       |
| 4.....  | Sawmuit ave.....                                    | Rebuilt by Hinman in 1896..... | (Used as a spare engine and put in service Dec. 20, 1895) | 100       |
| 5.....  | Washington, between Atherton and Beethoven sts..... | Altered by Hinman.....         | Sept. 21, 1876                                            | 170       |
| 6.....  | Harvard ave., near Cambridge st., Brighton.....     | "                              | May 1, 1876                                               | 160       |
| 7.....  | Saratoga st., East Boston.....                      | "                              | Sept. 27, 1886                                            | 100       |
| 8.....  | St. South Boston.....                               | "                              | Oct. 27, 1887                                             | 100       |
| 9.....  | Main st., Charlestown.....                          | "                              | July 17, 1889                                             | 100       |
| 10..... | Esplanade.....                                      | "                              | Sept. 15, 1889                                            | 100       |
| 12..... | Tremont st.....                                     | Charles T. Holloway.....       | Sept., 1890                                               | 80        |

## In Reserve.

| Number. | Location.           | Builders.                     | Put in Service. | Capacity. |
|---------|---------------------|-------------------------------|-----------------|-----------|
| A.....  | Old Chemical 2..... | Charles T. Holloway.....      | .....           | 100       |
| B.....  | Old Chemical 1..... | Babcock Manufacturing Co..... | .....           | 100       |
| C.....  | Spare.....          | Rebuilt by Straugman.....     | .....           | 100       |
| D.....  | Old Chemical 6..... | .....                         | .....           | 100       |

## Ladder Companies.

LADDER TRUCKS.—Eighteen in service, including five extension ladder trucks, located as follows: Seven in City Proper, one in East Boston, two in Roxbury, two in South Boston, two in Dorchester, one in Charlestown, two in West Roxbury, and one in Brighton.

| Number. | Location.                                    | Builders.                                           | Put in Service. | Number of Ladders. |
|---------|----------------------------------------------|-----------------------------------------------------|-----------------|--------------------|
| 1.....  | Friend st.....                               | Hummelman & Co., Rebuilt by Charles Waugh & Co..... | Aug. 24, 1901   | 12                 |
| 2.....  | Paris st., East Boston.....                  | Rebuilt by T. Straugman & Son.....                  | June 2, 1890    | 12                 |
| 3.....  | Harrison ave., cor. Bristol st.....          | Abbot-Downing Co.....                               | June 2, 1890    | 14                 |
| 4.....  | Dudley st., Roxbury.....                     | "                                                   | April 27, 1894  | 15                 |
| 5.....  | Fourth, near Dorchester st.....              | Hummelman & Co., Rebuilt by Charles Waugh & Co..... | Nov. 4, 1902    | 17                 |
| 6.....  | River st., Dorchester.....                   | Charles N. Perkins & Co.....                        | June 22, 1904   | 8                  |
| 7.....  | Meeting House Hill.....                      | C. T. Holloway & Co.....                            | July 28, 1898   | 10                 |
| 8.....  | Fort Hill.....                               | Fire Department Repair-shop.....                    | Aug. 23, 1898   | 12                 |
| 9.....  | Main st., Charlestown.....                   | Leverett & Co., N. Y.....                           | Oct. 6, 1872    | 15                 |
| 10..... | Centre st., Jamaica Plain.....               | Hummelman & Co.....                                 | Oct. 9, 1870    | 12                 |
| 11..... | Chestnut Hill ave., Brighton.....            | "                                                   | April 13, 1873  | 14                 |
| 12..... | Tremont st., Roxbury.....                    | Ryan Bros.....                                      | July 31, 1889   | 15                 |
| 13..... | Warren ave.....                              | La France Fire Engine Co., Elmira, N. Y.....        | March 12, 1890  | Hayes Extension    |
| 14..... | Fort Hill sq.....                            | Fire Extinguisher Manufacturing Co., Chicago.....   | Jan. 30, 1893   | Extension          |
| 15..... | Boylston st.....                             | "                                                   | April 28, 1888  | Extension          |
| 16..... | Washington, cor. Poplar st., Roslindale..... | Repair-shop.....                                    | Sept., 1888     | 15                 |
| 17..... | Harrison ave.....                            | Preston Co., Chicago.....                           | April 29, 1891  | Extension          |
| 18..... | Pittsburgh st.....                           | International Fire Engine Co.....                   | Oct. 14, 1902   | 87 feet Extension  |



**In Reserve.**

| Description.     | Builders.                                      | Extension. |
|------------------|------------------------------------------------|------------|
| Relief B, old 8. | Fire Department Repair-shop.                   |            |
| Old Ladder 11.   | Hunneman & Co. Rebuilt as Combination in 1900. |            |
| 3.               | Hunneman & Co. Rebuilt as Combination in 1900. |            |
| 2.               | Abbot & Dowling.                               |            |
| 1.               | Rebuilt by Charles Waugh & Co. in 1903.        |            |
| 4.               | Hunneman & Co.                                 |            |
| 5.               |                                                |            |
| 6.               |                                                |            |

### Combination Companies.

COMBINATION TRUCKS. — Nine in service, located as follows: One in City Proper, one in East Boston, one in South Boston, one in Charlestown, two in Dorchester, and one in West Roxbury.

COMBINATION WAGONS. — Two in service, located as follows: One in Dorchester and one in Charlestown.

| Number. | Location.                       | Built by                   | Chemical and Hose Ladder. | Put in Service. | Capacity. |
|---------|---------------------------------|----------------------------|---------------------------|-----------------|-----------|
| 1       | Dorchester ave., Ashmont.       | Charles T. Holloway.       | "                         | March, 1892     | 70 gals.  |
| 2       | North st., South Boston.        | Fire Extinguisher Mfg. Co. | Ladder.                   | Jan., 1898      | 70        |
| 3       | North st., South Boston.        | Charles T. Holloway.       | "                         | Dec. 30, 1898   | 70        |
| 4       | Saratoga, cor. Byron st., E. B. | Charles T. Holloway.       | "                         | Jan., 1898      | 70        |
| 5       | Monument st., Charlestown.      | "                          | "                         | Jan., 1898      | 70        |
| 6       | Dorchester.                     | Fire Extinguisher Mfg. Co. | "                         | Nov. 8, 1898    | 70        |
| 7       | Winthrop st., Charlestown.      | "                          | "                         | April 24, 1898  | 70        |
| 8       | North Grove st., "              | "                          | Hose.                     | Nov. 1, 1899    | 70        |
| 9       | Centre st., West Roxbury        | Charles T. Holloway & Co.  | Ladder.                   | April 25, 1900  | 70        |
| 10      | Longwood ave., "                | "                          | "                         | Oct., 1901      | 70        |
| 11      | Walnut st., Dorchester.         | Charles N. Perkins & Co.   | "                         | Nov., 1901      | 70        |

**In Reserve.**

| Description.            | Built by              |
|-------------------------|-----------------------|
| Old Combination Wagon 2 | Charles T. Hollway    |
| " " Truck               | Rebuilt by Straigman. |
|                         | Chemical and Hose.    |
|                         | " " Ladder.           |

### Water Towers.

WATER TOWERS. — Three in service, located as follows: Two in City Proper and one in South Boston.

| Number. | Location.          | Builders.                                  | Put In Service. |
|---------|--------------------|--------------------------------------------|-----------------|
| 1       | Bulfinch st.....   | Kansas City Fire Department Supply Co..... | May 17, 1890.   |
| 2       | Bristol st.....    | " " "                                      | Dec. 18, 1893.  |
| 3       | Pittsburgh st..... | International Fire Engine Co.....          | Nov. 2, 1902.   |

**PORTABLE EXTINGUISHERS.**—Carried on all of the ladder trucks and hose wagons and located in the department houses.

**FUEL WAGONS.**—Thirty-nine, each capable of conveying about two tons.

**FUEL WAGONS.**—Thirty-nine, each capable of conveying about two tons.

**PUMPS.**—Forty-eight: Forty-three for carrying hose, two for jobbing, and three for Fire-alarm branch.

**Repair-shop.**—In the repair-shop one 26-horse-power steam engine, cylinder 9 by 31 inches, Putnam Machine Company; one 26-inch lathe by 36-inch iron planer, 8-ft., table, 12-ft.; bed, two 14-inch swing engine lathes, 6-ft. bed; one 14-inch swing engine lathe, 10-ft. bed; one No. 2 upright drill; three Blacksmith's forgies; one furnace for heating tins; one 28-inch swing standard engine, 10- $\frac{7}{8}$ -inch radial drill; one 14-inch speed lathe, 5-ft. bed; one 14-inch swing patent engine lathe, 5-ft. bed; one 25-inch shaping machine; one 108-inch radial drill; one duplex and one Blake pump for feeding boilers; one Knowles triplex pump for testing hose; one patent growse-neck bell drill; one band saw; one circular saw; one monarch boring machine; together with numerous smaller tools and appliances, and also tools for repairing horse and harness.

Three upright tubular boilers, 60-horse-power.  
Two dynamos for lighting and fire-alarm; one tire upsetter in the blacksmith shop; one No. 2 Blake pump in the hose and harness shop for testing hose.

## NEW APPARATUS PURCHASED DURING THE YEAR.

- 1 First-size Metropolitan engine.
- 1 Extra first-size Amoskeag engine.
- 1 Combination truck.
- 2 Hose wagons.
- 2 District Chiefs' wagons.
- 6 Engines rebuilt.

Amount of hose purchased and condemned during the year:

| Purchased.                  | Condemned.   |
|-----------------------------|--------------|
| Leading cotton, 4,100 feet. | 11,900 feet. |
| " rubber, 3,900 "           | 500 "        |
| Chemical, 1,000 "           | 1,150 "      |
| Suction, 134 "              | 83 "         |
| Totals, 9,134 "             | 13,633 "     |

Amount of hose in use and in store February 1, 1905:

| In Use.                      | In Store.    |
|------------------------------|--------------|
| Leading cotton, 87,447 feet. | 11,967 feet. |
| " rubber, 6,600 "            | 2,800 "      |
| Chemical, 10,400 "           | 650 "        |
| Suction, 1,096 "             | 191 "        |
| Totals, 105,543 "            | 15,608 "     |

## HORSES.

|                                     |     |
|-------------------------------------|-----|
| Purchased during the year . . . . . | 64  |
| Sold or exchanged . . . . .         | 55  |
| Killed for cause . . . . .          | 9   |
| Died . . . . .                      | 2   |
| Number in the department . . . . .  | 386 |

## EXPENDITURES FOR THE YEAR.

|                                          |              |
|------------------------------------------|--------------|
| Salaries . . . . .                       | \$987,839 24 |
| Repairs of apparatus . . . . .           | 37,396 86    |
| " " houses . . . . .                     | 21,067 48    |
| New apparatus . . . . .                  | 12,523 02    |
| " hose . . . . .                         | 12,406 78    |
| Repairs of hose . . . . .                | 1,145 40     |
| Fuel . . . . .                           | 40,590 90    |
| Electric and gas-lighting . . . . .      | 12,506 94    |
| Printing and stationery . . . . .        | 2,240 66     |
| Furniture and bedding . . . . .          | 1,804 71     |
| Small supplies . . . . .                 | 9,872 50     |
| Horses — purchase and exchange . . . . . | 11,083 05    |

|                                                        |                       |
|--------------------------------------------------------|-----------------------|
| Horse-hire and keeping . . . . .                       | \$9,053 80            |
| Hay, grain and straw . . . . .                         | 46,902 64             |
| Washing . . . . .                                      | 3,696 44              |
| Shoeing . . . . .                                      | 21,001 71             |
| Harnesses and repairs . . . . .                        | 1,875 29              |
| Oils, chemicals, etc. . . . .                          | 3,610 71              |
| Hats, badges and buttons . . . . .                     | 1,318 41              |
| Ladders and repairs . . . . .                          | 142 51                |
| Tools for repair-shop and mechanics . . . . .          | 575 87                |
| Extra service . . . . .                                | 1,147 68              |
| Reservoirs and hydrants . . . . .                      |                       |
| Contingencies . . . . .                                | 4,810 71              |
| Pensions . . . . .                                     | 68,130 84             |
| Rent for buildings, telephones, etc. . . . .           | 7,799 25              |
| Construction and material, fire-alarm branch . . . . . | 4,318 01              |
| Underground construction . . . . .                     | 9,520 25              |
| Salt water fire-service . . . . .                      | 1 30                  |
|                                                        | <u>\$1,334,382 96</u> |

## INCOME.

|                                                               |                   |
|---------------------------------------------------------------|-------------------|
| Sale of manure . . . . .                                      | \$30 00           |
| Rent . . . . .                                                | 40 00             |
| Damage to property . . . . .                                  | 116 28            |
| Old material . . . . .                                        | 434 46            |
| Licenses for the sale of fireworks and gunpowder . . . . .    | 1,094 00          |
| Bath department, steam for Dover-street bath-house, . . . . . | 6,295 38          |
|                                                               | <u>\$8,010 28</u> |



| MONTHS.<br>1904-05. | ALARMS RECEIVED. |         |           |            |            |          | LOSS. | INSURANCE. |            | ALARMS.   |                   |            |           | BUILDINGS. |                   |                     |              |            |                |                      |                    |           |       |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|                     | FROM WHOM.       |         |           |            |            |          |       | Contents.  | Buildings. | Contents. | TELEGRAPH. STILL. |            |           |            | Not in Buildings. | Extended to Others. | Out of City. | No Damage. | Slight Damage. | Considerable Damage. | Totally Destroyed. |           |       |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                     | Members.         | Police. | Citizens. | Telephone. | Automatic. | Unknown. |       |            |            |           | Total.            | Buildings. | Contents. | False.     |                   |                     |              |            |                |                      |                    | Needless. | Fire. | Needless. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1904.               |                  |         |           |            |            |          |       |            |            |           |                   |            |           |            |                   |                     |              |            |                |                      |                    |           |       |           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

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CAUSES OF FIRES AND ALARMS FROM FEBRUARY 1, 1904, TO  
FEBRUARY 1, 1905.

|                                                    |     |
|----------------------------------------------------|-----|
| Alarms, accidental automatic . . . . .             | 104 |
| “ false . . . . .                                  | 63  |
| “ out of city . . . . .                            | 29  |
| Ashes hot, in wooden receptacle . . . . .          | 26  |
| Boiling over of fat or tar . . . . .               | 48  |
| Bonfires, grass, rubbish, etc. . . . .             | 281 |
| Careless use of lamps, candles, etc. . . . .       | 44  |
| “ “ pipes and cigars in smoking . . . . .          | 6   |
| Chimneys, soot burning . . . . .                   | 143 |
| “ defective . . . . .                              | 30  |
| Clothes too near stove . . . . .                   | 14  |
| Collapse of building . . . . .                     | 1   |
| Defective flue . . . . .                           | 7   |
| “ stovepipe . . . . .                              | 4   |
| “ furnace . . . . .                                | 3   |
| “ fireplace . . . . .                              | 1   |
| “ gas-pipe . . . . .                               | 11  |
| Electric motor igniting car . . . . .              | 20  |
| “ wires . . . . .                                  | 39  |
| Explosion and ignition of chemicals . . . . .      | 3   |
| Fireworks . . . . .                                | 30  |
| Friction . . . . .                                 | 5   |
| Fumigating . . . . .                               | 6   |
| Gas, escaping . . . . .                            | 2   |
| “ explosion of . . . . .                           | 3   |
| “ jet setting fire . . . . .                       | 53  |
| “ stove, careless use of, and explosion . . . . .  | 16  |
| Kerosene, to light fire . . . . .                  | 2   |
| Incendiary . . . . .                               | 32  |
| “ supposed . . . . .                               | 36  |
| Lamp explosion . . . . .                           | 28  |
| “ upsetting and breaking . . . . .                 | 74  |
| Light mistaken for fire . . . . .                  | 5   |
| Lightning . . . . .                                | 4   |
| Matches and rats . . . . .                         | 18  |
| “ “ children . . . . .                             | 66  |
| “ careless use of . . . . .                        | 128 |
| Meat burning on stove . . . . .                    | 12  |
| Naphtha, careless use of, and ignition . . . . .   | 25  |
| Oil stove, careless use of and explosion . . . . . | 87  |
| Overheated boiler or steam-pipe . . . . .          | 15  |
| “ stove or furnace . . . . .                       | 61  |
| Plastering, drying . . . . .                       | 3   |
| Plumber's stove upsetting . . . . .                | 5   |
| Rekindling of ruins . . . . .                      | 3   |
| Set by boys . . . . .                              | 72  |



|                                    |              |
|------------------------------------|--------------|
| Slacking of lime . . . . .         | 4            |
| Smoky chimneys . . . . .           | 36           |
| “ stove or furnace . . . . .       | 68           |
| Sparks from another fire . . . . . | 7            |
| “ “ boiler . . . . .               | 4            |
| “ “ chimney . . . . .              | 32           |
| “ “ engine or locomotive . . . . . | 45           |
| “ “ forge . . . . .                | 1            |
| “ “ furnace or stove . . . . .     | 18           |
| “ “ open grate . . . . .           | 4            |
| “ “ steam-roller . . . . .         | 1            |
| Spontaneous combustion . . . . .   | 61           |
| Steam escaping . . . . .           | 4            |
| Unknown . . . . .                  | 597          |
| Water pipes thawing out . . . . .  | 33           |
| Water-back bursting . . . . .      | 2            |
| Wood in oven igniting . . . . .    | 6            |
| Total . . . . .                    | <u>2,651</u> |

*Extinguished by*

|                                                               |     |
|---------------------------------------------------------------|-----|
| Extinguishers . . . . .                                       | 468 |
| Buckets of water . . . . .                                    | 297 |
| Chemical engines . . . . .                                    | 475 |
| Hydrant stream . . . . .                                      | 175 |
| Steamers . . . . .                                            | 377 |
| Miscellaneous, brooms, stamping out, and smothering . . . . . | 185 |
| Citizens . . . . .                                            | 261 |
| Sprinklers . . . . .                                          | 5   |

Summary of underground construction in Roxbury and West Roxbury, and extension, renewal and repair work done for the maintenance and operation of the Fire-alarm system for the year ending January 31, 1905:

|                                                                                       |                 |
|---------------------------------------------------------------------------------------|-----------------|
| New wire used . . . . .                                                               | 100,320 feet.   |
| Old wire taken down . . . . .                                                         | 184,800 “       |
| Overhead cable put up . . . . .                                                       | 4,796 “         |
| “ “ taken down . . . . .                                                              | 1,626 “         |
| Conductors in cable put up . . . . .                                                  | 26,767 “        |
| “ “ “ taken down . . . . .                                                            | 13,612 “        |
| Underground cable used in ducts owned by N. E. Telephone and Telegraph Co. . . . .    | 18,923 “        |
| Same used in Fire-alarm ducts, service connections, etc. (new construction) . . . . . | 2,958 “         |
| Total underground cable used (new construction), . . . . .                            | <u>21,881 “</u> |

|                                             |               |
|---------------------------------------------|---------------|
| Conductors in same . . . . .                | 376,616 feet. |
| Cable used for repairs . . . . .            | 2,147 “       |
| Conductors in same . . . . .                | 29,036 “      |
| Total underground cable in use . . . . .    | 241,818 “     |
| Conductors in same . . . . .                | 6,065,407 “   |
| Ducts built by this department . . . . .    | 1,934 “       |
| Total ducts owned by city . . . . .         | 21,434 “      |
| Marine cable used for repairs . . . . .     | 1,180 “       |
| Conductors in same . . . . .                | 14,869 “      |
| Manholes built . . . . .                    | 4             |
| Service connections . . . . .               | 24            |
| Boxes built over . . . . .                  | 30            |
| New boxes put in service . . . . .          | 3             |
| New auxiliary boxes . . . . .               | 8             |
| Boxes equipped with keyless doors . . . . . | 3             |
| Boxes placed on lamp-posts . . . . .        | 8             |
| Lamp-posts set . . . . .                    | 9             |
| Lamp-posts reset for cause . . . . .        | 5             |
| Cross-arms used . . . . .                   | 176           |
| Boxes now in service . . . . .              | 667           |

The following boxes are private property: 113, 115, 117, 119, 149, 152, 161, 163, 164, 166, 212, 223, 228, 244, 271, 279, 281, 283, 297, 299, 342, 422, 433, 434, 442, 443, 445, 446, 447, 448, 449, 466, 467, 468, 475, 495, 533, 617, 619, 624, 629, 698, 711, 714, 715, 716, 718, 722, 724, 725, 726, 727, 728, 729, 731, 733, 734, 735, 736, 737, 738, 739, 741, 742, 744, 745, 746, 755, 758, 759, 762, 766, 767, 773, 776, 778, 779, 791, 792, 793, 794, 795, 796, 798, 799, 828, 838, 842, 864, 865, 875, 919, 927, 967, 971, 974.

Bell alarms struck in year ending December 31, 1904, 1,580  
Blows struck on bells, gongs and tappers . . . . . 11,137,692

## ALARM BELLS.

The Fire-alarm telegraph is connected with the following bells:

Adams School-house, Sumner street, East Boston, steel, 2,995 lbs., owned by city.  
Bunker Hill School-house, Charlestown, composition, 2,009 lbs., owned by city.  
Engine-house No. 16, Temple street, Dorchester, composition, 4,149 lbs., owned by city.  
Engine-house No. 17, Meeting House Hill, Dorchester, composition, 4,000 lbs., owned by city.  
Engine-house No. 19, Mattapan, Dorchester, composition, 2,927 lbs., owned by city.



Engine-house No. 20, Walnut street, Dorchester, composition, 3,061 lbs., owned by city.  
 Engine-house No. 28, West Roxbury, composition, 4,000 lbs., owned by city.  
 Engine-house No. 29, Brighton, steel, 1,535 lbs., owned by city.  
 Old Engine-house, Mt. Vernon street, West Roxbury, steel, 1,000 lbs., owned by city.  
 Engine-house No. 34, Brighton, composition, 1,501 lbs., owned by city.  
 Engine-house No. 41, Allston, composition, 800 lbs., owned by city. Formerly used on house of Engine No. 2.  
 Engine-house No. 45, Roslindale, composition, 1,059 lbs., owned by city.  
 Lewis School-house, Dale street, Roxbury, composition, 3,104 lbs., owned by city.  
 Maverick-street Church, East Boston, composition, 2,000 lbs.  
 Princeton-street School-house, East Boston, composition, 2,470 lbs., owned by city.  
 Saratoga-street M. E. Church, East Boston, steel, 1,968 lbs., owned by city.

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

Berkeley Temple, composition, 2,941 lbs. Formerly used on Quincy School-house.  
 Chapman School-house, steel, 3,109½ lbs., taken down and stored by Public Buildings Department.  
 City Hall, Charlestown, composition, 3,600 lbs.  
 Engine-house No. 1, Dorchester street, South Boston, composition, 2,911 lbs.  
 Engine-house No. 18, Harvard street, Dorchester, composition, 3,184 lbs.  
 Engine-house, No. 21, Columbia road, Dorchester, composition, 3,026 lbs.  
 Faneuil Hall, steel, 5,816 lbs.  
 Ladder-house No. 4, Dudley street, Roxbury, composition, 3,509 lbs.  
 Lawrence School-house, B street, South Boston, steel, 3,400 lbs.  
 Lincoln School-house, Broadway, South Boston, composition, 3,110 lbs.  
 Smith-street School-house, Roxbury, composition, 4,083 lbs.  
 Ticknor School-house, Dorchester street, Washington Village, steel, 2,995 lbs., taken down and stored by School Department.

Trinity Church, Trenton street, East Boston, composition, 1,760 lbs. Formerly used on Castle-street Church.  
 Van Nostrand's Brewery, Charlestown, composition, 818 lbs. Formerly used on Boylston School-house.  
 Warren School-house, Charlestown, composition, 3,000 lbs.  
 Winthrop School-house, Charlestown, composition, 3,000 lbs., taken down and stored by Public Buildings Department.

#### PUBLIC CLOCKS.

The following public clocks, thirty-five in number, are taken care of by the Fire Department:

#### *City Proper.*

Arlington-street Church.  
 Charles-street Church.  
 Christ Church, Salem street, owned by city.  
 Commercial Wharf.  
 Odd Fellows' Hall, Tremont street, owned by city.  
 Old South Church, owned by city.  
 Old State House, owned by city.  
 Park-street Church.  
 Suffolk County Jail, owned by city.  
 St. Stephen's Church, Clark street, owned by city.  
 Shawmut-avenue Church.  
 Tremont M. E. Church, owned by city.  
 Young Men's Christian Union, owned by city.

#### *South Boston.*

Gaston School-house, owned by city.  
 Lincoln School-house, owned by city.  
 Phillips Church, owned by city.  
 St. Augustine Church, Dorchester street, owned by city.  
 Ticknor School-house, Washington Village, owned by city, taken down and stored by School Department.

#### *East Boston.*

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

#### *Roxbury.*

Winthrop-street Church, owned by city.  
 Boston Elevated Railway Car-house, Columbus avenue, owned by city.



*Dorchester.*

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

*Charlestown.*

Bunker Hill Church.  
City Hall, owned by city.  
High School-house, owned by city.  
Unitarian Church.

*West Roxbury.*

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

*Brighton.*

Bennett School-house, owned by city.

Respectfully submitted,

BENJAMIN F. UNDERHILL,

*Secretary.*

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NOTE. — Henry S. Russell, Fire Commissioner for over ten years, died February 16, 1905.

Patrick J. Kennedy, Wire Commissioner, was appointed Acting Fire Commissioner until permanent appointment was made.

Benjamin W. Wells was appointed to the position and took office March 20, 1905.



