

ANNUAL REPORT
OF THE
FIRE DEPARTMENT
FOR THE
YEAR 1905-1906



BOSTON
MUNICIPAL PRINTING OFFICE
1906

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BOSTON, February 1, 1906.

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

SIR,—In compliance with the Revised Ordinances, the annual report of the operation and expenses of the Fire Department is herewith submitted :

The year covered by this report is from February 1, 1905, to February 1, 1906. Col. Henry S. Russell, Fire Commissioner, for over ten years, died February 16, 1905, and Patrick J. Kennedy, Wire Commissioner, was appointed Acting Fire Commissioner, until the permanent appointment of Benjamin W. Wells, March 20, 1905.

Upon taking charge of the department, a careful examination of the conditions and needs was made. It was found that certain companies were undermanned, and a number of men carried on the rolls as active members who were physically unfit for duty.

A net increase in the permanent force of 46 men has been made as a result of the following changes :

From February 1, 1905, to February 1, 1906.

Number of men appointed	81
Resigned	14
Discharged	5
Pensioned	10
Died	6
	— 35
Net increase	46
To this should be added, on the date of this report, temporary men	29
Total	75

INCREASE IN DAYS OFF.

In December, 1905, by order of the city government, the number of days off allowed to the men was increased from one day in eight to one day in five.

In addition to the permanent appointments, 29 temporary men were employed; these men were chosen from the call force. The purpose of the temporary appointments being that these men could be discharged, if the change in days off should not be permanent, or if the appropriation for the following year should be inadequate to cover the increase of cost. The Commissioner did not approve of the change at the time made, as no consideration was given to the needs and conditions of the department, or any arrangement made, other than a temporary one, which would guarantee the further financing of the increased cost, estimated at \$80,000 per year. It not being possible to immediately increase the number of engineers, there being no eligible list on the Civil Service of this class, the extra time has not been granted them, but an allowance of pay has been made equal to the time lost. As soon as the department engine school can qualify the necessary number, they will be granted the time-off.

INSPECTIONS.

A new feature of the work of the year has been the inspection and drill of the entire department. Every company, with its apparatus, was ordered to the Headquarters yard, three or four companies reporting at a time, ladder, engine, chemical or tower, for example. A regular fire drill was held under the direction of the Chief of Department; ladder companies throwing ladders, ventilating, etc., engine companies running lines to the top of buildings, playing streams, siamesing, etc. Scaling ladders and life nets, etc., were used. Every piece of apparatus, numbering 43 engines, 27 ladder trucks, 10 chemicals, 3 water towers, 2 combination wagons and 14 chiefs' wagons were thoroughly inspected, and all the equipment, tools and appliances were carefully examined. Useless equipment was discarded and all the companies supplied with a uniform outfit. Worn out tools,

ropes, nets, etc., were replaced with new, and needed additional equipment furnished. The fire-boat was also given a thorough test.

The Department Veterinary Surgeon made a careful examination of all horses and harnesses; engines were thoroughly examined by the Assistant Superintendent of the Repair Shop, the expert in charge of this branch of the service.

These inspections and drills gave the Chief of Department an opportunity to see and judge all his officers and men in action under conditions more favorable for observation than at a fire, and furthermore, he had an opportunity to meet the men in the outlying districts, who seldom come under his immediate direction.

NEW APPARATUS.

Owing to the fact that the appropriation for the year had been made when the present Commissioner took office, and he believing that the greatest need for the moment was an increase in the force, the purchase of new apparatus was practically limited to two engines and two hose wagons,

Nine thousand six hundred feet of hose was purchased.

REPORT OF THE COMMITTEE OF TWENTY.

The Committee of Twenty of the National Board of Fire Underwriters made a thorough investigation of the Fire Department conditions existing in this city. Their exhaustive report on the whole gave the department credit; many recommendations were made, some already advised by the department, and some that were new. In the main their conclusions were in accord with the ideas of the department.

FIRE BADGES.

A great number of persons presenting badges of many kinds and issues at the fire lines, claiming the right of admission, made it impossible for the police to know which badges were authorized. A change was, therefore, made and orders issued to the police that only persons holding the celluloid badge issued by this department or the badge newly designed for the press, giving the name of the paper thereon, and fur-

nished by the department on requisition from the city editors and paid for by them, were entitled to entrance. Thus the department fully controls the number to be admitted within the lines, and the work of the police at fires is greatly simplified.

THEATRES.

I believe that the responsibility and powers of the Fire Commissioner in connection with theatre fire risks should be greatly increased. At the present time theatres are inspected weekly by this department, as regards their fire apparatus equipment. Matters pertaining to construction and arrangement of exits belong to the Building Department. The Police Department has certain other responsibilities, and the Mayor is supreme in the issuance of licenses.

No firemen are detailed to theatres at times of performances, and, as far as this department is informed, overcrowding and dangerous conditions on the stage are not looked after by any one.

BELL ALARMS IN OUTLYING DISTRICTS.

Citizens of West Roxbury, Dorchester and Jamaica Plain complained of the many alarms struck on the bells for boxes not responded to by the local apparatus. To overcome this grievance, switches were installed in the fire houses in those sections, and now only alarms on bells are struck, if the company responds or is due on the second alarm. This is also an improvement, for the reason that the call-men for whose benefit the alarms in those sections are given, when hearing the bell, know it is for them, and start immediately without waiting as before to count the box number.

EXPLOSIVES.

The supervision and regulation of the keeping, handling and transportation of all explosives was, in 1904, by a legislative act, transferred from the Fire Commissioner to the State police. This I believe to have been an error, and that the Fire Commissioner should have this responsibility. The State police have neither the time nor the men to give this proper attention. The reason for the change, as far as I know, was to make it possible to control the transportation of explosives where it passed from one town to another, and was the direct result of the Melrose disaster, where explosives in transit to that city exploded with fatal effect. Under the law, as amended in 1905, the State police may appoint the Fire Commissioner to act in their place, and under such

arrangements as they may direct. No action has been taken, however, by the State police, and this department has voluntarily assumed the task of supervising the loading of all explosives brought by water or rail on to teams, the chief of the district detailing a man for this purpose and reporting daily to the Commissioner every shipment. This department, however, has no authority in the premises, and denies any responsibility for accidents that may happen, and such supervision as is now exercised is entirely voluntary, and should, under the law, be conducted by the State police. Over 1,300 examinations and reports were made. There should be a charge to cover the time of the men detailed for this inspection service. Supervision of explosives in transit is made only in exceptional cases. The form of report is as follows:

[Form 17.]

No.

BOSTON FIRE DEPARTMENT.

District No.



Boston 19....
Explosive..... No. cases each containing..... lbs.
Shipped by.....
Consigned to.....
Via.....
Description of Vehicle.....
Owner..... Driver.....
Landed and Loaded..... Time..... M.
Name of Detail..... Co.....
Left Quarters..... M.
Returned..... M.

REMARKS.

.....
.....
.....
Signed..... District Chief.

CHANGE IN DISTRICTS.

A change was made in districts 5 and 6 by the addition of a slice from the latter to the former, and the headquarters of the Chief of District 5 being changed from Mason street, city proper, to Pittsburgh street, South Boston.

The quarters of the Chief of Department and Assistant Chief are on Mason street; therefore it was desirable to place

the District Chief elsewhere, and he now covers a very important and growing section of South Boston, separated from the city proper by a narrow channel. In this section are located many large manufacturing plants, wool storage houses and other large storage buildings, freight yards and elevators. The headquarters of the South Boston chief is a long distance away, whereas the new arrangement of assigning the district chief to the Pittsburgh-street house brings him into the very heart of this new section, and yet not far away from the rest of his district.

LICENSES FOR FIREWORKS.

In issuing the licenses for fireworks a provision was inserted reading as follows:

Conditions of License.

"This license will be forfeited if combustible or inflammable matter is kept in this store.

The entire amount of fireworks that may be kept in any building at any one time by reason of this license shall not exceed \$200 in value, except by special permission.

Under this license the licensee is forbidden to keep for sale the following articles:

Firecrackers of greater length than six inches;

Blank cartridge pistols;

Cartridges or fixed ammunition to anyone under seventeen years of age;

Explosives known as the cane or potash dextrine tablet, or any of similar kind or power.

Fireworks shall not be stored in wagons and handled therefrom without first receiving from the Fire Commissioner approval of location."

Every dealer was presented a large card stating the provisions of the license; the card to be placed in the window and in a conspicuous place in the building. This gave the police more effective supervision, and the opportunity to see that the law was complied with.

As a result the sale of toy pistols, cane or potash dextrine tablets, or any of similar power, was practically stopped, the dealers very willingly co-operating with the department and giving up the sale of these dangerous articles.

EMERGENCY CONTRACTORS.

Arrangements were made with certain large contractors in each district to immediately furnish on notice by telephone men, teams, lifting apparatus and other equipment,

which might be needed in the event of a collapsed building or other accident of similar nature; heretofore, there being no such arrangement, great delay had ensued in cases of need. Now within a very few minutes help can be summoned to any section of the city.

METROPOLITAN BOSTON.

Arrangements are being perfected whereby the apparatus of cities and towns bordering on the Boston line will, when desirable, send and receive assistance on alarms of fire. This includes Brookline, Cambridge, Milton, Newton, Somerville, Winthrop, Chelsea and Dedham. Cambridge, Somerville and Brookline will receive and furnish all alarms, and a regular mutual running card will be prepared. The manufacturing section of Cambridge can be quickly covered by powerful engines from Boston in the event of a bad fire. Cambridge can furnish assistance to the Brighton District in three minutes, whereas the home third-alarm apparatus takes not less than twenty-five minutes. Brookline and Somerville have stations very near the Boston line.

Arrangements have been made with the railroads, as a result of the delay in furnishing help to Brockton, that the yard masters have authority to immediately provide a train at the nearest loading station in the event of calls for assistance from other cities or towns. Blockings have been prepared so that the apparatus can be quickly and properly fastened to the cars.

CARD SYSTEM.

A card system of keeping the records of the men was installed, and greatly simplifies the work as well as making it possible for the Commissioner and Chief of Department to act in cases of promotions, transfers, credits or discipline with greater knowledge and care. The cards are as follows:

Card No. 1.

(Filled in by member.)

Name.....	Badge Number.....
Address.....	Height.....
Date appointed.....	Weight.....
When born.....	C. S. per cent.....
Where born.....	Remarks.....
Single, Married.....	Previous Occupation.....
.....	Date of leaving service.....
Assigned.....	Cause.....
Date.....	Transfers.....
Company.....	Transfers.....
.....	Promotions.....

Card No. 2	Photograph.
Card No. 3	Remarks.
Card No. 4	Credits.
Card No. 5	Discipline.
Card No. 6	Injuries.
Card No. 7	Sick Leaves.

These have been posted back ten years.

The following card was provided the district chiefs to record their building inspections. This makes the records uniform, and the inspection service more efficient:

Street and No.	Owner.	Occupant.	Purpose.	Stories.	Material.	Class.	Weight on floors.	Size	x	x	Light.	Power.	Where kept.	Explosives.	Compounds.	Kind.	Elevators.	Hatchway.	Connections.	Fire Appliances.	Standpipe.	Sprinkler.	Automatic Alarm.	Entrance to cellar.	Access to roof.	Male.	Female.	Total.	Condition.	Inspected.	Inspected by.	Number of Hydrants within 500 feet.
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ALARMS AND LOSSES FOR THE YEAR.

The number of alarms received for the year were as follows:

Bell	1,781
Still	1,210
Total	2,991

The three serious fires of the year were:

Hoosac Tunnel Docks, February 21	\$355,500
Leatherbee Lumber Company, June 23	207,000
Dean Building, 54 India street, December 17	100,000

3 fires were in excess of	\$100,000
2 " " "	50,000
13 " " "	25,000

8 fires were in excess of	\$15,000
17 " " "	10,000
21 " " "	5,000
126 " " "	1,000
132 " " "	500
553 " " "	100
862 " under	50
854 " no loss	—

Fire losses for the year were	\$2,071,189
Insurance	24,898,200

RECOMMENDATIONS.

Under present conditions water-front conflagrations are to be feared.

A new fire-boat is most urgently needed. The present situation invites disaster, and the department again calls the attention of the city government and the Board of Fire Underwriters to the danger.

New apparatus houses should be located in Dorchester and the Forest Hills section of West Roxbury.

A certain section of Dorchester, owing to the rapid building up of large wooden apartment and other houses placed very near together, presents a serious condition.

The present combination wagon house on Winthrop street, Charlestown, should be remodelled and a large-sized engine placed therein to protect the very important Charlestown water-front and Navy Yard.

An engine company should be placed in the house in Peabody square, Ashmont, now occupied by Combination 1, and the combination wagon should be shifted to the neighborhood of Lauriat avenue.

A new house should be located in the vicinity of Haymarket square. The house of Ladder 1, never fit for the occupancy of a company of men, should be condemned, and Ladder 1 and a new engine company placed in the new quarters.

The house of Ladder 17 should be enlarged by the addition of one story. The present quarters are extremely cramped and unsuited for the comfort or convenience of the men.

A very serviceable addition to the strength of the department would be the location of a chemical engine company on Battery street, near Hanover, on the land now vacant belonging to the Police Department in the rear of Station 8.

The quarters of Ladder 7 and Engine 17 at Meeting House Hill are old and unsuited for the service. The

School Department desires the space now occupied by these houses, and the district would be better protected by the removal to a point near Field's Corner.

The growing sections of Brighton should also be covered by the addition of a combination ladder truck.

Other sections of the city also now need, or will in the near future, additional fire protection, but the points mentioned are, at this time, the most important.

An addition should be built to the veterinary hospital for the isolation of new horses and horses affected with contagious diseases, and also for the storage of a coal wagon for the exercising and training of new horses.

On nearly all in-town apparatus larger bells should be placed, the increase in street noises making the present equipment insufficient.

Sixty-eight (68) call men are still employed in the service. These should be replaced by permanent men, as the districts in which they serve have grown rapidly and are entitled to full protection.

The use of automobiles for the district chiefs is very desirable, a good, thorough test having been given by the Chief of Department, who is provided with one. In some of the outlying districts, the distance to be covered daily by the chief in his inspection of quarters is over ten miles, taking a good portion of his time and tiring the horse. The prompt arrival of the chief at fires is of the greatest importance.

The salt-water system could be extended to advantage, and a pumping station installed to take the place of the fire-boat, which is now called upon for this service, and in the event of a big fire would be greatly needed elsewhere.

The placing of the wires underground should be undertaken at once in Charlestown, a portion of South Boston and East Boston. The City Proper is already so equipped.

ORGANIZATION.

Commissioner, BENJAMIN W. WELLS; 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 9, NATHAN L. HUSSEY.

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.

DISTRICT CHIEFS.

District.	Headquarters.
1. Patrick E. Keyes	Ladder House 2
2. Charles H. W. Pope	" 9
3. Joseph M. Garrity	" 8
4. Peter F. McDonough	Engine House 4
5. Daniel F. Sennott *	Ladder House 18
6. Edwin A. Perkins	Engine House 1
7. John Grady	" 22
8. Hiram D. Smith	Ladder House 12
9. Nathan L. Hussey	" 4
10. Williston A. Gaylord	Engine House 18
11. John F. Ryan	" 41
12. William Childs	" 28

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, REFUS W. SPRAGUE.
Purchasing Officer, CHARLES A. STRAW.

ROLL OF MERIT.

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 Magee	Combination 5.
Joseph P. Hanton	Ladder 17.
Michael J. Teehan	" 17.
Charles W. Conway	" 13.
Michael J. Dacey	" 13.
Patrick E. Keyes	District 1.

* Promoted May 12, 1905.

MEMBERS RETIRED DURING THE YEAR.

Name.	Rank.	Company.	Year.	Am't.
Calvin C. Wilson.....	Assistant Engineer..	Engine 19..	April 5, 1905.	\$600
George S. Smith.....	Call Man.....	Engine 5..	" 7, 1905.	125
John F. Greenwood.....	".....	Engine 17..	" 7, 1905.	125
Joseph H. Hoyt.....	".....	Engine 20..	May 5, 1905.	125
John A. Mahagan.....	Hoseman.....	Engine 2..	" 15, 1905.	600
James M. Grace.....	".....	Engine 34..	June 16, 1905.	600
Edward B. Sproul.....	Assistant Engineer..	Engine 42..	" 14, 1905.	600
Augustus W. Sprague.....	Call Man.....	Ladder 10..	" 23, 1905.	125
John E. Wharton.....	".....	Engine 5..	July 1, 1905.	125
Ignatius H. Dooley.....	Ladderman.....	Ladder 23..	" 1, 1905.	600
John Hutchinson.....	Call Man.....	Engine 16..	Aug. 25, 1905.	125
Charles P. Smith.....	Captain.....	Engine 1..	" 28, 1905.	800
James D. Fitzgerald.....	Hoseman.....	Engine 2..	Oct. 6, 1905.	600
Edmund Frucan.....	Call Man.....	Ladder 7..	" 13, 1905.	125
Joseph MacDonough.....	Ladderman.....	Ladder 25..	Nov. 21, 1905.	600
George F. Titus.....	Captain.....	Engine 32..	Jan. 5, 1906.	800
Michael J. Slattery.....	Engineer.....	Engine 37..	" 19, 1906.	650

MORTALITY.

During the year the department has lost the following members by death:

Name.	Appointment.	Rank.	Date of Death.
Col. H. S. Russell.....	Jan. 21, 1895.	Commissioner.....	Feb. 16, 1905.
William G. O'Neill.....	April 21, 1891.	Ladderman, Ladder 2.....	March 23, 1905.
Edward H. Sawyer.....	Dec. 1872.	District Chief, District 9..	April 5, 1905.
Patrick B. Hannon.....	Sept. 1, 1874.	Foreman, Hose and Har- ness Shop.....	May 27, 1905.
Thomas S. Reynolds.....	Aug. 8, 1892.	Hoseman, Engine 27.....	" 27, 1905.
John M. Sullivan.....	April 28, 1899.	" Engine 40.....	June 17, 1905.
Kenneth T. Harvey.....	Jan. 10, 1898.	Ladderman, Ladder 5.....	July 7, 1905.
James L. Crowley.....	1879.	Operator, Fire Alarm Branch.....	" 21, 1905.
Peter Murphy.....	Jan. 1, 1874.	Lieutenant, Ladder 11.....	Sept. 4, 1905.
Charles A. Trites.....	March 22, 1902.	Teamster, Fire Alarm Branch.....	Nov. 26, 1905.

DEATHS OF RETIRED MEMBERS.

Theodore W. Nelson	Feb. 15, 1905.
Charles D. Sampson	March 11, 1905.
George J. Wall	March 22, 1905.
Thomas W. Conway	March 22, 1905.
James E. Burg	May 10, 1905.
Francis Swift	June 5, 1905.
James M. Grace	July 30, 1905.
Alexander Saunders	Aug. 2, 1905.
James P. Bowles	Oct. 9, 1905.
Robert H. Pratt	Jan. 10, 1906.

The Commissioner takes this opportunity to compliment and thank the officers and men of the department for the good work of the year. Their service has been prompt, efficient and willing, and breaches of discipline calling for correction by the Commissioner have been comparatively few, showing a spirit to be commended and appreciated.

FORCE AND PAY-ROLL, FEBRUARY 1, 1906

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 "
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 "
1 Engineer	1,400 "
46 Engineers	1,300 "
1 Engineer	1,100 "
1 Engineer	1,000 "
40 Assistant Engineers	1,200 "
5 Assistant Engineers	1,100 "
2 Assistant Engineers	1,000 "

537 Permanent men :		
370 at	\$1,200	per annum
43 at	1,100	"
44 at	1,000	"
37 at	900	"
43 at	720	"
68 Call-men :		
4 at	250	"
64 at	200	"
10 Chief Drivers	1 75	per day.
2 "	2 00	"
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 Night Fireman	3 45	"
1 Painter	3 75	"
1 "	2 50	"
2 Wheelwrights	3 25	"
5 Machinists	3 25	"
1 "	3 00	"
2 Blacksmiths	3 50	"
1 "	3 25	"
3 Blacksmiths' Helpers	2 50	"
1 Hose and Harness-repairer	3 00	"
1 " " "	1 50	"
3 Laborers (average)	2 08	"

930 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.

NOTE.—29 Firemen temporarily employed.

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, Tremont, Boylston, Arlington, Beacon and Berkeley streets, and on the west by the Charles river.

District 5.

The territory bounded on the north by Winter and Summer streets, Dorchester avenue, Congress street, Fort Point channel and the harbor to B street, on the east by B street, on the south by First street, across Dorchester avenue and Fort Point channel to Broadway Extension, Pleasant street, Park square and Boylston street, and on the west by Tremont street.

District 6.

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

District 7.

The territory bounded on the west by the Charles river, on the north by Berkeley, Beacon, Arlington and Boylston streets, Park square, Pleasant street and Broadway Extension, on the east by Fort Point channel and South bay and on the south by Massachusetts avenue and the Charles river.

District 8.

The territory bounded on the north by the Charles river and Massachusetts avenue, on the east by Washington street,

on the south by Atherton and Mozart streets, Chestnut avenue, Sheridan and Centre streets, Hyde square, Perkins street, South Huntington avenue and Castleton street, across Jamaica way to the Brookline line, and on the west by the Brookline line to Cottage Farm bridge.

District 9.

The territory bounded on the north by Massachusetts avenue, South bay, Dorset and Locust streets, on the east by Dorchester bay, on the south by 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 Cottage Farm bridge.

District 12.

All that part of Boston known as West Roxbury, bounded on the north by a line from the Brookline line across Jamaica way to Castleton street, through Castleton street, South Huntington avenue and Perkins street, 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 and Harvard street, on the south by the Hyde Park and Dedham lines, and on the west by the Newton and Brookline lines.

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, 21		
2.....	C. H. W. Pope.....	27, 32, 36	9	* 9, 22	2	
3.....	Joseph M. Garrity.....	8, 25, 31, 44		* 8, 14		
4.....	Peter F. McDonough.....	* 4, 6, 10	1	1, 24		1
5.....	Daniel F. Sennott.....	7, 26, 35, 38, 39		17, * 18		3
6.....	Edwin A. Perkins.....	* 1, 3, 15, 43	8	5, 19, 20		
7.....	John Grady.....	3, * 22, 33	2, 4	3, 13, 15		2
8.....	Hiram D. Smith.....	13, 14, 37	12	* 12, 26		
9.....	Nathan L. Hassey.....	12, 21, 23, 24	10	* 4, 23		
10.....	Williston A. Gaylord.....	16, 17, * 18, 19, 20		6, 7, 27	1	
11.....	John F. Ryan.....	20, 34, * 41	6	11		
12.....	William Childs.....	* 28, 30, 42, 45	5	10, 16, 25		

* 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.....	6,098	96,000	Engine 4, Chemical 1 and Tower 1.
Marion st., East Boston.....	1,647	9,000	Engine 5.
Leverett st.....	2,269	85,000	Engine 6.
East st.....	1,893	36,400	Engine 7.
Salem st.....	2,568	24,100	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 Ladder 21.
Dudley st.....	7,320	25,000	Engine 12.

Houses. — Continued.

Location.	Number of feet in lot.	Assessed Valuation.	Occupied by
Cabot st.....	4,832	\$16,000	Engine 13.
Centrest.....	5,713	14,600	Engine 14.
Dorchester ave.....	2,803	20,000	Engine 15.
Corner River and Temple sts.....	12,736	10,200	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., " ".....	9,000	17,300	Engine 20 and Ladder 27.
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	92,300	Engines 25, Ladder 8 and Ladder 14.
Mason st.....	5,623	124,500	Engines 26 and 35.
Elm st., Charlestown District.....	2,600	18,000	Engine 27.
Centre st., Jamaica Plain.....	10,377	28,300	Engine 28 and Ladder 10.
Chestnut Hill ave., Brighton District.....	14,338	37,200	Engine 29 and Ladder 11.
Centre st., West Roxbury District.....	12,251	25,000	Engine 30 and Ladder 25.
Bunker Hill st., Charlestown District.....	8,188	26,200	Engine 32.
Corner Boylston and Hereford sts....	5,646	72,000	Engine 33 and Ladder 15.
Western ave., Brighton.....	4,637	17,800	Engine 34.
Monument st., Charlestown District.....	5,668	21,000	Engine 36 and Ladder 22.
Corner Longwood and Brookline aves.....	5,231	14,000	Engine 37 and Ladder 26.
Congress st.....	4,000	37,000	Engine 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 sq.....	5,133	20,100	Engine 43 and Ladder 20.
Washington, corner Poplar st., Roslindale.....	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.....	1,790	7,500	Chemical Engine 10.

Houses. — Concluded.

Location.	Number of feet in lot.	Assessed Valuation.	Occupied by
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	22,000	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	Ladder 19.
Washington st., Dorchester.....	6,875	21,400	Ladder 23.
Winthrop st.....	3,000	13,200	Combination 2.
North Grove st.....	3,918	18,000	Ladder 24.

	Assessed Valuation.
Fuel-house, Dorchester street, 1,610 feet of land . . .	\$3,100
Fuel-house, Salem street, 417 feet of land . . .	3,600
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 . .	185,000
Water Tower No. 2 and Wrecking Wagon are in Headquarters Building.	
Veterinary Hospital, Atkinson street, 64,442 feet of land . . .	39,500
Fuel-house, Washington, near Dover street, 1,007 feet of land . . .	10,500

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 HOSE.—One, local India Rubber Co., located in City Proper.

HOSE WAGON.—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.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Second size.
1	Dorchester st., near Fourth, S.B.	Clapp & Jones Mfg. Co.,	April 1, 1890	8½	5	7	Third
2	Fourth st., cor. O, South Boston.	Manchester Loco. Works,	Nov., 1890	6½	4	8	First
3	Parson ave., cor. Bristol st.,	American Fire Eng. Co.,	Jan., 1904	9	5½	8	"
4	Bathurst st., Dorchester.	American Fire Eng. Co.,	Feb. 22, 1893	9	5½	8	"
5	Marion st., East Boston.	Hunnean & Co.,	Oct. 14, 1872	7½	4½	8	Second
6	Leverett st.,	Formerly Relief C, re- built by Manchester					
7	East st.,	Loco. Works,	Nov., 1900	7½	4½	8	First
8	Salem st.,	American Fire Eng. Co.,	June, 1895	9	5½	8	"
9	Paris st., East Boston.	Formerly Silsby Engine 23, rebuilt by American Fire Eng. Co.,	May, 1904	8	4½	8	Second
10	Mt. Vernon st., cor. River st.,	Formerly Silsby Engine 33, rebuilt by American Fire Eng. Co.,	Dec. 20, 1901	8	4½	8	"
11	Saratoga st., cor. Byron st., E.B.,	Manchester Loco. Works, Formerly Relief C, re- built by Manchester Loco. Works,	March 1, 1882	6½	4½	8	"
			May 23, 1905	6½	4½	8	"

FIRE DEPARTMENT.

No.	Location.	Built by	Put in Service.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Second size.
12	Dudley st.,	Manchester Loco. Works,	March 27, 1882	6½	4½	8	"
13	Calcut st.,	Clapp & Jones Mfg. Co.,	April 1, 1890	8½	5	7	"
14	Centre st.,	Amoskeag Mfg. Co.,	Sept. 17, 1904	7½	4½	8	"
15	Dorchester ave. and Broadway,	American Loco. Works,	Dec., 1904	8½	5	8	Extra first size.
16	Temple st., Dorchester.	Amoskeag Mfg. Co.,	July 1, 1872	7½	4½	8	Second size.
17	Meeting House Hill, Dorchester,	(Old Engine)	May, 1886	6½	4½	8	Second size.
18	Harvard st., Dorchester.	Amoskeag Mfg. Co.,	Nov., 1890	6½	4	8	Third
19	Folk st., Dorchester.	Clapp & Jones Mfg. Co.,	Dec. 5, 1891	7	4½	8	"
20	Walnut st., Dorchester.	Manchester Loco. Works,	Nov., 1890	6½	4	7	"
21	Cumby road, Dorchester.	Clapp & Jones Mfg. Co.,	Dec. 10, 1893	7	4½	7	"
22	Warren ave.,	Rebuilt by American Fire Eng. Co.,	Jan., 1901	8	4½	8	Second
23	Northampton st.,	Formerly Silsby Engine 6, rebuilt by American Fire Eng. Co.,	July 3, 1901	8	4½	8	"
24	Warren st., cor. Quincy st.,	Formerly Amoskeag En- gine 3, rebuilt by American Loco. Works,	Nov., 1904	7½	4½	8	First
25	Fort Hill sq.,	American Loco. Works,	Nov., 1906	8½	5	8	Extra first size.
26	Mason st.,	Manchester Loco. Works,	July 1, 1903	8½	5	8	"
27	Eln st., Charlestown.	Formerly Silsby 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.	Hunnean & Co.,	Jan. 1, 1874	7½	4½	8	"
30	Centre st., West Roxbury.	Clapp & Jones Mfg. Co.,	Oct. 9, 1891	7	4½	8	Third
31	Central Wharf (spare fire-boat).	Manchester Loco. Works,	March, 1896	16	9	10	2 sets of pumps, 4,700 gallons*
32	Bunker Hill st., Charlestown.	Manchester Loco. Works,	April 16, 1901	7½	4½	8	Second size.
33	Boylston st.,	Manchester Loco. Works,		7½	4½	8	"

* At 225 revolutions per minute.

Engine Companies.—*Concluded.*

No.	Location.	Built by	Put in Service.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	
34	Western ave., Brighton.....	Amoskeag Mfg. Co.....	Dec., 1869	7 $\frac{1}{2}$	4 $\frac{1}{2}$	8	First size.
35	Mason st.....	Manchester Loco. Works, Formerly Relief K, re- built by American Loco. Works.....	Jan., 1868	9 $\frac{1}{2}$	5 $\frac{1}{2}$	8	Double extra first size.
36	Monument st., Charlestown.....	Manchester Loco. Works, Self-propeller.....	Jan. 23, 1903	7 $\frac{1}{2}$	4 $\frac{1}{2}$	8	First size.
37	Longwood ave.....	Manchester Loco. Works, Self-propeller.....	March, 1896	6 $\frac{1}{2}$	4 $\frac{1}{2}$	8	Second size.
38	Congress st., South Boston.....	Manchester Loco. Works, Formerly Silsby Engine Co., rebuilt by American Fire Eng. Co.....	June, 1897	9 $\frac{1}{2}$	5 $\frac{1}{2}$	8	Double extra first size.
39	Congress st., South Boston.....	Manchester Loco. Works, Formerly Silsby Engine Co., rebuilt by American Fire Eng. Co.....	June 14, 1901	8 $\frac{1}{2}$	5	8	Extra first size.
40	Sumner st., East Boston.....	Manchester Loco. Works, Formerly Silsby Engine Co., rebuilt by American Fire Eng. Co.....	June 30, 1902	8	4 $\frac{1}{2}$	8	Second "
41	Harvard ave., Brighton.....	Clapp & Jones Mfg. Co., rebuilt by American Fire Eng. Co.....	Feb., 1893	7	4 $\frac{1}{2}$	8	Third "
42	Washington st., between Atherton and Beethoven sts.....	Manchester Loco. Works, Formerly Amoskeag Engine 4, rebuilt by American Loco. Works.....	March 28, 1884	6 $\frac{1}{2}$	4 $\frac{1}{2}$	8	Second "
43	Andrew sq., South Boston.....	Manchester Loco. Works, Formerly Amoskeag Engine 4, rebuilt by American Loco. Works.....	Nov., 1904	7 $\frac{1}{2}$	4 $\frac{1}{2}$	8	First "
44	India Wharf (Fire-boat).....	American Fire Eng. Co., rebuilt by American Fire Eng. Co.....	Aug., 1895	12 $\frac{1}{2}$ H. P., 18 L. P. 10	10	8	2 sets of pumps, 6,520 gallons.*
45	Washington st., cor. Poplar st., Roslindale.....	American Fire Eng. Co., rebuilt by American Fire Eng. Co.....	Jan., 1895	7	4 $\frac{1}{2}$	7	Third size.

* At 225 revolutions per minute.

In Reserve.

No.	Location.	Built by	Put in Service.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	
A...	Old 43.....	Clapp & Jones.....	March, 1893	7	4 $\frac{1}{2}$	8	Second size.
B...	" 25.....	Manchester Loco. Works, Formerly Amoskeag Mfg. Co.....	Nov., 1896	7 $\frac{1}{2}$	4 $\frac{1}{2}$	8	First "
C...	" 39.....	Manchester Loco. Works, Formerly Amoskeag Mfg. Co.....	Dec., 1873	6 $\frac{1}{2}$	4 $\frac{1}{2}$	8	Second "
D...	" 17.....	Manchester Loco. Works, Formerly Amoskeag Mfg. Co.....	Sept., 1870	7 $\frac{1}{2}$	4 $\frac{1}{2}$	8	First "
E...	" 26.....	La France Fire Engine Co., rebuilt by American Fire Eng. Co.....	June, 1895	8 $\frac{1}{2}$	5 $\frac{1}{2}$	8	Second "
F...	" 1.....	Manchester Loco. Works, Formerly Amoskeag Mfg. Co.....	Sept., 1872	7 $\frac{1}{2}$	4 $\frac{1}{2}$	8	First "
G...	" 25.....	Manchester Loco. Works, Formerly Amoskeag Mfg. Co.....	Nov., 1890	9	5 $\frac{1}{2}$	8	Third "
H...	" 24.....	Manchester Loco. Works, Formerly Amoskeag Mfg. Co.....	Feb., 1888	7	4 $\frac{1}{2}$	8	First "
I...	" 35.....	Manchester Loco. Works, Formerly Amoskeag Mfg. Co.....	August, 1890	9	5 $\frac{1}{2}$	8	First "
J...	" 36.....	Manchester Loco. Works, Formerly Amoskeag Mfg. Co.....	Dec., 1890	6 $\frac{1}{2}$	4	8	Third "

Also six 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.....	Bulfinch st.....	Babcock Manufacturing Co.....	Oct., 1890	<i>Gals.</i> 100
2.....	Church st.....	"	April 25, 1874	100
4.....	Shawmut ave.....	Rebuilt by Hinman in 1886.....	Used as a spare engine and put in service Dec. 20, 1895	100
5.....	Washington, between Alherton and Beethoven sts.....	Altered by Hinman.....	Sept. 21, 1876	170
6.....	Harvard ave., near Cambridge st., Brighton.....	"	May 1, 1876	100
7.....	Seavoad st., East Boston.....	"	Sept. 27, 1886	100
8.....	B st., South Boston.....	"	Oct. 27, 1887	100
9.....	Main st., Charlestown.....	"	July 17, 1889	100
10.....	Eustis st.....	"	Sept. 13, 1889	100
12.....	Tremont st.....	Babcock Manufacturing Co.....	Oct., 1880	100

In Reserve.

A.....	Old Chemical 2.....	Charles T. Holloway.....	100
B.....	Old Chemical 1.....	"	100
C.....	Old Chemical 12.....	"	100
D.....	Old Chemical 6.....	Rebuilt by Straugman.....	100

LADDER TRUCKS.—Twenty-seven in service, including five extension ladder trucks, located as follows: Eight in city proper two in East Boston, three in Roxbury, four in South Boston, four in Dorchester, two in Charlestown, three in West Roxbury and one in Brighton.

Number.	Location.	Builders.	Put in Service.	Number of Ladders.
1.....	Friend st.....	Hunnehan & Co., Rebuilt by Charles Waugh & Co.....	Aug. 24, 1901	<i>Old</i> 12
2.....	Paris st., East Boston.....	Rebuilt by T. Straugman & Son.....	June 2, 1886	<i>Comp</i> 12
3.....	Harrison ave., cor. Bristol st.....	Abbott-Dowling Co.....	Sept 28, 1887	<i>Old</i> 14
4.....	Dudley st., Roxbury.....	"	Sept 28, 1887	<i>Old</i> 15
5.....	Fourth, near Dorchester st.....	Hunnehan & Co., Rebuilt by Charles Waugh & Co.....	Nov. 4, 1902	<i>Old</i> 17
6.....	River st., Dorchester.....	Hunnehan & Co., 1884 <i>1885</i>	Aug. 18, 1873	<i>Comp</i> 17
7.....	Meeting House Hill.....	C. T. Holloway & Co.....	July 28, 1898	<i>Comp</i> 16
8.....	Fort Hill sq.....	Rebuilt by Charles Waugh & Co. in 1903.....	Jan., 1906	15
9.....	Main st., Charlestown.....	Leverich & Co., N. Y.....	Oct. 6, 1873	<i>Old</i> 15
10.....	Centre st., Jamaica Plain.....	Hunnehan & Co.....	Dec. 21, 1870	12
11.....	Chestnut Hill ave., Brighton.....	Ryan Bros.....	April 13, 1873	14
12.....	Tremont st., Roxbury.....	La France Fire Engine Co., Elmira, N. Y.....	July 31, 1880	<i>Old</i> 15
13.....	Warren ave.....	"	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., Ros.....	Repair Shop.....	Sept., 1888	15
17.....	Harrison ave.....	Preston Co., Chicago.....	April 20, 1891	Extension
18.....	Pittsburgh st.....	International Fire Engine Co.....	Oct. 14, 1892	87 feet
19.....	Fourth st., South Boston.....	Fire Extinguisher Mfg. Co.....	Jan., 1896	8
20.....	Andrew sq., South Boston.....	Charles N. Perkins & Co.....	Dec. 30, 1902	8
21.....	Saratoga, cor. Byron st., E. B.....	Charles T. Holloway.....	Jan., 1898	9
22.....	Monument st., Charlestown.....	Fire Extinguisher Mfg. Co.....	Jan., 1898	9
23.....	Washington st., Dorchester.....	"	Nov. 8, 1898	9
24.....	North Grove st.....	Charles T. Holloway & Co.....	Nov. 1, 1899	9
25.....	Centre st., West Roxbury.....	"	April 25, 1900	7
26.....	Longwood ave.....	"	Oct., 1901	7
27.....	Walnut st., Dorchester.....	Charles N. Perkins & Co.....	Nov., 1901	9

In Reserve.

Description.	Builders.
Relief B. old s.	Fire Department Repair-shop.
Old Ladder 11.	Hunneman & Co. Rebuilt as Combination in 1900.
" 4.	La France Fire Engine Co., Elmira, N. Y.
" 2.	Abbott & Downing.
" 8.	Fire Department Repair-shop.
" 6.	Hunneman & Co.
	Extension.

Combination Companies.

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

Number.	Location.	Built by	Put in Service.	Capacity.
1	Dorchester ave., Ashmont.	Charles T. Holloway.	March, 1892	Gals. 70
2	Winthrop st., Charlestown.	Fire Extinguisher Mfg. Co.	April 29, 1898	70

In Reserve.

Description.	Built by
Old Combination Wagon 2.	Charles T. Holloway.
	Chemical and Hose.

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, 1892.
3	Pittsburgh st.	International Fire Engine Co.	Nov. 2, 1903.

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

FUEL WAGONS. — Three in service, each capable of conveying about two tons.

WAGONS. — Twenty for Chief of Department and District Chiefs (fifteen in service and five in reserve).

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

District Chiefs' sleighs, seven. One automobile.

REPAIR-SHOP. — In the repair-shop one 25-horse-power steam engine, cylinder 9 by 21 inches, Putnam Machine Company; one 24-inch by 26-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; four blacksmith's forges; one furnace for heating boiler plates; one 28-inch swing standard engine lathe; one 14-inch speed lathe, 5-ft. bed; one 14-in. swing patent engine lathe, 5-ft. bed; one 28-inch shaping machine; one 68-inch radial drill; one duplex and one Blake pump for feeding boilers; one Knowles triplex pump for testing hose; one patent goose-neck belt drill; one hand saw; one circular saw; one monarch boring machine, together with numerous smaller tools and appliances, and also tools for repairing hose and harness.

Three upright tubular boilers, 100-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 Pope-Waverly electric automobile.
- 1 Extra first-size Amoskeag engine.
- 2 Extra size rubber tired hose wagons.
- 1 Chief of Department wagon.
- 2 District Chiefs' wagons.
- 2 Engines rebuilt.

Amount of hose purchased and condemned during the year:

Purchased.	Condemned.
Leading cotton, 11,900 feet.	12,560 feet.
“ rubber, —	1,200 “
Chemical, 1,500 “	1,300 “
Suction, 124 “	123 “
13,524 “	15,183 “

Amount of hose in use and in store February 1, 1906:

In Use.	In Store.
Leading cotton, 88,907 feet.	9,905 feet.
“ rubber, 7,750 “	250 “
Chemical, 10,750 “	450 “
Suction, 1,191 “	163 “
108,598 “	10,768 “

HORSES.

Purchased during the year	57
Sold or exchanged .	29
Killed for cause .	16
Died .	6
Retired .	7
Number in the department	385

EXPENDITURES FOR THE YEAR.

Salaries	\$1,013,339 89
Repairs of apparatus	24,372 03
“ “ houses	20,889 29
New apparatus	8,005 33
“ hose	10,517 77
Repairs of hose	1,367 67
Fuel	39,095 95
Electric and gas-lighting	12,604 89
Printing and stationery	1,980 97
Furniture and bedding	3,513 91
Small supplies	11,335 88
Horses — purchase and exchange	11,689 23

Horse-hire and keeping	\$7,892 97
Hay, grain and straw	40,026 36
Washing	3,774 42
Shoeing	21,962 26
Harnesses and repairs	1,597 22
Oils, chemicals, etc.	3,738 71
Hats, badges and buttons	1,452 07
Ladders and repairs	422 27
Tools for repair-shop and mechanics	593 56
Extra service	794 06
Reservoirs and hydrants	14 00
Contingencies	5,542 56
Pensions	69,383 20
Rent for buildings, telephones, etc.	10,975 38
Construction and material, fire-alarm branch	2,353 73
Underground construction	12,212 43
	<u>\$1,341,448 01</u>

INCOME.

Sale of manure	\$25 00
Rent	32 00
Old material	651 01
Licenses for the sale of fireworks	927 00
Bath department, steam for Dover-street bath-house	6,636 18
	<u>\$8,271 19</u>

MONTHS 1905-06.	ALARMS RECEIVED.						LOSS.		INSURANCE.		ALARMS.				BUILDINGS.									
	Members.	Police.	Citizens.	Telephone.	Automatic.	Unknown.	Total.	Buildings.	Contents.	Buildings.	Contents.	TELEGRAPH. STILL.		Fire.		Needless.	Confined to Building.	Extended to Others.	Not in Buildings.	Out of City.	No damage.	Slight damage.	Considerable.	Totally destroyed.
												False.	Needless.	Fire.	Needless.									
1905.																								
February.....	8	15	146	15	17	3	304	\$251,685	\$94,131	\$2,374,500	\$792,350	106	4	5	71	18	161	3	13	63	91	11	16	
March.....	5	14	209	15	11	4	238	41,816	43,621	1,016,300	472,800	142	5	5	84	22	166	1	26	3	81	105	13	
April.....	6	35	297	48	8	4	358	25,568	30,705	1,054,300	318,500	187	4	5	145	17	166	4	152	10	77	85	13	
May.....	11	16	206	12	7	3	255	56,640	133,161	1,335,350	332,700	182	6	4	81	12	109	3	57	4	77	89	9	
June.....	3	26	170	17	10	8	234	24,676	46,673	1,257,950	505,375	119	8	9	74	24	154	2	36	1	76	71	1	
July.....	11	19	223	15	19	14	301	136,777	168,921	1,310,750	1,357,625	148	14	11	100	28	201	4	43	96	101	13	4	
August.....	1	14	137	7	10	4	173	81,284	70,947	978,350	387,300	104	4	5	47	13	122	1	27	1	47	67	12	
September.....	5	11	114	12	11	3	156	24,948	51,457	956,975	319,750	72	3	12	50	19	100	1	17	4	46	49	6	
October.....	7	18	183	13	11	9	241	53,782	122,969	896,460	799,850	134	9	6	79	13	163	5	44	1	75	83	15	
November.....	4	22	256	33	11	7	333	89,160	95,334	1,733,650	1,635,800	190	7	9	112	15	188	6	105	3	80	100	14	
December.....	6	9	197	18	17	4	251	139,964	158,712	1,330,300	1,018,200	136	6	11	75	23	183	1	26	1	74	93	17	
1906.																								
January.....	7	10	161	20	17	12	227	70,501	125,234	1,280,750	552,600	131	12	6	68	20	109	1	18	1	62	99	8	
Total.....	74	209	2,559	225	149	75	9,901	\$498,281	\$1,141,805	\$16,502,115	\$8,403,190	1,611	82	88	986	224	1,572	32	564	29	854	1,042	150	22

1617 74 97 7093 213
3012

1905.	FIRES EXTINGUISHED BY							
	Extinguishers.	Buckets of Water.	Chemical Engines.	Hydrant Stream.	Steamer.	Miscellaneous.	Citizens.	Sprinklers.
February.....	43	18	46	5	31	15	19	-
March.....	47	18	59	10	39	25	24	1
April.....	57	19	79	44	43	62	16	2
May.....	43	21	58	18	46	12	31	-
June.....	40	18	48	23	28	11	23	1
July.....	58	30	68	19	38	8	25	2
August.....	30	22	33	6	35	5	18	1
September.....	24	15	31	4	23	7	14	-
October.....	49	21	57	20	31	8	24	2
November.....	53	30	68	26	62	42	18	-
December.....	48	24	35	15	47	16	25	-
January, 1906.....	36	25	48	10	31	13	22	3
Totals.....	528	261	630	200	454	224	259	12

CAUSES OF FIRES AND ALARMS FROM FEBRUARY 1, 1905, TO FEBRUARY 1, 1906.

Alarms, accidental automatic	109
“ false	82
“ out of city	29
Ashes hot, in wooden receptacle	44
Automobiles, igniting of	32
Boiling over of fat or tar	29
Bonfires, grass, rubbish, etc.	360
Careless use of lamps, candles, etc.	36
“ “ pipes and cigars in smoking	57
Chimneys, soot burning	146
“ defective	34
Clothes too near stove	12
Defective flue	5
“ stovepipe	4
“ furnace	8
“ gas pipe	13

Electric motor igniting car	27
“ wires	43
Explosion and ignition of chemicals	9
Fireworks	41
Friction	11
Fumigating	6
Gas, explosion of	5
“ jet setting fire	60
“ stove, careless use of, and explosion	22
Kerosene, to light fire	1
Incendiary	28
“ supposed	49
Lamp explosion	21
“ upsetting and breaking	53
Light mistaken for fire	8
Lightning	5
Matches and rats	14
“ children	75
“ careless use of	163
Meat burning on stove	21
Naphtha, careless use of, and ignition	17
Oil stove, careless use of, and explosion	101
Overheated boiler or steam-pipe	12
“ stove or furnace	61
Plastering, drying	6
Plumber's stove upsetting	2
Rekindling of ruins	7
Set by boys	109
Slacking of lime	3
Smoky chimneys	62
“ stove or furnace	86
Sparks from another fire	16
“ “ boiler	4
“ “ chimney	26
“ “ engine or locomotive	53
“ “ forge	4
“ “ furnace or stove	26
“ “ open grate	3
Spontaneous combustion	52
Steam escaping	7
Street light	2
Unknown	646
Water pipes thawing out	19
Water-back bursting	2
Wood in oven igniting	3
Total	2,991

FIRE ALARM BRANCH.

The new construction, extension and repair work done for the maintenance and operation of the Fire Alarm branch of this department, covering the period from February 1, 1905, to February 1, 1906, follows:

The principal new work done has been underground construction in the district prescribed by the Commissioner of Wires for the year 1905. The districts prescribed were on Main street, Charlestown, and along the line of Meridian street, from Maverick square to Condor street, East Boston.

Most of the work in Charlestown having been done previously, in advance of any requirement of the Wire Department, it was thought advisable to go outside of the district prescribed in East Boston, consequently all the territory west of Meridian street was included in underground construction for the year. In addition to this, there has been considerable underground work done at Grove Hall, Dorchester, from the corner of Warren and Devon streets, through Warren to Washington street to house of Ladder No. 23, also on Washington street, from Erie to Park street.

The circuits in East Boston are not only much improved by the underground construction, but their safety and efficiency have also been increased greatly by connecting them with headquarters through a 37-conductor cable placed in the tunnel, thereby abandoning the circuitous overhead construction formerly running through Chelsea, which, with several marine cables under bridge draws, were a continual menace to the efficiency of the service, especially on occasions of severe storms. There is, however, an overhead loop still remaining, connecting a box and gong in the Chelsea police station with the Charlestown bell circuit. The wires forming this loop have been in use for a long time, and, if the apparatus is to be continued in service, should be renewed at the earliest practicable moment. The most advisable way to accomplish this seems to be to abandon the overhead construction at this point altogether and place the wires underground in similar manner to the work already completed.

In order to effect a redistribution of fire-alarm boxes and reduce the number of them connected with circuits now in service, two new circuits should be built in Dorchester, one in Charlestown and one in Brighton as soon as circumstances will permit the work to be done, and, if the bell and gong service in East Boston is to be maintained on its present basis, a new circuit should be built in that district to operate a part of the apparatus now connected with circuit 62.

The telephone service, which forms an important auxiliary to the fire-alarm system, is to be improved soon by the installation of a new up-to-date switchboard at headquarters. The board now in use has been in service since the present plant was put in commission, May 20, 1895, and has not only become less efficient by continual use night and day, but it lacks many modern improvements which the requirements of the present service demonstrate to be necessary. Aside from this the apparatus equipment is in good condition and is doing satisfactory work. The motor-generators that furnish current for operating the system have maintained their standard of efficiency, and thus far, after nearly eleven years' service, have fully justified all expectations held at the time of their installation.

In this connection it is recommended that another rapid action transmitter with all modern improvements be purchased and installed as an auxiliary to the one now in use; this would obviate the necessity of resorting to the manual device now held in reserve to be used in the event of the present machine becoming disabled from any cause, and insure more accuracy and uniformity in the transmission of signals than could be obtained by sending them out by hand.

No serious interruption to the service has been occasioned by storms or other causes, and the percentage of local defects in the mechanism of the apparatus operated to strike the alarms has been exceedingly small, considering the unusually large number that have been given within the time covered by this report.

From January 1, 1905, to January 1, 1906, there have been 1,905 alarms struck by the bells, gongs and tappers, being an excess of 272 over the number struck in 1903, the previous highest record.

To give these alarms, together with striking the daily meridian blow, school signals and tolling the bells on several occasions, it required an approximation of nearly 14,000,000 blows to be struck by the apparatus employed for that purpose.

Some details of the work done and other statistics pertaining to the system are hereto appended:

New wire used	100,390 feet.
Old wire taken down	168,960 "
Overhead cable put up	7,658 "
" " taken down	2,836 "
Conductors in cable put up	51,036 "
" " " taken down	16,862 "

Underground cable used in ducts owned by N. E. Telephone and Telegraph Company	20,622 feet.
Same used in Fire-alarm ducts, service connections, etc. (new construction)	5,257 "
Same used in East Boston tunnel	5,347 "
Total underground cable used (new construction),	31,226 "
Conductors in same	532,735 "
Cable used for repairs	1,331 "
Conductors in same	28,619 "
Total underground cable in use	272,544 "
Conductors in same	6,598,142 "
Ducts built by this department	4,392 "
Total ducts owned by city	25,826 "
Manholes built	2
Service connections	39
Boxes built over	20
Auxiliary boxes built over	21
New boxes put in service	7
New auxiliary boxes	6
Boxes equipped with keyless doors	13
Boxes placed on lamp-posts	19
Lamp-posts set	22
Lamp-posts reset for cause	5
Cross-arms used	356
Boxes now in service	677

The following boxes are private property: 113, 115, 117, 119, 149, 152, 161, 166, 212, 223, 228, 244, 271, 279, 281, 283, 297, 299, 328, 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, 725, 726, 727, 728, 729, 731, 733, 734, 735, 736, 737, 738, 739, 741, 742, 743, 744, 745, 746, 755, 758, 759, 762, 766, 767, 773, 776, 778, 779, 791, 792, 793, 794, 795, 798, 799, 828, 838, 842, 864, 865, 875, 919, 927, 967, 971, 974.

Bell alarms struck in year ending December 31, 1905, 1905

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.
 Maverick-street Church, East Boston, composition, 2,000 lbs.
 Princeton-street School-house, East Boston, composition, 2,470 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.
 Saratoga-street M. E. Church, East Boston, steel, 1,968 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.

Charles-street Church. *Engine House 10, River St.*
 + Christ Church, Salem street, owned by city. *Engine 8, Salem St.*
 + Commercial Wharf. *Wounded by Eng. Co. 8 - No Keys required.*
 + Odd Fellows' Hall, Tremont street, owned by city. *No Keys -*
 + Old South Church, owned by city. *No Keys -*
 + Old State House, owned by city. *No Keys*
 + Suffolk County Jail, owned by city. *No Keys*
 + St. Stephen's Church, Clark street, owned by city. *Eng House 8, Salem St.*
 + Shawmut-avenue Church. *Chemical Eng. 4, Shawmut Ave.*
 + Tremont M. E. Church, owned by city. *Engine 22, Warren Ave.*
 + Young Men's Christian Union, owned by city. *No Keys*

South Boston.

+ Gaston School-house, owned by city. *Ladder 19, Fourth St.*
 + Lincoln School-house, owned by city. *Engine 2, Fourth St.*
 + Phillips Church, owned by city. *Engine 1, Dorchester St.*
 + St. Augustine Church, Dorchester street, owned by city. *Engine 1, "*
 + Ticknor School-house, Washington Village, owned by city, taken down and stored by School Department.

East Boston.

+ London-street Church, owned by city. *Engine 9, Paris St.*
 + Lyceum Hall, owned by city.
 + Trinity Church, owned by city. *Engine 5, Marion St.*
 + Orient Heights Church, owned by city. *" 11, Saratoga St.*

Roxbury.

+ Winthrop-street Church, owned by city. *Ladder 4, Dudley St.*
 + Boston Elevated Railway Car-house, Columbus avenue, owned by city. *Engine - No Keys -*

Dorchester.

- + Baker Memorial (Upham's Corner), owned by city. *Columbia R2, Engine 21.*
 Neponset Church. *Walnut St, Engine 20.*
 + Tileston school (Mattapan), owned by city. *Engine 19, Norfolk St.*
 Unitarian Church (Milton Lower Mills). *Engine 16, Temple St.*

Charlestown.

- Bunker Hill Church. *210 Keys.*
 + City Hall, owned by city. *Chemical Eng. 3, Winthrop St.*
 High School-house, owned by city.

West Roxbury.

- + Dr. Strong's Church (South Evangelical), owned by city. *Engine 30, Centre St.*
 + Unitarian Church, Jamaica Plain, owned by city. *Eng. 24, Centre St.*
 + Congregational Church (Roslindale), owned by city. *Eng. 45, Washington St.*

Brighton.

- + Bennett School-house, owned by city. *Eng. 29, Chestnut Hill Ave.*

The Fire Commissioner, as Treasurer of the Boston Firemen's Relief Fund, acknowledges the following contributions; these sums were accompanied by letters expressing appreciation for services rendered by the department in extinguishing fire on the premises of the contributors:

From February 1, 1905, to February 1, 1906.

Boston Consolidated Gas Company	\$500 00
George A. Draper, 297 Commonwealth avenue	100 00
Curtis Estate, Boston	100 00

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

The Mayor and Fire Commissioner act as trustees.

Respectfully submitted,

BENJAMIN W. WELLS,
 Commissioner.

Owner of City
256
OK

DEATH OF

FIRE COMMISSIONER HENRY S. RUSSELL.

Resolutions passed at a special meeting of the Board of Aldermen, February 17, 1905:

Resolved, That the City Council has learned with profound regret of the death of Colonel Henry S. Russell, who has so conscientiously and efficiently served the City of Boston as Fire Commissioner during the past ten years.

Colonel Russell first entered the service of the city in 1878, as Chairman of Boston's original Police Commission. While his service in that office was brief, it was in all respects efficient and honorable. As a soldier in the war for the preservation of the Union, he won distinction by his gallantry and bravery. As a civic officer, he was esteemed for his lofty ideals and for his honesty, capacity and integrity. As a citizen, he was highly respected for his courtesy and his quiet, unobtrusive generosity.

Resolved, That the City Council place upon record its deep sense of the loss which the community has sustained through his death.

The resolutions were adopted in concurrence by a unanimous rising vote.

Extract from "Talk on the Boston Fire Department," by Fire Commissioner Benjamin W. Wells, before the Insurance Library Association, October 27, 1905:

"This brings us up to the appointment of Col. Henry S. Russell in 1895, to fill for a few months an unexpired term on the old Board, and in July, 1895, to undertake, as the first single commissioner, the direction of the department. With full power to proceed as he thought best, succeeding conditions that were bad, he undertook the creation of a new fire department. A man of absolute integrity, with a high ideal of his duty to the public, full of enthusiasm, he applied his great energy to the work and won out. The public could judge of his work and its results. He was rewarded by receiving the confidence of the succeeding mayors, until the time that death closed his book of ten years of faithful service. He absolutely eliminated politics as a basis for appointment, promotion or other form of favor from the department. He made the houses of the department more sanitary, cheerful and livable. He raised the standard of the officer and the man; he increased the efficiency of the apparatus and improved the methods of fighting fire. The citizens of Boston owed him a debt, and he received his payment in the satisfaction of knowing that his efforts were appreciated. So in the harness he passed away."