

ANNUAL REPORT  
OF THE  
FIRE DEPARTMENT  
FOR THE  
YEAR 1906-1907



BOSTON  
MUNICIPAL PRINTING OFFICE  
1907

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Boston, July 8, 1907.

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, 1906, to February 1, 1907.

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

Seventy-five men appointed from February 1, 1906, to February 1, 1907. Resigned, 7 ; pensioned, 23 ; deaths, 5 ; total, 35 ; making a net increase of 40.

The most important feature of the year has been the great change that has taken place in the personnel of the officers of the department. William T. Cheswell, chief of department for five years, died February 15, 1906, and Second Assistant Chief Nathan L. Hussey was retired on account of illness.

District Chief Williston A. Gaylord, a member of the department for forty-one years, was retired on old age pension.

District Chief Hiram D. Smith, a member of the department for thirty-nine years, was retired on old age pension.

District Chief William Childs, a member of the department for forty years, was retired on old age pension.

The following, unfit for further duty, were retired on pensions :

*Captains.*

|                    |   |   |   |   |    |                |
|--------------------|---|---|---|---|----|----------------|
| F. Emerson Hibbard | . | . | . | . | 32 | years service. |
| Isaac A. Williams  | . | . | . | . | 36 | " "            |
| Alexander Glover   | . | . | . | . | 36 | " "            |
| John H. Ewers      | . | . | . | . | 33 | " "            |
| Caspar H. Moning   | . | . | . | . | 26 | " "            |
| George W. Frost    | . | . | . | . | 38 | " "            |

*Lieutenants.*

|                  |   |   |   |   |    |                |
|------------------|---|---|---|---|----|----------------|
| Henry P. Pitcher | . | . | . | . | 30 | years service. |
| Charles T. Adams | . | . | . | . | 21 | " "            |

*Privates.*

|                     |   |   |   |   |    |                |
|---------------------|---|---|---|---|----|----------------|
| Oliver J. Booker    | . | . | . | . | 38 | years service. |
| George L. Spencer   | . | . | . | . | 30 | " "            |
| Edwin A. Smith      | . | . | . | . | 29 | " "            |
| James H. McAllister | . | . | . | . | 28 | " "            |
| John E. McGowan     | . | . | . | . | 25 | " "            |
| Levi J. Thing       | . | . | . | . | 24 | " "            |
| Daniel B. Barrus    | . | . | . | . | 19 | " "            |
| James F. Galvin     | . | . | . | . | 17 | " "            |
| James H. Riley      | . | . | . | . | 16 | " "            |
| Edward J. Ryan      | . | . | . | . | 13 | " "            |
| Charles W. Frasier  | . | . | . | . | 11 | " "            |

*Repair Shop.*

|                                  |   |   |   |   |    |                |
|----------------------------------|---|---|---|---|----|----------------|
| Henry M. Hawkins, Superintendent | . | . | . | . | 45 | years service. |
|----------------------------------|---|---|---|---|----|----------------|

The appointments to the places made vacant brought to the department fresh blood, new ideas and the ambition of younger men; and the work of the newly appointed officers has been most excellent, the entire force feeling the inspiration of the change, and, without disparagement of the work of those retired, an improvement can be noticed all along the line.

*ONE DAY IN FIVE.*

The one day in five was put in full operation at an added expense of approximately \$80,000 per annum.

*NEW ENGINE COMPANY.*

Engine Company No. 46 was put into commission January 10, 1907, in the house then occupied by Combination Com-

pany No. 1 at Peabody square, Ashmont. No money being available for the construction of a house for Combination No. 1, temporary quarters were secured in the Lauriat-avenue district, and this company continued under the name of Chemical Company 11. This additional protection was greatly needed for the reason that this section is growing rapidly, and heretofore has been insufficiently protected by fire apparatus.

*IMPROVEMENT IN TRUCK SERVICE.*

Three of the five aerial trucks have been rebuilt and the quick raising device added. The fourth is being rebuilt in the department shops. This means a great improvement in the ladder service.

*NEW APPARATUS.*

One new engine was placed in commission at house of Engine Company 4, Bulfinch street, city, and a new combination ladder truck at Ladder Company 11, Brighton, and rebuilt engines placed in the houses of Engine Companies 7, 21 and 42.

*FIRE TORCH.*

Experiments were made with a new device for furnishing light at fires, in the buildings and on the street. The device worked most successfully, and is considered a great aid at night fires, facilitating the work of the men and also preventing accidents.

*NEW ASSIGNMENT BOOK.*

An entirely new assignment book was built and put into operation January 10, 1907. This carried the scheme of covering to a much fuller extent than heretofore, and also provides for five alarms on all boxes where there could be any possibility of such need. The Chief and his assistants are entitled to great credit for the excellent results attained from the new book and for the diligent industry which brought it about.

Up to this year each fire company built its own running and covering card. This has been changed and a uniform system has been introduced in all the houses, the cards being furnished from headquarters. Uniform bulletin boards and covering boards have been adopted.



## AUTOMOBILES.

The use of automobiles for the Chief and the District Chiefs has been given a thorough trial, with the result that only lack of funds prevents the purchase of a considerable number. An automobile chemical engine, built by the American La France Fire Engine Company was very kindly loaned to this department for demonstration. It was in service for some months with the most excellent results, but the condition of the appropriation prevented its purchase. It was amply demonstrated that this type of apparatus is absolutely adapted to the fire service, and that the results that can be achieved both in the economy of maintenance and the extinguishment of fires is undoubted, and the possibility of covering a very much greater range of territory is also a factor of value.

## ACCOUNTS.

An up-to-date system of bookkeeping and accounts was installed in the repair shop, and certain minor changes as suggested by the expert put into effect in the headquarters bookkeeping.

## DEPARTMENT REPAIR SHOP.

Particular attention has been given to the equipment and work of the repair shop. A great increase in the output has been secured, and the value of this prompt and skilful work has been appreciated. For the first time the department has undertaken the building of hose, chiefs and other wagons and the rebuilding of ladder trucks. New machinery has been installed and the foundation of a first-class shop has been established.

## CONDITION OF HOUSES.

There were five fire stations badly in need of rearrangement that would give different conditions and more room, namely: Ladder 17, Harrison avenue; Ladder 1, Friend street; Engine 6, Leverett street; Engine 7, East street; Engine 29, Chestnut Hill avenue. It was only possible this last year to correct the conditions at Ladder 17, and this was done by the addition of a half story, giving the men a better smoking room, correcting the poor ventilation of the sleeping quarters, giving the Captain a suitable room, and providing a room for the Lieutenant. Similar changes are needed in the other houses above mentioned, and it is hoped

that funds will be provided to do this work. The Ladder 1 house is in a condition that calls for immediate attention.

## ALARMS AND LOSSES FOR THE YEAR.

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

|                               |             |
|-------------------------------|-------------|
| Bell . . . . .                | 1,614       |
| Still and automatic . . . . . | 1,262       |
|                               | <hr/> 2,876 |

The one serious fire was the Studio Building, December 19, 1906, loss, \$133,000.

## FIRE LOSSES.

|                     |                   |
|---------------------|-------------------|
| Buildings . . . . . | \$507,805         |
| Contents . . . . .  | 622,529           |
|                     | <hr/> \$1,130,334 |

## FIRES.

|                                      |             |
|--------------------------------------|-------------|
| Under \$100 were . . . . .           | 878         |
| \$100 to \$500 were . . . . .        | 387         |
| \$500 to \$1,000 were . . . . .      | 118         |
| \$1,000 to \$5,000 were . . . . .    | 115         |
| \$5,000 to \$10,000 were . . . . .   | 21          |
| \$10,000 to \$15,000 were . . . . .  | 14          |
| \$15,000 to \$25,000 were . . . . .  | 3           |
| \$25,000 to \$50,000 were . . . . .  | 6           |
| \$50,000 to \$75,000 were . . . . .  | 0           |
| \$75,000 to \$100,000 were . . . . . | 0           |
| Over \$100,000 were . . . . .        | 1           |
|                                      | <hr/> 1,543 |
| No damage . . . . .                  | 861         |
| False and needless alarms . . . . .  | 472         |
|                                      | <hr/> 2,876 |

## YEARLY FIRE LOSSES FOR THE PAST FIFTEEN YEARS.

|                            |             |
|----------------------------|-------------|
| February 1, 1893 . . . . . | \$1,926,897 |
| February 1, 1894 . . . . . | 4,348,902   |
| February 1, 1895 . . . . . | 1,369,230   |
| February 1, 1896 . . . . . | 1,040,486   |
| February 1, 1897 . . . . . | 1,394,707   |
| February 1, 1898 . . . . . | 775,525     |



|                            |             |
|----------------------------|-------------|
| February 1, 1899 . . . . . | \$1,441,261 |
| February 1, 1900 . . . . . | 1,630,149   |
| February 1, 1901 . . . . . | 1,702,217   |
| February 1, 1902 . . . . . | 1,830,719   |
| February 1, 1903 . . . . . | 1,762,619   |
| February 1, 1904 . . . . . | 1,674,333   |
| February 1, 1905 . . . . . | 2,473,980   |
| February 1, 1906 . . . . . | 2,130,146   |
| February 1, 1907 . . . . . | 1,130,334   |

## RECOMMENDATIONS.

Under the present laws the responsibility for the detection of incendiaries is placed upon the State Police. The results have not been, as regards Boston, satisfactory. This is in no way intended to reflect upon the two men assigned to this work. Their duties are spread out over too large a field, and they have neither the time nor the facilities to properly cover the very difficult investigation of incendiary fires.

I believe that a bureau for the detection of incendiaries should be established within the Boston Police Department, and then, with the enormous resources of that department and the close co-operation of the Fire Department, results could be accomplished that would speedily correct what is becoming a very serious problem.

The number of false and incendiary fire alarms adds to the list of injuries to men, horses, and apparatus, and is a considerable factor in the expense account.

Appropriations should be provided for the following:

An addition to the repair division building, consisting of an extension of the blacksmith shop to Bristol street and the placing of one story to the main building, would greatly add to the economy of the work, and make it possible to keep up with the constant increase in the amount of repair and new work.

The divisions of the shop are as follows:

Boiler and dynamo rooms, furnishing power for the shop, electric current for the fire-alarm branch and steam for the Dover-street bath-house; blacksmith shop with four forges; machine; wood-working; harness and hose and paint shops and supply room.

All supplies are bought by the wholesale, and from here distributed to the eighty-six (86) companies.

As far as possible the following work is undertaken:

All repairs on apparatus, rebuilding of ladder trucks and wagons, building of new wagons, making of all ladders, paint-

ing of apparatus, making and repairing of all harnesses used in the department, repairing and coupling of hose, making of hat fronts, life nets, canvas bags, coverings, hitching poles and chains, and many of the odds and ends that are required for the department work.

The quality of the output is of the highest standard and made according to the best ideas in the department and most suited to its needs. It is also possible to arrange for prompt service in case of breakdowns and accidents, which is very necessary in this department.

*Recommendations of Last Year Brought Forward.*

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.

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 also, because of the great number of children attending the schools at this point, believes the removal of the fire apparatus most desirable. Another location should be found and an appropriation made for land and buildings.

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 con-



tagious diseases, and also for the storage of a coal wagon for the exercising and training of new horses.

The use of automobiles for the district chiefs is very desirable, a 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 might 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.

#### MEMBERS RETIRED DURING THE YEAR.

| NAME.                   | Appointed.     | Rank.                 | Company.        | Amount. |
|-------------------------|----------------|-----------------------|-----------------|---------|
| Henry M. Hawkins.....   | Sept. 1, 1861. | Superintendent.....   | Repair Shop.    | \$1,000 |
| Levi J. Thing.....      | Oct. 21, 1882. | Ladderman.....        | Ladder 19....   | 600     |
| Nathan L. Hussey.....   | July 1, 1870.  | Second Asst. Chief... | District 9....  | 1,100   |
| William Childs.....     | April, 1866.   | District Chief.....   | District 12.... | 1,000   |
| Williston A. Gaylord... | June 1, 1865.  | "                     | District 10.... | 1,000   |
| Hiram D. Smith.....     | Nov. 1, 1867.  | "                     | District 8....  | 1,000   |
| Joseph F. Bolton.....   | Sept. 1, 1860. | Call Man.....         | Engine 24....   | 125     |
| Oliver J. Booker.....   | Jan. 6, 1868.  | Hoseman.....          | Engine 23....   | 600     |
| F. Emerson Hibbard...   | Jan. 9, 1874.  | Captain.....          | Engine 45....   | 800     |
| Edward J. Ryan.....     | Dec. 22, 1893. | Ladderman.....        | Ladder 2....    | 600     |
| Edwin A. Smith.....     | Dec. 21, 1877. | "                     | Ladder 11....   | 600     |
| George L. Spencer.....  | May 9, 1876.   | Hoseman.....          | Engine 24....   | 600     |
| Charles W. Frasier..... | April 1, 1865. | Engineer.....         | Engine 8....    | 650     |
| Isaac A. Williams.....  | Jan. 3, 1870.  | Captain.....          | Engine 18....   | 800     |
| Daniel B. Barrus.....   | June 24, 1887. | Hoseman.....          | Engine 37....   | 600     |
| James H. McAllister...  | Dec. 21, 1878. | "                     | W. T. 3.....    | 600     |
| Minott B. Thayer.....   | Jan. 1, 1870.  | Call Man.....         | Engine 16....   | 125     |
| Jedediah Strangman...   | Jan. 1, 1870.  | "                     | Engine 16....   | 125     |
| Alexander Glover.....   | Jan. 3, 1870.  | Captain.....          | Engine 17....   | 800     |
| John H. Ewers.....      | Oct. 14, 1873. | "                     | Engine 2....    | 800     |
| Casper H. Moning.....   | July 31, 1880. | "                     | Engine 37....   | 800     |
| George W. Frost.....    | Apr. 1, 1868.  | "                     | Engine 41....   | 800     |

#### MEMBERS RETIRED DURING THE YEAR. — *Concluded.*

| NAME.                  | Appointed.      | Rank.           | Company.      | Amount. |
|------------------------|-----------------|-----------------|---------------|---------|
| Henry P. Pitcher.....  | Oct. 10, 1876.  | Lieutenant..... | Engine 34.... | \$700   |
| Charles T. Adams.....  | Mar. 28, 1885.  | "               | Ladder 12.... | 700     |
| James F. Galvin.....   | July 19, 1889.  | Hoseman.....    | Engine 11.... | 600     |
| John E. McGowan.....   | July 12, 1881.  | Ladderman.....  | Ladder 22.... | 600     |
| James H. Riley.....    | Sept. 27, 1890. | Engineer.....   | Engine 29.... | 650     |
| John D. Scannell.....  | Jan., 1870.     | Call Man.....   | Engine 19.... | 125     |
| Waldo C. Burt.....     | Feb. 28, 1890.  | "               | Engine 19.... | 125     |
| Gardner Dennison.....  | Oct. 12, 1888.  | "               | Engine 20.... | 125     |
| Edward R. Davis.....   | June 20, 1874.  | "               | Engine 29.... | 125     |
| John A. Desorgher..... | May 6, 1874.    | "               | Ladder 7....  | 125     |

#### MORTALITY.

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

| NAME.                    | Appointment.    | Rank.                     | Died.          |
|--------------------------|-----------------|---------------------------|----------------|
| William T. Cheswell..... | April 1, 1863.  | Chief of Department.      | Feb. 15, 1906. |
| Charles McCarthy.....    | Feb. 15, 1893.  | Ladderman, Ladder 2.      | May 10, 1906.  |
| Frank A. Bean.....       | Sept. 20, 1867. | Ladderman, Ladder 16.     | May 24, 1906.  |
| Daniel P. McGunnigle...  | Jan. 17, 1898.  | Asst. Engineer, Engine 11 | Nov. 20, 1906. |
| Samuel F. Ridler.....    | July 1, 1867.   | Lieutenant, Combination 1 | Dec. 10, 1906. |
| Richard Virgo.....       | Nov. 4, 1863.   | Painter, Repair Shop.     | Dec. 24, 1906. |

#### Deaths of Retired Members.

|                               |                 |
|-------------------------------|-----------------|
| John W. Regan . . . . .       | Feb. 21, 1906.  |
| James H. Thorburn . . . . .   | March 16, 1906. |
| William H. Gay . . . . .      | March 26, 1906. |
| Nicholas Burekchart . . . . . | April 8, 1906.  |
| Josiah S. Battis . . . . .    | Aug. 22, 1906.  |
| James H. McLaughlin . . . . . | Nov. 18, 1906.  |
| George L. Pitman . . . . .    | Dec. 4, 1906.   |
| Michael J. Leary . . . . .    | Dec. 18, 1906.  |
| George R. Tarbell . . . . .   | Jan. 5, 1907.   |

## ORGANIZATION.

Commissioner, BENJAMIN W. WELLS; term expires May, 1907.  
 Secretary, BENJAMIN F. UNDERHILL.  
 Chief of Department, JOHN A. MULLEN.  
 Deputy Chief, JOHN GRADY.  
 Second Deputy Chief and Chief of District 8, PETER F. McDONOUGH.

*District Chiefs.*

| District.                         | Headquarters.    |
|-----------------------------------|------------------|
| 1. Patrick E. Keyes . . . . .     | Ladder House 2.  |
| 2. Charles H. W. Pope . . . . .   | " 9.             |
| 3. Joseph M. Garrity . . . . .    | " 8.             |
| 4. Henry A. Fox . . . . .         | Engine House 4.  |
| 5. Daniel F. Sennott . . . . .    | Ladder House 18. |
| 6. Edwin A. Perkins . . . . .     | Engine House 1.  |
| 7. Stephen J. Ryder . . . . .     | " 22.            |
| 8. Peter F. McDonough . . . . .   | Ladder House 12. |
| 9. Michael J. Kennedy . . . . .   | " 4.             |
| 10. John O. Taber . . . . .       | Engine House 18. |
| 11. John F. Ryan . . . . .        | " 41.            |
| 12. Michael J. Mulligan . . . . . | " 28.            |

Superintendent of Fire Alarms, BROWN S. FLANDERS.  
 Assistant Superintendent of Fire Alarms, CYRUS A. GEORGE.  
 Superintendent of Repair Shop, ALFRED J. PORTER.  
 Supervisor of Engines, EUGENE M. BYINGTON.  
 Veterinary Surgeon, GEORGE W. STIMPSON.  
 Medical Examiner, RUFUS W. SPRAGUE.

*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.    |

*Force and Pay-Roll, February 1, 1907.*

|   |                    |
|---|--------------------|
| Commissioner . . . . .                            | \$5,000 per annum. |
| Secretary . . . . .                               | 2,500 "            |
| Chief of Department . . . . .                     | 4,000 "            |
| Deputy Chief . . . . .                            | 2,400 "            |
| Second Deputy Chief . . . . .                     | 2,200 "            |
| Superintendent of Fire Alarms . . . . .           | 3,200 "            |
| Assistant Superintendent of Fire Alarms . . . . . | 2,000 "            |
| Superintendent of Repair Shop . . . . .           | 2,000 "            |
| Supervisor of Engines . . . . .                   | 2,000 "            |
| Veterinary Surgeon . . . . .                      | 2,000 "            |
| Assistant Veterinary Surgeon . . . . .            | 1,400 "            |
| Medical Examiner . . . . .                        | 1,300 "            |
| Storekeeper . . . . .                             | 1,200 "            |
| Master Carpenter . . . . .                        | 1,300 "            |
| Master Painter . . . . .                          | 1,300 "            |
| Bookkeeper . . . . .                              | 1,650 "            |
| 1 Clerk . . . . .                                 | 1,800 "            |
| 1 Clerk . . . . .                                 | 1,500 "            |
| 2 Clerks . . . . .                                | 1,400 "            |
| 1 Clerk . . . . .                                 | 800 "              |
| 11 District Chiefs . . . . .                      | 2,000 "            |
| 58 Captains . . . . .                             | 1,600 "            |
| 76 Lieutenants . . . . .                          | 1,400 "            |
| 1 Lieutenant, Aid to Chief . . . . .              | 1,400 "            |
| 1 Lieutenant, Foreman of Hose and Har-            |                    |
| ness-shop . . . . .                               | 1,400 "            |
| 1 Engineer . . . . .                              | 1,400 "            |
| 46 Engineers . . . . .                            | 1,300 "            |
| 41 Assistant Engineers . . . . .                  | 1,200 "            |
| 5 Assistant Engineers . . . . .                   | 1,100 "            |
| 1 Assistant Engineer . . . . .                    | 1,000 "            |
| 1 Assistant Engineer . . . . .                    | 900 "              |
| 569 Permanent men :                               |                    |
| 377 at . . . . .                                  | 1,200 "            |
| 37 at . . . . .                                   | 1,100 "            |
| 44 at . . . . .                                   | 1,000 "            |
| 83 at . . . . .                                   | 900 "              |
| 28 at . . . . .                                   | 720 "              |
| 48 Call-men :                                     |                    |
| 3 at . . . . .                                    | 250 "              |
| 45 at . . . . .                                   | 200 "              |
| 9 Chief Drivers . . . . .                         | 1 75 per day.      |
| 2 " . . . . .                                     | 2 00 "             |
| 3 " . . . . .                                     | 2 25 "             |
| 3 Hostlers (average) . . . . .                    | 1 95 per day.      |
| 1 Horseshoer . . . . .                            | 3 00 "             |



*Fire-alarm Force.*

|  |                    |
|--|--------------------|
| 1 Chief Operator . . . . .             | \$2,000 per annum. |
| 6 Operators . . . . .                  | 1,600 "            |
| 3 Assistant Operators . . . . .        | 1,200 "            |
| 1 Foreman of Construction . . . . .    | 2,000 "            |
| 21 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 "             |
| 2 " . . . . .                         | 3 50 "             |
| 2 Wheelwrights . . . . .              | 3 25 "             |
| 6 Machinists . . . . .                | 3 25 "             |
| 1 " . . . . .                         | 3 00 "             |
| 2 Blacksmiths . . . . .               | 3 50 "             |
| 1 " . . . . .                         | 3 25 "             |
| 4 Blacksmiths' Helpers . . . . .      | 2 50 "             |
| 1 Hose and Harness-repairer . . . . . | 3 00 "             |
| 1 " " " . . . . .                     | 1 50 "             |
| 3 Laborers (average) . . . . .        | 2 08 "             |

958 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 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 Free-

port 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.   | Water Towers. |
| 1.....    | Patrick E. Keyes.....    | 5, 9, 11, 40             | 7                 | * 2, 21    |               |
| 2.....    | C. H. W. Pope.....       | 27, 32, 36               | 3, 9              | * 9, 22    |               |
| 3.....    | Joseph M. Garrity.....   | 8, 25, 31, 44            |                   | * 8, 14    |               |
| 4.....    | Henry A. Fox.....        | * 4, 6, 10               | 1                 | 1, 24      | 1             |
| 5.....    | Daniel F. Sennott.....   | 7, 26, 35, 38, 39        |                   | 17, * 13   | 3             |
| 6.....    | Edwin A. Perkins.....    | * 1, 2, 15, 43           | 8                 | 5, 19, 20  |               |
| 7.....    | Stephen J. Ryder.....    | 3, * 22, 33              | 2, 4              | 3, 13, 15  | 2             |
| 8.....    | Peter F. McDonough.....  | 13, 14, 37               | 12                | * 12, 26   |               |
| 9.....    | Michael J. Kennedy.....  | 12, 21, 23, 24           | 10                | * 4, 23    |               |
| 10.....   | John O. Taber.....       | 16, 17, * 18, 19, 20, 46 | 11                | 6, 7, 27   |               |
| 11.....   | John F. Ryan.....        | 29, 34, * 41             | 6                 | 11         |               |
| 12.....   | Michael J. Mulligan..... | * 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                  | 9,900               | Engine 5.                                 |
| Leverett st.....                             | 2,269                  | 35,000              | Engine 6.                                 |
| East st.....                                 | 1,833                  | 36,400              | Engine 7.                                 |
| Salem st.....                                | 2,368                  | 24,000              | 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.                                |
| Cabot st.....                                | 4,832                  | 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., " ".....                         | 9,000                  | 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                  | 96,500              | Engine 25, Ladder 8 and Ladder 14.        |
| Mason st.....                                | 5,623                  | 135,000             | 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.       | 14,358                 | 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.                                |



## Houses. — Concluded.

| LOCATION.  | Number of Feet in Lot. | Assessed Valuation. | Occupied by                |
|--|------------------------|---------------------|----------------------------|
| Monument st., Charlestown District,                      | 5,668                  | \$21,000            | Engine 36 and Ladder 22.   |
| Corner Longwood and Brookline ayes.....                  | 5,231                  | 14,300              | Engine 37 and Ladder 26    |
| Congress st.....   | 4,000                  | 37,000              | Engine 38 and 39.          |
| Summer st., East Boston.....                             | 4,610                  | 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                  | 22,500              | Engine 42 and Chemical 5.  |
| Andrew sq.....   | 5,133                  | 20,100              | Engine 43 and Ladder 20.   |
| Washington, corner Poplar st., Ros. Indale.....          | 14,729                 | 22,400              | Engine 45 and Ladder 16.   |
| Dorchester ave., Ashmont.....                            | 4,875                  | 22,900              | Engine 46.                 |
| Church st.....   | 3,412                  | 23,600              | Chemical Engine 2.         |
| Shawmut ave.....   | 889                    | 4,300               | Chemical Engine 4.         |
| Saratoga st., East Boston.....                           | 9,300                  | 40,600              | Chemical Engine 7.         |
| B st.....  | 1,804                  | 7,800               | Chemical Engine 8.         |
| Eustis st.....   | 1,700                  | 7,500               | Chemical Engine 10.        |
| Friend st.....   | 1,676                  | 37,200              | 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                  | 21,400              | Ladder 17.                 |
| Pittsburgh st., South Boston.....                        | 8,964                  | 35,400              | Ladder 18 and Tower 3.     |
| Fourth st.....   | 3,101                  | 11,000              | Ladder 19.                 |
| Washington st., Dorchester.....                          | 6,875                  | 21,400              | Ladder 23.                 |
| Winthrop st.....   | 3,000                  | 13,200              | Chemical 3.                |
| 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  | 52,400  |
| Fuel-house, Washington, near Dover street, 1,007 feet of land                                    | 10,500  |

## Engine Companies.

STREAM FIRE-ENGINES. — Forty-four in service, located as follows: Twelve in City Proper, four in East Boston, six in South Boston, five in Roxbury, seven in Dorchester, three in Charlestown, four in West Roxbury and three in Brighton.  
 FIRE-BOAT. — One, located India Wharf.  
 HORSE HOSE-WAGONS. — Forty-four, located as follows: Twelve in City Proper, four in East Boston, six in South Boston, five in Roxbury, seven 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. E.  | Clapp & Jones Mfg. Co.,                               | April 1, 1890   | 8½                    | 5                 | 7       | Second       |
| 2   | Fourth st., cor. O. South Boston,   | Manchester Loco. Works.                               | Nov., 1890      | 6½                    | 4                 | 8       | Fourth       |
| 3   | Harrison ave., cor. Bristol st.     | American Fire Eng. Co.,                               | Jan., 1904      | 9                     | 5½                | 8       | First        |
| 4   | Bulfinch st., East Boston           | International Power Co.,                              | Jan. 9, 1907    | 8½                    | 5                 | 8       | "            |
| 5   | Marion st., East Boston             | Hunnehan & Co.,                                       | Oct. 14, 1872   | 7½                    | 4½                | 8       | Second       |
| 6   | Leverett st., East Boston           | Formerly Relief B, rebuilt by Manchester Loco. Works. | Nov., 1900      | 7½                    | 4½                | 8       | First        |
| 7   | East st., East Boston               | American Fire Eng. Co., rebuilt,                      | Jan., 1907      | 8                     | 5                 | 8       | "            |
| 8   | Salem st., East Boston              | Formerly Slisby Engine 23, re-                        | May, 1904       | 8                     | 4½                | 8       | Second       |
| 9   | Paris st., East Boston              | built by Slisby Engine 38, re-                        | Dec. 20, 1901   | 8                     | 4½                | 8       | "            |
| 10  | Mt. Vernon st., cor. River st.      | built by American Fire Eng. Co.,                      | July, 1903      | 8                     | 4½                | 8       | "            |
| 11  | Saratoga st., cor. Byron st., E. B. | Slisby Mfg. Co., rebuilt by Amer-                     | May 23, 1905    | 6½                    | 4½                | 8       | "            |
|     |                                     | ican Fire Eng. Co., rebuilt by                        |                 |                       |                   |         |              |
|     |                                     | Formerly Relief C, rebuilt by                         |                 |                       |                   |         |              |
|     |                                     | Manchester Loco. Works.                               |                 |                       |                   |         |              |



Engine Companies. — Continued.

| No. | Location.                          | Built by  | Put in Service. | Diameter of Cylinder. | Diameter of Pump. | Stroke. |                         |
|-----|------------------------------------|---|-----------------|-----------------------|-------------------|---------|-------------------------|
| 12  | Dudley st., .....                  | Manchester Loco. Works .....  | March 27, 1882  | 6½                    | 4½                | 8       | Second size.            |
| 13  | Cabot st., .....                   | Clapp & Jones Mfg. Co., .....   | April 1, 1890   | 8½                    | 5                 | 7       | " "                     |
| 14  | Centre st., .....                  | Amoskeag Mfg. Co., .....  | Sept. 17, 1870  | 7½                    | 4½                | 8       | Extra first size.       |
| 15  | Dorchester ave. and Broadway,      | American Loco. Works., .....  | Dec., 1904      | 8½                    | 5                 | 8       | Second size.            |
| 16  | Temple st., Dorchester.            | Amoskeag Mfg. Co., .....  | July 1, 1872    | 7½                    | 4½                | 8       | Second size.            |
| 17  | Meeting House Hill, Dorchester.    | (Old Engine 27.)  | May, 1886       | 6½                    | 4½                | 8       | Third size.             |
| 18  | Harvard st., Dorchester.           | Manchester Loco. Works., .....  | Nov., 1890      | 6½                    | 4½                | 7       | " "                     |
| 19  | Norfolk st., Dorchester.           | Clapp & Jones Mfg. Co., .....   | Dec. 5, 1891    | 7                     | 4½                | 8       | Second size.            |
| 20  | Walnut st., Dorchester.            | Rebuilt by American Fire Engine Co., .....                            | Jan., 1901      | 8                     | 4½                | 8       | " "                     |
| 21  | Columbia road, Dorchester.         | Manchester Loco. Works., Put in service 1870. Rebuilt.                | .....           | 8                     | 4½                | 8       | " "                     |
| 22  | Warren ave., .....                 | Manchester Loco. Works., .....  | .....           | 8                     | 4½                | 8       | " "                     |
| 23  | Northampton st., .....             | Formerly Silsby Engine 6, rebuilt by American Fire Engine Co., .....  | 1900            | 8                     | 4½                | 8       | " "                     |
| 24  | Warren st., cor. Quincy st., ..... | Formerly Amoskeag Engine 3, rebuilt by American Loco. Works., .....   | July 3, 1901    | 8                     | 4½                | 8       | " "                     |
| 25  | Fort Hill sq., .....               | American Loco. Works., .....  | Nov., 1904      | 7½                    | 4½                | 8       | First extra first size. |
| 26  | Mason st., .....                   | Manchester Loco. Works., .....  | July 1, 1903    | 8½                    | 5                 | 8       | " "                     |
| 27  | Elm st., Charlestown.              | Formerly Silsby Engine 40, rebuilt by American Fire Engine Co., ..... | June 11, 1902   | 8                     | 4½                | 8       | Second size.            |

|    |  |  |                |                        |    |    |  |
|----|--|--|----------------|------------------------|----|----|--|
| 28 | Centre st., Jamaica Plain.                                 | Built by Silsby Mfg. Co., rebuilt by American Fire Engine Co., ..... | Jan., 1901     | 8                      | 4½ | 8  | Second size                                      |
| 29 | Chestnut Hill ave., Brighton.                              | Amoskeag Mfg. Co., .....   | Dec., 1890     | 4½                     | 4  | 8  | Fourth "   |
| 30 | Centre st., West Roxbury.                                  | Clapp & Jones Mfg. Co., .....  | Oct. 9, 1891   | 7                      | 4½ | 7  | Third of pumps, 2 sets of pumps, 4,790 gallons.* |
| 31 | Central Wharf (spare fire-boat).                           | Clapp & Jones Mfg. Co., .....  | July 3, 1889   | 16                     | 9  | 10 | Second size.                                     |
| 32 | Bunker Hill st., Charlestown.                              | Manchester Loco. Works., .....                                       | March, 1896    | 6½                     | 4½ | 8  | First size.                                      |
| 33 | Boylston st., Charlestown.                                 | Amoskeag Mfg. Co., .....   | April 16, 1901 | 7½                     | 4½ | 8  | Double extra first size.                         |
| 34 | Western av., Brighton.                                     | Manchester Loco. Works., Self-propeller.                             | Dec., 1899     | 7½                     | 4½ | 8  | Extra first size.                                |
| 35 | Mason st., .....   | Manchester Loco. Works., Self-propeller.                             | Jan., 1898     | 9½                     | 5½ | 8  | Double extra first size.                         |
| 36 | Monument st., Charlestown.                                 | Formerly Relief K, rebuilt by American Loco. Works., .....           | Jan. 23, 1906  | 7½                     | 4½ | 8  | First size.                                      |
| 37 | Longwood av., .....  | Manchester Loco. Works., .....                                       | March, 1896    | 6½                     | 4½ | 8  | Second size.                                     |
| 38 | Congress st., South Boston.                                | Manchester Loco. Works., Self-propeller.                             | June, 1897     | 9½                     | 5½ | 8  | Double extra first size.                         |
| 39 | Congress st., South Boston.                                | Manchester Loco. Works., .....                                       | June 14, 1901  | 8½                     | 5  | 8  | Extra first size.                                |
| 40 | Sumner st., East Boston.                                   | Formerly Silsby Engine 16, rebuilt by American Fire Eng. Co., .....  | Feb. 30, 1902  | 8                      | 4½ | 8  | Second size.                                     |
| 41 | Harvard ave., Brighton.                                    | Clapp & Jones Mfg. Co., .....  | Feb., 1893     | 7                      | 4½ | 7  | Third "  |
| 42 | Washington st., between Atherton and Beethoven sts., ..... | Manchester Loco. Works., .....                                       | Mar. 28, 1884  | 6½                     | 4½ | 8  | Second "   |
| 43 | Andrew sq., South Boston.                                  | Formerly Amoskeag Engine 4, rebuilt by American Loco. Works., .....  | Nov., 1904     | 7½                     | 4½ | 8  | First "  |
| 44 | India Wharf (fire-boat).                                   | American Fire Eng. Co., .....  | Aug., 1895     | 12½ H. P., 18 L. P. 10 | 11 | 8  | { 2 sets of pumps, 6,320 gallons.*               |
| 45 | Washington st., cor. Poplar st., Roslindale.               | American Fire Eng. Co., .....  | Jan., 1895     | 7                      | 4½ | 7  | Third size.                                      |
| 46 | Dorchester ave., Ashmont.                                  | Manchester Loco. Works., .....                                       | Nov., 1890     | 6½                     | 4  | 8  | Fourth "   |

\* At 225 revolutions per minute.

† For temporary service.



**Engine Companies. — Concluded.**  
**In Reserve.**

| No. | Location. | Built by                 | Put in Service. | Diameter of Cylinder. | Diameter of Pump. | Stroke. | Second size. |
|-----|-----------|--------------------------|-----------------|-----------------------|-------------------|---------|--------------|
| A.  | Old 43.   | Clapp & Jones.           | March, 1893     | 7                     | 4½                | 8       | Second       |
| C.  | " 39.     | Anoskeag Mfg. Co.        | Dec., 1873      | 6½                    | 4½                | 8       | First        |
| E.  | " 23.     | LaFrance Fire Engine Co. | June, 1895      | 8½                    | 5½                | 8       | Second       |
| G.  | " 1.      | Anoskeag Mfg. Co.        | Sept., 1872     | 7½                    | 4½                | 8       | First        |
| H.  | " 25.     | Clapp & Jones.           | Nov., 1890      | 9                     | 5½                | 8       | Third        |
| J.  | " 24.     | "                        | Feb., 1888      | 7                     | 4½                | 7       | "            |
|     | " 36.     | Anoskeag Mfg. Co.        | Dec., 1890      | 6½                    | 4                 | 8       | "            |

Also six hose wagons.

**Chemical Companies.**

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

| Number. | Location.                  | Builders.                  | Put in Service. | Capacity.    |
|---------|----------------------------|----------------------------|-----------------|--------------|
| 1.      | Rutland st.                | Babcock Mfg. Co.           | Oct., 1890      | Gals.<br>100 |
| 2.      | Church st.                 | "                          | April 25, 1874  | 160          |
| 3.      | Winthrop st., Charlestown. | Fire Extinguisher Mfg. Co. | April 29, 1898  | 70           |

|     |   |   |                |     |
|-----|---|---|----------------|-----|
| 4.  | Shawmut ave.                                    | Rebuilt by Hinman in 1886, rebuilt at repair shop, B. F. D. | April, 1903    | 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.  | B st., South Boston.                            | "   | Oct. 27, 1887  | 100 |
| 9.  | Main st., Charlestown.                          | "   | July 17, 1889  | 100 |
| 10. | Essex st.                                       | "   | Sept. 18, 1890 | 100 |
| 11. | Carleton st., Dorchester.                       | Charles T. Holloway.  | March, 1892    | 70  |
| 12. | Tremont st.                                     | Babcock Mfg. Co.  | Oct., 1890     | 100 |

**In Reserve.**

|    |                          |                       |     |
|----|--------------------------|-----------------------|-----|
| A. | Old Chemical 2.          | Charles T. Holloway.  | 100 |
| B. | Old Chemical 1.          | "                     | 100 |
| C. | Old Chemical 12.         | "                     | 80  |
| D. | Old Chemical 6.          | Rebuilt by Strangman. | 100 |
| E. | Old Combination Wagon 2. | Charles T. Holloway.  | 70  |

**Ladder Companies.**

LADDER TRUCKS.—Twenty-seven in service, including five extension ladder trucks, located as follows: Eight in City Proper and two in East Boston, three 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   | 12                         |
| 2.      | Paris st., East Boston.         | " " " "                                       | June 2, 1886    | 12                         |
| 3.      | Harrison cor. Bristol st.       | Built by Abbot-Dowling Co.                    | June 2, 1886    | 14                         |
| 4.      | Dudley st., Roxbury.            | " " " "                                       | April 25, 1884  | 15                         |
| 5.      | Fourth, near Dorchester st.     | Hunnehan & Co. Rebuilt by Charles Waugh & Co. | Nov. 4, 1902    | 17                         |
| 6.      | River st., Dorchester           | C. N. Perkins & Co.                           | Aug., 1905      | 17                         |
| 7.      | Meeting House Hill.             | C. T. Holloway & Co.                          | July 28, 1898   | 10                         |
| 8.      | Fort Hill sq.                   | Rebuilt by Charles Waugh & Co. in 1903.       | Jan., 1906      | 15                         |
| 9.      | Main st., Charlestown.          | Charles Waugh & Co.                           | 1901            | 12                         |
| 10.     | Centre st., Jamaica Plain.      | Hunnehan & Co.                                | Dec. 21, 1907   | 12                         |
| 11.     | Chestnut Hill ave., Brighton.   | American La France Fire Engine Co.            | Jan., 1906      | 14                         |
| 12.     | Tremont st., Roxbury            | Rebuilt by Boston Fire Dept.                  | Nov., 1906      | 15                         |
| 13.     | Warren ave.                     | American La France Fire Engine Co.            | March 12, 1890  | Hayes Extension            |
| 14.     | Fort Hill sq.                   | Rebuilt by American La France Fire Engine Co. | June, 1906      | Extension                  |
| 15.     | Boylston, cor. Poplar st., Ros. | Rebuilt by American La France Fire Engine Co. | Nov., 1888      | Extension                  |
| 16.     | Harrison ave.                   | Repair shop                                   | Sept., 1906     | 15<br>Extension<br>87 feet |

| 18. | Pittsburgh st.                 | International Fire Engine Co. | Oct. 14, 1902  | Extension |
|-----|--------------------------------|-------------------------------|----------------|-----------|
| 19. | Fourth st., South Boston       | Fire Extinguisher Mfg. Co.    | Jan., 1892     | 8         |
| 20. | Andrew st., South Boston       | Charles N. Perkins & Co.      | Dec. 30, 1892  | 8         |
| 21. | Anatoga, cor. Hyatt st., E. B. | Charles T. Holloway           | Jan., 1898     | 9         |
| 22. | Washington st., Dorchester     | "                             | Jan., 1898     | 9         |
| 23. | Washington st., Dorchester     | Fire Extinguisher Mfg. Co.    | Nov. 8, 1898   | 9         |
| 24. | North Grove st.                | "                             | Nov. 1, 1899   | 9         |
| 25. | Centre st., West Roxbury       | Charles T. Holloway & Co.     | April 25, 1900 | 7         |
| 26. | Longwood ave.                  | "                             | Oct., 1901     | 7         |
| 27. | Walnut st., Dorchester         | Charles N. Perkins & Co.      | Nov., 1901     | 9         |

  

| In Reserve.      |   | Builders. | Extension. |
|------------------|---|-----------|------------|
| Relief B, old 8. | Fire Department Repair shop.                    |           |            |
| Old Ladder 11.   | Hunneaman & Co. Rebuilt as Combination in 1900. |           |            |
| " 4.             | LaFrance Fire Engine Co., Elmira, N. Y.         |           |            |
| " 2.             | Abbott & Downing.                               |           |            |
| " 8.             | Fire Department Repair shop.                    |           |            |
| " 6.             | Hunneaman & Co.                                 |           |            |





|  |                |
|--|----------------|
| <i>Brought forward</i> . . . . .                       | \$1,200,052 00 |
| Electric and gas-lighting . . . . .                    | 13,160 33      |
| Printing and stationery . . . . .                      | 7,320 24       |
| Furniture and bedding . . . . .                        | 5,353 82       |
| Small supplies . . . . .                               | 11,353 11      |
| Horses—purchase and exchange . . . . .                 | 11,902 03      |
| Horse-hire and keeping . . . . .                       | 2,786 94       |
| Hay, grain and straw . . . . .                         | 39,578 02      |
| Washing . . . . .                                      | 3,893 27       |
| Shoeing . . . . .                                      | 21,697 75      |
| Harnesses and repairs . . . . .                        | 3,028 74       |
| Oils, chemicals, etc. . . . .                          | 3,161 44       |
| Hats, badges and buttons . . . . .                     | 997 02         |
| Ladders and repairs . . . . .                          | 1,722 80       |
| Tools for repair-shop and mechanics . . . . .          | 2,104 33       |
| Extra service . . . . .                                | 1,218 93       |
| Reservoirs and hydrants . . . . .                      | 12 96          |
| Contingencies . . . . .                                | 5,015 21       |
| Pensions . . . . .                                     | 76,096 79      |
| Rent for buildings, telephones, etc. . . . .           | 9,036 07       |
| Construction and material, fire-alarm branch . . . . . | 5,166 57       |
| Underground construction . . . . .                     | 12,435 18      |
| Salt water fire service . . . . .                      | 177 25         |

\$1,437,270 80

## INCOME.

|  |          |
|--|----------|
| Telephone tolls . . . . .                                    | \$2 75   |
| Sale of manure . . . . .                                     | 20 00    |
| Rent . . . . .   | 32 00    |
| Water Department—iron pipe and fittings . . . . .            | 43 55    |
| Two (2) old horses . . . . .                                 | 100 00   |
| Prizes (Boston Horse Show) . . . . .                         | 150 00   |
| Old material . . . . .                                       | 760 68   |
| Fireworks licenses . . . . .                                 | 938 00   |
| Damages to ladder truck . . . . .                            | 1,000 00 |
| Bath Department, steam for Dover-street bath-house . . . . . | 6,178 50 |

\$8,225 48

## FIRE DEPARTMENT.

| MONTHS.<br>1906-07. | ALARMS RECEIVED FROM |         |           |            |            | LOSS.  |            | INSURANCE. |              | ALARMS.     |       |        | BUILDINGS. |                |                    |
|---------------------|----------------------|---------|-----------|------------|------------|--------|------------|------------|--------------|-------------|-------|--------|------------|----------------|--------------------|
|                     | Members.             | Police. | Citizens. | Telephone. | Automatic. | Total. | Buildings. | Contents.  | Buildings.   | Contents.   | BELL. | STILL. | No Damage. | Slight Damage. | Totally Destroyed. |
|                     |                      |         |           |            |            |        |            |            |              |             | Fire. | False. | Needless.  | Fire.          | Needless.          |
| 1906.               |                      |         |           |            |            |        |            |            |              |             |       |        |            |                |                    |
| February . . . . .  | 12                   | 10      | 169       | 20         | 11         | 3      | \$37,073   | \$27,702   | \$2,567,200  | \$506,400   | 117   | 3      | 13         | 71             | 21                 |
| March . . . . .     | 4                    | 13      | 162       | 16         | 16         | 8      | 45,201     | 73,094     | 1,475,300    | 414,700     | 110   | 8      | 72         | 21             | 169                |
| April . . . . .     | 8                    | 14      | 186       | 34         | 6          | 3      | 60,413     | 26,789     | 829,460      | 137,800     | 131   | 3      | 11         | 94             | 12                 |
| May . . . . .       | 6                    | 14      | 133       | 29         | 22         | 5      | 22,312     | 62,041     | 936,600      | 315,700     | 134   | 5      | 9          | 95             | 25                 |
| June . . . . .      | 5                    | 21      | 197       | 22         | 14         | 12     | 20,330     | 38,065     | 830,750      | 242,850     | 119   | 13     | 12         | 105            | 22                 |
| July . . . . .      | 9                    | 10      | 133       | 15         | 19         | 18     | 18,280     | 19,668     | 574,075      | 128,005     | 89    | 18     | 8          | 62             | 27                 |
| August . . . . .    | 8                    | 102     | 14        | 13         | 2          | 194    | 23,201     | 36,185     | 719,600      | 237,300     | 102   | 2      | 61         | 27             | 133                |
| September . . . . . | 9                    | 13      | 203       | 22         | 10         | 11     | 27,241     | 31,640     | 810,200      | 334,825     | 135   | 11     | 16         | 94             | 12                 |
| October . . . . .   | 2                    | 9       | 137       | 15         | 22         | 4      | 12,021     | 13,809     | 1,056,450    | 333,450     | 92    | 4      | 5          | 56             | 32                 |
| November . . . . .  | 5                    | 8       | 184       | 22         | 19         | 8      | 45,671     | 50,596     | 638,750      | 372,800     | 118   | 8      | 14         | 87             | 19                 |
| December . . . . .  | 7                    | 9       | 209       | 30         | 16         | 5      | 138,055    | 109,125    | 3,632,000    | 1,305,300   | 138   | 5      | 8          | 102            | 23                 |
| 1907.               |                      |         |           |            |            |        |            |            |              |             |       |        |            |                |                    |
| January . . . . .   | 2                    | 11      | 203       | 27         | 16         | 6      | 42,337     | 100,695    | 1,235,023    | 523,200     | 122   | 5      | 16         | 97             | 24                 |
| Total . . . . .     | 69                   | 140     | 2,128     | 286        | 189        | 84     | \$507,805  | \$622,259  | \$16,292,848 | \$4,355,380 | 1,467 | 85     | 122        | 907            | 265                |

1906-07 113 458 361

2839



| 1906-1907.     | FIRES EXTINGUISHED BY |                   |                   |                 |          |                |           |
|----------------|-----------------------|-------------------|-------------------|-----------------|----------|----------------|-----------|
|                | Extinguishers.        | Buckets of Water. | Chemical Engines. | Hydrant Stream. | Steamer. | Miscellaneous. | Citizens. |
| <b>1906.</b>   |                       |                   |                   |                 |          |                |           |
| February.....  | 46                    | 24                | 51                | 11              | 33       | 15             | 8         |
| March.....     | 47                    | 13                | 54                | 7               | 24       | 15             | 20        |
| April.....     | 41                    | 23                | 51                | 20              | 29       | 36             | 22        |
| May.....       | 57                    | 26                | 66                | 17              | 25       | 12             | 24        |
| June.....      | 49                    | 32                | 59                | 23              | 26       | 12             | 23        |
| July.....      | 37                    | 17                | 24                | 19              | 26       | 9              | 19        |
| August.....    | 40                    | 23                | 29                | 8               | 28       | 6              | 28        |
| September..... | 48                    | 29                | 54                | 24              | 34       | 13             | 23        |
| October.....   | 41                    | 25                | 32                | 5               | 22       | 3              | 16        |
| November.....  | 48                    | 23                | 48                | 15              | 22       | 26             | 19        |
| December.....  | 65                    | 25                | 56                | 8               | 37       | 16             | 32        |
| <b>1907.</b>   |                       |                   |                   |                 |          |                |           |
| January.....   | 72                    | 26                | 40                | 8               | 40       | 18             | 14        |
| Totals.....    | 591                   | 286               | 564               | 165             | 346      | 181            | 248       |

CAUSES OF FIRES AND ALARMS FROM FEBRUARY 1, 1906, TO  
FEBRUARY 1, 1907.

|   |     |
|---|-----|
| Alarms, accidental automatic . . . . .        | 153 |
| “ false . . . . .                             | 85  |
| “ out of city . . . . .                       | 12  |
| Ashes hot, in wooden receptacle . . . . .     | 37  |
| Automobiles, igniting of . . . . .            | 43  |
| Boiling over of fat or tar . . . . .          | 22  |
| Bonfires, grass, rubbish, etc. . . . .        | 327 |
| Careless use of lamps, candles, etc. . . . .  | 32  |
| “ “ pipes, cigars, etc., in smoking . . . . . | 36  |
| Chimneys, soot burning . . . . .              | 112 |
| “ defective . . . . .                         | 39  |
| Clothes too near stove . . . . .              | 13  |

|  |       |
|--|-------|
| Defective flue . . . . .                           | 3     |
| “ stovepipe . . . . .                              | 8     |
| “ furnace . . . . .                                | 14    |
| “ gas pipe . . . . .                               | 8     |
| Electric motor igniting car . . . . .              | 33    |
| Electric wires . . . . .                           | 40    |
| Explosion and igniting of chemicals . . . . .      | 13    |
| Fireworks . . . . .                                | 72    |
| Friction . . . . .                                 | 9     |
| Fumigating . . . . .                               | 3     |
| Gas, explosion of . . . . .                        | 6     |
| “ jet setting fire . . . . .                       | 45    |
| “ stove, careless use of, and explosion . . . . .  | 27    |
| Kerosene, to light fire . . . . .                  | 3     |
| Incendiary . . . . .                               | 32    |
| “ supposed . . . . .                               | 36    |
| Lamp, explosion of . . . . .                       | 16    |
| “ upsetting and breaking . . . . .                 | 49    |
| Light mistaken for fire . . . . .                  | 3     |
| Matches and rats . . . . .                         | 18    |
| “ “ children . . . . .                             | 89    |
| “ careless use of . . . . .                        | 182   |
| Meat burning on stove . . . . .                    | 20    |
| Naphtha, careless use of and ignition . . . . .    | 28    |
| Oil stove, careless use of and explosion . . . . . | 87    |
| Overheated boiler or steam-pipe . . . . .          | 7     |
| “ stove or furnace . . . . .                       | 66    |
| Plastering, drying . . . . .                       | 11    |
| Plumber's stove upsetting . . . . .                | 4     |
| Rekindling of ruins . . . . .                      | 2     |
| Set by boys . . . . .                              | 118   |
| Slacking of lime . . . . .                         | 6     |
| Smoky chimneys . . . . .                           | 83    |
| “ stove or furnace . . . . .                       | 101   |
| Sparks from another fire . . . . .                 | 11    |
| “ “ boiler . . . . .                               | 2     |
| “ “ chimney . . . . .                              | 17    |
| “ “ engine or locomotive . . . . .                 | 72    |
| “ “ forge . . . . .                                | 4     |
| “ “ furnace or stove . . . . .                     | 22    |
| “ “ open grate . . . . .                           | 2     |
| Spontaneous combustion . . . . .                   | 63    |
| Steam escaping . . . . .                           | 19    |
| Street fight . . . . .                             | 3     |
| Unknown . . . . .                                  | 454   |
| Water pipes, thawing out . . . . .                 | 33    |
| Water-back bursting . . . . .                      | 4     |
| Wood in oven igniting . . . . .                    | 9     |
| Total . . . . .                                    | 2,876 |



## FIRE-ALARM BRANCH.

The underground service has been extended during the year in the district prescribed by the Commissioner of Wires, viz.: On Albany street, from Dover to Northampton street; on Hampden street, from Northampton to Dudley street; on Dudley, from Hampden to Magnolia street. In addition to this, underground extensions have been made on Albany and Yeoman streets, Blue Hill avenue, Moreland and Warren streets.

The fire-alarm box and gong in the Chelsea Police Station, referred to in last report, have been connected with underground wires and the overhead construction remaining last year for their maintenance has been discontinued and taken down, leaving all trunk lines running to Charlestown and East Boston underground.

Two new box circuits have been built in Roxbury and connected with boxes taken from 7, 19, 30 and 31, by which a more equitable distribution of the boxes in these circuits has been effected. Further new construction is contemplated to relieve other circuits from congestion of this character in Dorchester and West Roxbury, and the work is to be done as soon as conditions will permit.

Connection has been established by a circuit running from the house of Engine 37 on Longwood avenue to Engine House No. 1 of the Brookline Fire Department, connecting with a gong by which alarms given by the Boston system may be received there, and, by another arrangement Brookline alarms can be transmitted to Engine 37, so that mutual assistance may be rendered when necessary in cases of alarms from boxes contiguous to the Brookline line.

A connection has been made, also, between Engine House No. 29 in Brighton and an engine house of the Newton Fire Department for a similar purpose.

A new cable has been placed under Dover-street bridge to replace one that had become defective from long service. Box circuits 1 and 11, bell circuit 51 and tapper circuit 76, all running to South Boston, have been improved by abandoning the overhead construction on poles of the Edison Electric Illuminating Company on Southampton street and placing the wires underground by means of a cable running to Engine House 43 in Andrew square, thereby eliminating many troubles formerly experienced on these circuits from crosses and contacts resulting from rain or snow storms when accompanied by high winds and insuring a greater efficiency in the service. A new telephone switchboard has been installed in the operating room at headquarters.

## FIRE DEPARTMENT.

*2,441* From January 1, 1906, to January 1, 1907, there have been *1,687* alarms struck by the bells, gongs and tappers.

To give these alarms, together with striking the daily meridian blow, school signals, etc., it required *12,994,307* *20,766,241* blows to be struck by the apparatus employed for that purpose.

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

|  |                    |                  |
|--|--------------------|------------------|
| New wire used . . . . .  | 103,240 feet.      | <i>247,590</i>   |
| Old wire taken down . . . . .  | 87,650 "           | <i>105,600</i>   |
| Overhead cable put up . . . . .  | 12,125 "           | <i>10,673</i>    |
| " " taken down . . . . .   | 4,412 "            | <i>7,958</i>     |
| Conductors in cable put up . . . . .   | 87,401 "           | <i>64,988</i>    |
| " " taken down . . . . .   | 40,458 "           | <i>83,048</i>    |
| <del>Twin rubber-covered wire laid underground from house of Engine 37 to Engine-house in Brookline.</del> | <del>7,222 "</del> |                  |
| Underground cable used in ducts owned by N. E. Telephone and Telegraph Company . . . . .                   | 18,664 "           | <i>11,121</i>    |
| Same used in Fire-alarm ducts, service connections, etc. (new construction) . . . . .                      | 3,122 "            | <i>1,699</i>     |
| <del>Same used in Chelsea . . . . .</del>  | <del>1,769 "</del> |                  |
| Total underground cable used (new construction),   | 28,555 "           | <i>13,239</i>    |
| Conductors in same . . . . .   | 354,800 "          | <i>180,676</i>   |
| Cable used for repairs . . . . .   | 1,899 "            | <i>8,506</i>     |
| Conductors in same . . . . .   | 21,762 "           | <i>131,296</i>   |
| Total underground cable in use . . . . .   | 206,099 "          | <i>309,338</i>   |
| Conductors in same . . . . .   | 6,052,042 "        | <i>7,133,698</i> |
| Conduit built by this department . . . . .   | 1,137 "            | <i>1,013</i>     |
| Ducts laid in same . . . . .   | 1,377 "            | <i>1,326</i>     |
| Total ducts owned by city . . . . .  | 27,403 "           | <i>35,746</i>    |
| Manholes built . . . . .   | 4                  |                  |
| Service connections . . . . .  | 19                 | <i>15</i>        |
| Boxes built over . . . . .   | 7                  | <i>51</i>        |
| Auxiliary boxes built over . . . . .   | 28                 | <i>10</i>        |
| New boxes put in service . . . . .   | 10                 | <i>11</i>        |
| New auxiliary boxes . . . . .  | 2                  |                  |
| New private boxes . . . . .  | 3                  |                  |
| Boxes equipped with keyless doors . . . . .  | 10                 | <i>18</i>        |
| Boxes placed on lamp-posts . . . . .   | 1                  |                  |
| Lamp-posts set . . . . .   | 2                  |                  |
| Lamp-posts reset for cause . . . . .   | 9                  |                  |
| Cross-arms used . . . . .  | 306                | <i>408</i>       |
| Boxes now in service . . . . .   | 695                | <i>706</i>       |

The following boxes are private property: 113, 115, 117, 119, 149, 152, 161, 163, 166, 212, 223, 228, 244, 271, 279, 283, 297, 299, 328, 342, *422*, 433, 434, 442, 443, 448, 449, 466, 467, 468, 475, 495, 511, 533, 617, 619, 629, 653, 698, 711, 714, 715, 716, 718, 720, 722, 724, 725, 726, 727, 728, 729, 730, 731, 733, 734,

*apparently written by  
Supt. Flanders*



735, ~~736~~, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 755,  
758, 759, 762, 766, 767, 773, 776, 778, 779, 791, 792, 793, 794,  
795, 798, 828, 838, 842, 864, 865, 875, 919, 927, 967, 971,  
974, ~~2232, 2233, 2236~~.

Bell alarms struck in year ending December 31, 1906, <sup>1907</sup> 2,441  
Still alarms received " " " " <sup>1908</sup> 1,608

## ALARM BELLS.

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

Adams School-house, Summer 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. *cut out April 16, 1908.*  
Engine-house No. 19, Mattapan, Dorchester, composition, 2,927 lbs., owned by city. *cut out May 1, 1907. Machine taken to Shop, July 2, 1908.*  
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.

*Faneuil Hall,  
Steel, 5,816 lbs.  
owned by city.  
July 27, 07.*

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, 3,109 lbs., taken down and stored by Public Buildings Department.

## FIRE DEPARTMENT.

City Hall, Charlestown, composition, 3,600 lbs.  
Engine-house No. 1, Dorchester street, South Boston, composition, 2,911 lbs. *17. Composition, 4,000 lbs.*  
Engine-house No. 18, Harvard street, Dorchester, composition, 3,184 lbs. *Engine-house No. 19, composition, 2,927 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 Old Franklin 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, <sup>formerly</sup> are taken care of by the Fire Department, *were turned over to the Public Buildings Department May 20, 1907.*  
*City Proper.*

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



*South Boston.*

Gaston 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.

*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.

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, 1906, to February 1, 1907.*

|                                   |       |          |
|-----------------------------------|-------|----------|
| Jaynes and Chapin Company, Boston | . . . | \$100 00 |
| Charles S. Rackemann, Boston      | . . . | 50 00    |
| Standard Oil Company, New York    | . . . | 100 00   |
| Boston Beer Company, Boston       | . . . | 100 00   |
| Harold L. Bond Company, 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.*

**DEATH OF**

CHIEF OF DEPARTMENT **WILLIAM T. CHESWELL.**

Resolutions passed by the Board of Aldermen and Common Council and approved by the Mayor, November 2, 1906.

*Whereas*, The City Council of Boston has received the announcement of the death of William T. Cheswell, Chief of the Boston Fire Department, and

*Whereas*, After passing from the ranks through every grade of the department, serving with rare capacity and performing countless acts of heroism, he attained the height of his ambition in his promotion to the responsible position of Chief of the Department, March 21, 1901, and

*Whereas*, His career, so complete in the loyal self-sacrificing performance of duty, has been suddenly closed in active service, be it

*Resolved*, That the City Council of Boston, deeply sensible of its loss in the death of one whose service has been marked with such distinction and bravery, places upon record its tribute to his faithfulness and ability.

*Resolved*, That these resolutions be spread upon the records and a copy, suitably engrossed, be sent to his family.

The resolutions were adopted by a unanimous rising vote.