

ANNUAL REPORT  
OF THE  
FIRE DEPARTMENT  
FOR THE  
YEAR ENDING JANUARY 31, 1911.



CITY OF BOSTON  
PRINTING DEPARTMENT  
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Boston, April 25, 1911.

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

SIR,—I have the honor to submit herewith the report of this department for the year February 1, 1910, to February 1, 1911.

During this period there have been three heads of this department: February 1 to May 27, 1910, Commissioner Samuel D. Parker; from May 27 to September 16, 1910, Temporary Commissioner Francis M. Carroll; from September 16, 1910, to February 1, 1911, Commissioner Charles D. Daly.

The loss has been heavy, exceeding \$3,000,000. This may be partly due to the growth of the city and the increase in valuation. You will notice that the number of alarms has increased from 3,784 to 4,063.

FIRE-FIGHTING FORCE.

I beg to call attention to the necessity of increasing the fire-fighting force of the city. It is no uncommon sight to see the most important pieces of apparatus in the city attending fires badly undermanned. With



## BUILDING INSPECTION.

The system of building inspection has been extended and developed. During the few months in which it has been carried on over seven thousand buildings have been inspected. The inspection has covered various special risks, such as garages, printing plants, factories, tenements, hotels, hay and grain sheds, lumber yards, mercantile houses, schoolhouses, theaters, moving picture houses, public assembly halls and buildings for the storage of explosives, etc.

When dangerous conditions are found they are reported to the owner, the Building Commissioner and the Boston Board of Fire Underwriters. The complete investigation of these various buildings tends to eliminate dangerous conditions, as has been shown by the ready response of owners in correcting those of a fire menace character. Many buildings in a state of collapse have been razed. Others with windows out and doors removed have been boarded up, thus eliminating the danger of fire from within by intruders. Much attention has been paid to buildings in which rubbish and litter of all kinds have been allowed to collect, and where benzine, naphtha, gasoline and other inflammables have been stored for use in a careless manner. In garages danger arising from escaping gasoline vapor has been minimized by the segregation of heaters and boilers from the main building. The regulation governing the storage of gasoline and the burying of tanks underground is being enforced, thus reducing the danger from explosions.

Great care has been exercised by the explosive detail in the inspection of high explosives. Enforcement of the new regulations, issued by the state police, has been rigid. Buildings and structures containing high explosives, such as dynamite, blasting powder, detonators or blasting caps, fixed ammunition, soluble or negative cotton, fireworks and firecrackers and inflammable fluids of all kinds, have been frequently inspected.

These inspections have been the means of bringing to the attention of the Building Department insufficient means of egress, defective buildings, etc., which would be a source of great danger in case of fire. It has also the additional advantage of acquainting the district chiefs with their territory.

Adequate building inspection can only result in far reaching benefit to the community.

## HIGH PRESSURE SERVICE.

A bill providing for the installation of a high pressure service through the business district of Boston has been submitted to the Legislature, and indications are that it will become a law. If this bill is accepted by the City Council, the city will have made a material step toward modern fire protection. The benefits resulting from this system are inestimable.

## THE SUBURBS.

Fire protection in the suburbs should be developed. I have gathered statistics showing the growth of the suburbs in population and valuation. These statistics show that there has been practically no increase in the fire protection of these districts during a period in which population and valuation have increased 30 per cent.

## MUTUAL AID.

The problem of receiving assistance from adjoining cities and towns in case of large fires has been investigated. A Board, consisting of Deputy Chief Grady, Chief Perkins and Assistant Superintendent Fire Alarms Donahue, have prepared careful plans for the orderly and proper handling of metropolitan aid. The extension of the tapper service to adjoining towns is being pushed. This office has in mind proper cooperation throughout the immediate metropolitan district.

## NATIONAL BOARD INVESTIGATION.

The National Board of Fire Underwriters, during the past six months, has investigated in detail all aspects of this department. This report, just published, speaks of the department in favorable terms.

The characteristic high grade of the Boston Fire Service has been maintained throughout the year, due to a strict attention of officers and men to their duties.

Very respectfully,

CHARLES D. DALY,  
*Fire Commissioner.*



2 Chief's drivers . . . . .	\$1 75 per day.
3 Chief's drivers . . . . .	2 00 "
1 Chief's driver . . . . .	2 50 "
3 Hostlers (average) . . . . .	2 25 "
1 Horseshoer . . . . .	3 00 "
1 Shipkeeper . . . . .	2 00 "

*Fire-Alarm Force.*

4 Operators . . . . .	\$1,600 per annum.
3 Assistant operators . . . . .	1,200 "
1 Foreman of construction . . . . .	2,000 "
1 Machinist . . . . .	4 25 per day.
1 Machinist . . . . .	4 00 "
21 Telegraphers and lineman (average) . . . . .	3 14 "
1 Hostler . . . . .	2 50 "
Assistant superintendent and one operator on leave of absence with half pay pending decision on retirement.	

*Repair Shop Employees.*

1 Master plumber . . . . .	\$1,300 per annum.
1 Engineer . . . . .	3 25 per day.
3 Firemen . . . . .	2 50 "
2 Plumbers . . . . .	4 40 "
1 Steamfitter . . . . .	4 00 "
1 Painter . . . . .	3 75 "
3 Painters . . . . .	3 50 "
2 Painters . . . . .	3 16 "
2 Wheelwrights . . . . .	3 25 "
4 Machinists . . . . .	3 25 "
3 Blacksmiths . . . . .	3 50 "
1 Blacksmith . . . . .	3 25 "
5 Blacksmith's helpers . . . . .	2 50 "
3 Carpenters . . . . .	3 50 "
2 Hose and harness repairers . . . . .	3 25 "
1 Hose and harness repairer . . . . .	2 25 "
1 Vulcanizer . . . . .	2 50 "
3 Laborers . . . . .	2 25 "
1 Laborer . . . . .	2 00 "

1,006 total force.

*FIRE DISTRICTS.*

The city is divided into fourteen 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 by State street, on the east by the water front to B street, on the south-east by B street, on the south by West First street, across Dorchester avenue and Cove Street Bridge to Atlantic avenue, and on the west by Atlantic avenue, Dewey square, Summer street, Church Green and Devonshire street.

*District 4.*

The territory bounded on the north and east by the water front, on the south by State, Devonshire, Water, Washington, School and Beacon streets, and on the west by Charles and Pinckney streets and the Charles river.

*District 5.*

The territory bounded on the north by Water, Washington, School, Beacon, Charles and Pinckney streets, on the west by the Charles river, Otter, Beacon, Arlington, Boylston (Short), Church and Providence streets, Park square, Columbus avenue, Church and Tremont streets, on the south by Pleasant street and Broadway extension to bridge across Fort Point channel to Dorchester avenue, and on the east by a line from Dorchester avenue across Cove Street Bridge, Atlantic avenue, Dewey square, Summer street, Church Green and Devonshire 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 on the west by South bay to Broadway Extension Bridge.

*District 7.*

The territory bounded on the west by the Charles river, on the north by Otter, Beacon, Arlington, Boylston (Short), Church and Providence streets, Park square, Columbus avenue, Church, Tremont and Pleasant streets and Broadway extension to bridge, 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 Evandale terrace, Savin Hill avenue north, Pleasant and Stoughton streets, Columbia road, Geneva and Blue Hill avenues, Seaver street and Columbus avenue, and on the west by Washington street.

*District 10.*

The territory bounded on the north by Geneva avenue, Columbia road, Stoughton and Pleasant streets, Savin Hill avenue north, Evandale terrace to water front, on the east by Dorchester bay and Neponset river, on the south by marsh land to Minot street, through Adams and Centre streets, Talbot avenue and Angell street, on the west by Canterbury 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, Perkins street, Hyde square, Centre and Sheridan streets, Chestnut avenue, Mozart and Atherton streets, Columbus avenue and Seaver street, on the east by Blue Hill avenue, Canterbury, Morton and Harvard streets, on the south by the Hyde Park and Dedham lines, and on the west by the Newton and Brookline lines.

## MARINE DISTRICT.

All buildings or other property, including wharfs, bridges, etc., bordering on the water front, beginning

at a point on the northerly side of the reserved channel at L Street Bridge, South Boston, thence westerly along the harbor line of South Boston to Fort Point channel, thence southerly to Dorchester Avenue Bridge, thence northerly by the way of Fort Point channel, thence along and around the city proper harbor line to the Charlestown Bridge, thence northerly along the water front around the Charlestown district to Mystic river, thence westerly along the Mystic river (south side) to Malden Bridge, or Alford street. Also, beginning at Jeffries Point at the head of Marginal street, thence northerly and westerly along the East Boston water front to Chelsea creek, thence easterly along said creek (south side) to the Grand Junction Railroad Bridge, and to include all property on the islands in Boston Harbor.

NOTE.—The lines of Districts 1, 2, 3, 4, 5 and 6 are affected by the Marine District.

*District 14.*

The territory bounded on the north by Angell street, Talbot avenue, Centre and Adams streets, to Minot street, across marsh land to Neponset river, on the east by Neponset river, on the south by Neponset river and Hyde Park line, on the west by Harvard, Morton and Canterbury streets.

## 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.	Ladder Trucks.	Water Towers.
1.....	John W. Godbold.....	5, 9, 11, 40	7	* 2, 21	
2.....	C. H. W. Pope.....	27, 32, 36	3, 9	* 9, 22	
3.....	John O. Taber.....	25, 38, 39		8, 14, * 18	3
4.....	Henry A. Fox.....	* 4, 6, 8	1	1, 24	1
5.....	Daniel F. Sennott.....	7, 10, * 26, 35	2	17	
6.....	Edwin A. Perkins.....	* 1, 2, 15, 43	8	5, 19, 20	
7.....	John T. Byron.....	3, * 22, 33	4	3, 13, 15	2
8.....	Stephen J. Ryder.....	13, 14, 37	12	* 12, 26	
9.....	Michael J. Kennedy.....	* 12, 21, 23, 24	10	4	
10.....	John W. Murphy.....	17, * 18, 20		7, 23, 27	
11.....	John E. Madison.....	29, 34, * 41	6	11	
12.....	Michael J. Mulligan.....	* 28, 30, 42, 45	5, 13	10, 16, 25	
Marine.....	Robert A. Ritchie.....	44, * 47			
14.....	Maurice Heffernan.....	16, 19, * 46	11	6	

\* 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 streets.....	8,167	\$25,800	Engine 1 and Ladder House 5 on this lot.
Corner of O and Fourth streets.....	4,000	16,200	Engine 2.
Bristol street and Harrison avenue...	4,000	30,000	Engine 3 and Ladder 3.
Bulfinch street.....	6,098	96,000	Engine 4, Chemical 1 and Tower 1.
Marion street, East Boston.....	1,647	9,000	Engine 5.
Leverett street.....	2,269	40,000	Engine 6.
East street.....	1,893	36,400	Engine 7.
Salem street.....	2,568	24,000	Engine 8.
Paris street, East Boston.....	4,720	29,700	Engine 9 and Ladder 2.
River street.....	1,886	20,500	Engine 10.
Saratoga and Byron sts., East Boston.	10,000	39,500	Engine 11 and Ladder 21.
Dudley street.....	7,320	25,000	Engine 12.
Cabot street.....	4,832	16,000	Engine 13.
Centre street.....	5,713	14,600	Engine 14.
Dorchester avenue.....	2,803	18,600	Engine 15.
Corner River and Temple streets.....	12,736	19,200	Engine 16 and Ladder 6.
Meeting House Hill, Dorchester.....	9,450	17,300	Engine 17 and Ladder House 7 on this lot.
Harvard street, Dorchester.....	9,440	18,800	Engine 18.
Norfolk street, Dorchester.....	7,683	14,200	Engine 19.
Walnut street, Dorchester.....	9,000	17,300	Engine 20 and Ladder 27.
Columbia road, Dorchester.....	10,341	17,100	Engine 21.
Warren avenue.....	7,500	62,500	Engine 22 and Ladder 13.
Northampton street.....	3,445	11,200	Engine 23.
Corner Warren and Quincy streets....	4,186	18,100	Engine 24.
Fort Hill square.....	4,175	100,600	Engine 25, Ladder 8 and Ladder 14.
Mason street.....	5,623	175,000	Engines 26 and 35.
Elm street, Charlestown.....	2,600	18,000	Engine 27.
Centre street, Jamaica Plain.....	10,377	28,300	Engine 28 and Ladder 10.
Chestnut Hill avenue, Brighton.....	14,358	37,200	Engine 29 and Ladder 11.
Centre street, West Roxbury.....	12,251	25,000	Engine 30 and Ladder 25.
Bunker Hill street, Charlestown.....	8,188	26,200	Engine 32.
Corner Boylston and Hereford streets.	5,646	98,000	Engine 33 and Ladder 15.
Western avenue, Brighton.....	4,637	17,800	Engine 34.
Monument street, Charlestown.....	5,668	21,000	Engine 36 and Ladder 22.
Corner Longwood and Brookline aves.,	5,231	14,300	Engine 37 and Ladder 26.

Houses.—*Concluded.*

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
Congress street.....	4,000	\$37,000	Engines 38 and 39.
Sumner street, East Boston.....	4,010	18,000	Engine 40.
Harvard avenue, near Cambridge street, Brighton.....	6,112	25,500	Engine 41 and Chemical 6.
Washington street, at Egleston square.	3,848	22,900	Engine 42 and Chemical 5.
Andrew square.....	5,133	19,600	Engine 43 and Ladder 20.
Washington street, corner Poplar street, Roslindale.....	14,729	22,400	Engine 45 and Ladder 16.
Dorchester avenue, Ashmont.....	4,875	22,900	Engine 46.
Church street.....	3,412	23,600	Chemical Engine 2.
Winthrop street.....	5,280	15,700	Chemical 3.
Shawmut avenue.....	889	4,300	Chemical Engine 4.
Saratoga street, East Boston.....	9,300	40,600	Chemical Engine 7.
B street.....	1,804	7,800	Chemical Engine 8.
Eustis street.....	1,790	8,000	Chemical Engine 10.
Corner Callender and Lyons streets...	7,200	13,964	Chemical 11.
Corner Walk Hill and Wenham streets,	11,169	35,446	Chemical 13.
Friend street.....	1,676	37,200	Ladder 1.
Dudley street.....	3,923	26,000	Ladder 4.
Main street, Charlestown.....	4,290	16,400	Ladder 9 and Chemical 9.
Tremont street.....	4,311	25,600	Ladder 12 and Chemical 12.
Harrison avenue.....	2,134	23,500	Ladder 17.
Pittsburgh street, South Boston.....	8,964	35,400	Ladder 18 and Tower 3.
Fourth street.....	3,101	10,700	Ladder 19.
Washington street, Dorchester.....	6,875	21,400	Ladder 23.
North Grove street.....	3,918	19,800	Ladder 24.

## Assessed Valuation.

Fuel house, Dorchester street, 1,610 feet of land,	\$3,100
Fuel house, Salem street, 417 feet of land	4,000
Fuel house, Main street, Charlestown, 2,430 feet of land	7,000
Headquarters Building, corner of Albany and Bristol streets, 23,679 feet of land	125,000
Water Tower No. 2 and wrecking wagon are in Headquarters Building.	
Veterinary Hospital, Atkinson street, 64,442 feet of land	68,300
Fuel house, Washington, near Dover street, 1,007 feet of land	10,500
11,500 feet of land adjoining the South Ferry, East Boston, quarters of Engine Company 47,	16,300
Building not assessed.	



## Engine Companies.

STEAM FIRE ENGINES.— Forty-four in service.  
FIREBOATS.— Two in service.  
HORSE HOSE WAGONS.— Forty-four.

No.	Location.	Built by	Put in Service.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	
1	Dorchester street, near Fourth, South Boston.	Rebuilt by American Fire Engine Company, 1899.	April, 1899	8½	5	7	Second size.
2	Fourth street, corner O, South Boston.	Rebuilt by American Fire Engine Company, 1904.	1899	8	4½	8	Second size.
3	Harvard ave., corner Bristol street.	American Fire Engine Company.	Jan., 1904	9	5½	8	First size.
4	Bullfinch street.	International Power Company.	Jan., 1907	8½	5	8	First size.
5	Marion street, East Boston.	American Fire Engine Company.	1870	8	4½	8	Second size.
6	Leverett street.	Rebuilt by Manchester Locomotive Works.	Nov., 1900	7½	4½	8	Second size.
7	East street.	Rebuilt by American La France Fire Engine Company, February, 1907.	Feb., 1893	9	5½	8	First size.
8	Salem street.	American La France Fire Engine Company.	1907	9	5½	8	First size.
9	Paris street, East Boston.	Rebuilt by American Fire Engine Company, 1902.	May, 1907	8	4½	8	Second size.
10	Mt. Vernon st., cor. River st.,	Rebuilt by American Fire Engine Company.	Dec., 1901	8	4½	8	Second size.
			July, 1903	8	4½	8	Second size.

## FIRE DEPARTMENT.

11	Saratoga street, corner Byron street, East Boston.	Rebuilt by Manchester Locomotive Company, May, 1905.	March, 1872	6½	4½	8	Third size.
12	Dudley street.	Manchester Locomotive Works, rebuilt by same company, November, 1904.	March, 1882	6½	4½	8	Third size.
13	Cabot street.	Rebuilt by American Fire Engine Company, April, 1899.	1904	8½	5	7	Second size.
14	Centre street.	Rebuilt by International Power Company, December, 1907.	April, 1899	7½	4½	8	Second size.
15	Dorchester avenue and Broadway.	American Locomotive Works.	1872	8½	5	8	First size.
16	Temple street, Dorchester.	Rebuilt by American British Company, October, 1910.	Dec., 1904	7½	4½	8	Second size.
17	Meeting House Hill, Dorchester.	Manchester Locomotive Works, rebuilt by same company, January, 1906.	July, 1872	7½	4½	8	Third size.
18	Harvard street, Dorchester.	Manchester Locomotive Works, rebuilt by same company, 1905.	May, 1882	6½	4½	8	Third size.
19	Norfolk street, Dorchester.	Manchester Locomotive Works.	Nov., 1906	6½	4½	8	Fourth size.
20	Walnut street, Dorchester.	Rebuilt by American Fire Engine Company, 1900.	Feb., 1896	6½	4½	8	Third size, rebuilt 1909.
21	Columbia road, Dorchester.	Rebuilt by International Power Company, February, 1907.	Aug., 1882	8	4½	8	Second size.
22	Warren avenue.	Manchester Locomotive Works.	Sept., 1870	7	4½	8	Second size.
23	Northampton street.	Rebuilt by American Fire Engine Company.	Nov., 1896	7	4½	8	Second size.
24	Warren st., corner Quincy st.	Rebuilt by American Locomotive Works.	April, 1890	8	4½	8	Second size.
25	Fort Hill square.	American La France Company.	July, 1901	7½	4½	8	Second size.
26	Mason street.	International Power Company.	Nov., 1904	9	5	8	Second size.
			Dec., 1910	8½	5	8	First size.
			Feb., 1909	8½	5	8	First size.



## Engine Companies.—Concluded.

No.	Location.	Built by	Put in Service.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	
27	Elm street, Charlestown.	Rebuilt by American Fire Engine Company.	June, 1902	8	4½	8	Second size.
28	Centre street, Jamaica Plain.	Rebuilt at Fire Department repair shop, June, 1904.	Oct., 1892	6½	4½	8	Third size.
29	Chestnut Hill avenue, Brighton.	American British Company.	Jan., 1911	7½	4½	8	Second size.
30	Centre street, West Roxbury.	Manchester Locomotive Works. Rebuilt by International Power Company, February, 1910.	Nov., 1890	6½	4	8	Fourth size.
31	Spare fireboat.	Clapp & Jones Manufacturing Company.	July, 1889	16	9	10	{ 2 sets of pumps, 4,790 gallons.
32	Bunker Hill st., Charlestown.	International Power Company.	June, 1907	7	4½	8	Second size.
33	Boylston street.	International Power Company.	Nov., 1909	7	4½	8	Second size.
34	Western avenue, Brighton.	Rebuilt by American Locomotive Company, March, 1904.	Dec., 1899	7½	4½	8	Second size.
35	Mason street.	Manchester Locomotive Works, self-propeller.	Jan., 1898	9	5½	8	Double extra first size.
36	Monument street, Charlestown	International Power Company.	Nov., 1909	8½	5½	8	First size.
37	Longwood avenue.	Rebuilt by International Power Company, April, 1907.	March, 1896	6½	4½	8	Third size.
38	Congress street, South Boston.	Manchester Locomotive Works, self-propeller.	June, 1897	9½	5½	8	Double extra first size.
39	Congress street, South Boston.	Manchester Locomotive Works.	June, 1901	8½	5	8	First size.
40	Summer street, East Boston.	American Locomotive Works.	Jan., 1906	8½	5	8	First size.
41	Harvard avenue, Brighton.	International Power Company.	Jan., 1909	7	4½	8	First size.
42	Washington street, at Eggleston square.	Rebuilt by International Power Company, January, 1907.	March, 1884	6½	4½	8	Third size.

43	Andrew square, South Boston.	Rebuilt by American Locomotive Company, November, 1904.	Nov., 1897	7½	4½	8	Second size.
44	Central Wharf ( fireboat )	American Fire Engine Company.	Aug., 1895	12½ H. P. 18 L. P. 10	11	11	{ 2 sets of pumps, 6,000 gallons.
45	Washington street, cor. Poplar street, Roslindale.	American Fire Engine Company.	Feb., 1895	7	4½	7	Third size.
46	Dorchester avenue, Ashmont.	Rebuilt by Manchester Locomotive Works November, 1902.	Nov., 1890	6½	4	8	Fourth size.
47	South Ferry, East Boston.	G. F. Blake Manufacturing Company.	Aug., 1909	12 H. 22 L.	10	11	{ 2 sets of pumps, 6,000 gallons.

## In Reserve.

C	Formerly Engine 21, 11 and Relief C.	Rebuilt by Manchester Locomotive Works, 1889.	Nov., 1872	6½	4½	8	Third size.
D	Formerly Engine 7.	Rebuilt by American Locomotive Works, 1907.	June, 1896	9	5½	8	First size.
26	" " 26.	Manchester Locomotive Works.	July, 1903	8½	5	8	First size.
F	" " 1.	Rebuilt at Fire Department repair shop, 1893.	Sept., 1872	7½	4½	8	Second size.
H	Formerly Engine 24 and Relief H.	Clapp & Jones.	Feb., 1888	7	4½	7	Third size.
	Formerly Engine 29.	Rebuilt at Fire Department repair shop, 1893.	1874	7½	4½	8	Third size.
33	" " 5.	Rebuilt by American Locomotive Company, December, 1905.	Oct., 1872	7½	4½	8	Third size.
29	" " 33.	Manchester Locomotive Works.	Dec., 1901	7½	4½	8	Second size.
	" " 29.	Rebuilt at Fire Department repair shop, July, 1900.	Dec., 1890	6½	4	8	Third size.
36	" " 36.	Rebuilt by American Locomotive Works, December, 1904.	1867 1904	7½	4½	8	Fourth size.

Also five hose wagons.



## Chemical Companies.

CHEMICAL ENGINES.—Twelve in service.

Number.	Location.	Builders.	Put in Service.	Capacity.
1.....	Bulfinch street.....	American La France Company.....	Dec., 1910	<i>Gals.</i>
2.....	Church street.....	American La France Company.....	April 25, 1874	100
3.....	Winthrop street, Charlestown.....	Fire Extinguisher Mfg. Co.....	April 29, 1898	160
4.....	Shawmut avenue.....	Rebuilt by Hinman in 1886, re- built at repair shop, B. F. D.,		70
5.....	Washington street, at Egleston square.....	Altered by Hinman.....	April, 1906	160
6.....	Harvard ave., near Cambridge st., Brighton.....	Altered by Hinman.....	Sept. 21, 1876	100
7.....	Saratoga street, East Boston.....	Altered by Hinman.....	May 2, 1876	100
8.....	B street, South Boston.....	Altered by Hinman.....	Sept. 27, 1886	100
9.....	Main street, Charlestown.....	Altered by Hinman.....	Sept. 27, 1887	100
10.....	Esplanade street, Charlestown.....	Altered by Hinman.....	July 17, 1889	100
11.....	Carlos street, Dorchester.....	Charles T. Holloway.....	Sept. 13, 1889	100
12.....	Tremont street.....	Babeck Mfg. Co.....	March, 1892	70
13.....	Walk Hill and Wenham streets.....	Knox Auto Company.....	Oct., 1890	100
			July, 1910	35

## In Reserve.

A.....	Former Chemical 2.....	Charles T. Holloway.....		100
B.....	Former Chemical 1.....	Charles T. Holloway.....		100
C.....	Former Chemical 12.....	Charles T. Holloway.....		80
E.....	Former Combination Wagon 2.....	Charles T. Holloway.....		70
Old 1.....	Former Chemical 1.....	Babeck Mfg. Co.....	1890	100

## FIRE DEPARTMENT.

## Ladder Companies.

LADDER TRUCKS.—Twenty-seven in service, including five extension ladder trucks.

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 street, East Boston.....	Built by Abbott Downing Company.....	1890	12
3.....	Harrison avenue, cor. Bristol street.....	Built by Abbott Downing Company.....	June 2, 1886	12
4.....	Bridley street, Roxbury.....	Built by Abbott Downing Company.....	April 25, 1887	15
5.....	Fourth, near Dorchester street.....	Hunnehan & Co. Rebuilt by Charles Waugh & Co.....	Nov. 4, 1902	17
6.....	River street, Dorchester.....	C. N. Perkins & Co.....	Aug., 1905	17
7.....	Meeting House Hill.....	C. T. Holloway & Co.....	July 28, 1898	10
8.....	Fort Hill square.....	Hunnehan & Co. Rebuilt at Fire Department Repair Shop.....	1907	14
9.....	Main street, Charlestown.....	Fire Department Repair Shop.....	1908	15
10.....	Centre street, Jamaica Plain.....	American La France Fire Engine Company.....	Mar. 18, 1909	12
11.....	Chestnut Hill avenue, Brighton.....	Rebuilt by Boston Fire Department.....	Jan., 1907	14
12.....	Tremont street, Roxbury.....	Fire Department Repair Shop.....	Nov., 1906	15
13.....	Warren avenue.....	American La France Fire Engine Company.....	1911	Extension.
14.....	Fort Hill square.....	American La France Fire Engine Company.....	Jan., 1906	Extension.
15.....	Boylston street.....	Fire Department Repair Shop.....	Nov., 1896	Extension.
16.....	Washington, cor. Poplar st., Roslindale.....	Rebuilt by American La France Fire Engine Co. Saratoga street.....	Sept., 1906	16
17.....	Harrison avenue.....	Charles N. Perkins & Co.....	Jan., 1910	Extension.
18.....	Fourth street, South Boston.....	Charles N. Perkins & Co.....	Jan., 1898	8
19.....	Andrew square, South Boston.....	Charles T. Holloway.....	Dec. 30, 1902	8
20.....	Saratoga, cor. Byron st., East Boston.....	American La France Company.....	Jan., 1898	9
21.....	Monument street, Charlestown.....	Charles T. Holloway & Co.....	Jan., 1910	9
22.....	Washington street, Dorchester.....	Charles T. Holloway & Co.....	Oct., 1901	7
23.....	North Grove street.....	American La France Fire Engine Company.....	April 25, 1900	7
24.....	Centre street, West Roxbury.....	American La France Fire Engine Company.....	Nov., 1908	7
25.....	Longwood avenue.....	Charles N. Perkins & Co.....	Nov., 1901	9
26.....	Walnut street, Dorchester.....			
27.....				



## In Reserve.

DESCRIPTION.	Buildings.
Relief A.....	Fire Department Repair Shop.
Relief E, old S.....	Fire Department Repair Shop.
Former Ladder 11.....	Hanneman & Co., Building and Manufacturing Company in 1900.
" " 11.....	Fire Engine House.
" " 16.....	Hanneman & Co.
" " 6.....	Hanneman & Co.
" " 18.....	International Fire Engine Company, Oct., 1902.
" " 9.....	Waugh & Co.
	Extension
	Extension

## Water Towers.

NUMBER.	LOCATION.	Buildings.	Put in Service.
1.....	Bullfinch street.....	Kansas City Fire Department Supply Company,	Dec. 18, 1893
2.....	Bristol street.....	Kansas City Fire Department Supply Company,	May 17, 1890
3.....	Pittsburgh street.....	International Fire Engine Company.....	Nov. 2, 1903

PORTABLE EXTINGUISHERS.—Carried on ladder trucks, hose wagons, chemical engines, water towers, and located in the department houses.

WAGONS.—Thirty-nine for fuel, six for repairs, two for supplies, three for manure and one caravan. Twenty for chief of department and district chiefs (fifteen in service and five in reserve), also one buggy for superintendent of fire alarms.

PUMPS.—Forty-five: Thirty-nine for carrying hose, two for jacking and four for fire-alarm branch.

AUTOMOBILES.—Four.

TOOLS AND MACHINERY IN REPAIR SHOP.—In the repair shop one 25 horse power steam engine, cylinder 9 by 31 inches, Putnam Machine Company; one 26-inch by 26-inch iron planer, 8-foot table, 12-foot bed; two 14-inch swing engine lathes, 6-foot bed; one 14-inch swing engine lathe, 10-foot bed; one No. 2 upright drill; five blacksmiths' forges; one furnace for heating tires; one 26-inch swing standard engine lathe; one 14-inch speed lathe, 5-foot bed; two 25-inch shaping machines; one 68-inch radial drill press; one 26-inch electric sewing machine; one No. 10 triple pump for testing hose; one patent goose-neck belt drill; one belt saw; one circular saw; two pumps for feeding boilers; one hose expanding machine; two boring machines; one 10-horse power combination machine, bolt-cutter, one combination machine, shears and punch; two tire up-setters; one emery grinder; three upright turner boilers; 100 horse power; two dynamos for lighting and fire alarm, together with numerous smaller tools and appliances, and also tools for repairing hose and harness, and one power hammer.

## FIRE DEPARTMENT.

## NEW APPARATUS PURCHASED DURING THE YEAR.

- 2 85 feet aerial trucks.
- 1 First-size Metropolitan steam fire engine.
- 1 Second-size Amoskeag steam fire engine.
- 1 Combination chemical engine and ladder truck.  $\frac{1}{2}$  13
- 1 Chemical engine.
- 1 District chief's wagon.
- 1 Sleigh.
- 1 Buick roadster.

## Built at Fire Department repair shop:

- 1 Hose wagon.
- 1 Ladder truck rebuilt, and destroyed in repair shop fire.
- 1 Chemical engine rebuilt, and destroyed in repair shop fire.

## Amount of hose purchased and condemned during the year:

	Purchased.	Condemned.
Leading cotton . . . . .	13,300 feet	9,400 feet
Leading rubber . . . . .	2,500 "	800 "
Chemical . . . . .	1,000 "	1,350 "
Deck . . . . .	300 "	100 "
Rubber suction . . . . .	312 "	195 "
Flexible suction . . . . .	200 "	150 "
Deluge . . . . .	200 "	48 "
	17,812 feet	12,043 feet

## Amount of hose destroyed in repair shop fire, August 9, 3,586 feet.

## Amount of hose in use and in store February 1, 1911:

	In Use.	In Store.
Leading cotton . . . . .	100,414 feet	4,010 feet
Leading rubber . . . . .	7,600 "	2,750 "
Chemical . . . . .	11,950 "	200 "
Deck . . . . .	600 "	300 "
Rubber suction . . . . .	956 "	124 $\frac{1}{2}$ "
Flexible suction . . . . .	525 "	87 $\frac{1}{2}$ "
Deluge . . . . .	816 "	187 $\frac{1}{2}$ "
	122,861 feet,	7,659 $\frac{1}{2}$ feet

## HORSES.

Purchased during the year . . . . .	52
Sold or exchanged . . . . .	27
Killed for cause . . . . .	11
Killed in service . . . . .	3
Died . . . . .	3
Number in the department . . . . .	408



<i>Brought forward</i>	\$60,123 27	\$1,517,054 31
Repairs and alterations	2,665 94	
Telephone service	1,014 26	
Use of duct in East Boston Tunnel		
	450 36	
Maps and plans	420 36	
Electric light for clocks	248 39	
Car fares and traveling expenses	187 31	
Electric power	144 06	
Repairs of clocks	82 10	
	<u>65,336 05</u>	
		<u>\$1,582,390 36</u>

*Fire Station, Lauriat Avenue District.*

Payments on account:		
Contractors, McGahey & O'Connor	\$12,075 76	
Architects, Moller & Smith	603 00	
Printing	82 98	
Advertising	2 50	
	<u>\$12,764 24</u>	

*Fire Station, Oak Square and Faneuil Section.*

Payments on account:		
Advertising	\$4 00	

*House, Land and Apparatus, Forest Hills.*

Balance of payments:		
Contractor, Martin Flynn	\$16,355 71	
Architects, Moller & Smith	625 02	
Fire-alarm cable	591 22	
Conduit	519 70	
Oil tank, etc.	96 50	
	<u>\$18,188 15</u>	

Cost of land	\$3,966 45	
Cost of building	28,979 97	

\$32,946 42*New Fireboat No. 31.*

Continuation of payments:		
Contractors, Bertelsen & Petersen Engineering Company	\$40,875 00	
Architect, Arthur Binney	1,362 50	
Inspector of hull	747 00	
	<u>\$42,984 50</u>	

*Carried forward*

<i>Brought forward</i>	\$42,984 50
Nozzles, pipes, hose, etc.	702 20
Consulting engineer	400 00
Launching	201 15
Advertising	6 60
	<u>\$44,294 45</u>

*New Quarters for Fireboat Crew, Boston Side.*

Payments on account:		
Engineering	\$75 00	

*Recapitulation.*

Fire Department	\$1,582,390 36
New fireboat No. 31	44,294 45
House, land and apparatus, Forest Hills	18,188 15
Fire station, Lauriat avenue district	12,764 24
New quarters for fireboat crew, Boston side	75 00
Fire station, Oak square and Faneuil section	4 00
	<u>\$1,657,716 20</u>

*Income.*

Permits for keeping explosives	\$7 50
Rent	32 00
Permits for keeping fireworks	77 50
Sale of manure	230 00
Sale of old material	3,309 64
Bath Department, steam for Dover Street Bath House	3,520 04
	<u>\$7,176 68</u>



1910-11.	FIRE EXTINGUISHED BY							
	Extinguishers.	Buckets of Water.	Chemical Engines.	Hydrant Stream.	Steamer.	Miscellaneous.	Citizens.	Sprinklers.
<b>1910.</b>								
February.....	43	26	54	3	39	18	26	.....
March.....	81	27	83	61	36	92	36	2
April.....	50	27	59	40	30	41	39	.....
May.....	66	25	38	18	29	18	30	.....
June.....	51	23	51	32	25	17	40	1
July.....	94	46	76	67	32	22	65	1
August.....	55	23	53	53	30	20	38	2
September.....	44	23	29	16	28	10	26	.....
October.....	74	39	66	65	33	44	38	.....
November.....	47	23	45	24	31	27	29	1
December.....	79	28	55	8	43	23	44	.....
<b>1911.</b>								
January.....	87	38	71	20	36	56	22	.....
Totals.....	771	348	680	407	362	388	433	7

## BOX ALARMS BY DISTRICTS.

FEBRUARY 1, 1910, TO FEBRUARY 1, 1911.

		ALARMS, 1909-10.						ALARMS, 1910-11.						
DISTRICT.	DISTRICT CHIEF.	First.	Second.	Third.	Fourth.	Fifth.	Totals.	First.	Second.	Third.	Fourth.	Fifth.	Sixth.	Totals.
1. East Boston.....	Godbold.....	196	1				197	166	2	4				168
2. Charlestown.....	Pope.....	112	4				116	157	6	4				167
3. North End and City Proper.....	Taber.....	56	8				66	56	8	4	2	1		71
4. West End and City Proper.....	Fox.....	366	6	1			373	342	7	2	2			353
5. City Proper and South Boston.....	Sennott.....	89					89	111	3					114
6. South Boston.....	Perkins.....	199	2				201	187	6					193
7. South End and Back Bay.....	Byron.....	285	6	2	1		294	248	8	2	1	1	1	261
8. South End and Back Bay.....	Ryder.....	202	1				203	210	1	1				212
9. Roxbury and Back Bay.....	Kennedy.....	183	1				184	215	2	1				212
10. Roxbury and Dorchester.....	Murphy.....	216	3				219	122	3	2	1			126
11. Dorchester.....	Madison.....	70					70	62	2	2	1			75
12. Brighton.....	Mulligan.....	88	1				89	117	2	1				120
13. West Roxbury.....	Ritchie.....													
14. Marine District.....	Heffernan*.....							132						132
Totals.....		2,062	32	6	1		2,101	2,128	50	17	6	2	1	2,204

\* Set off from District 10 September, 1910.



## BOSTON FIREMEN'S RELIEF FUND.

FROM SEPTEMBER 1, 1909, TO SEPTEMBER 1, 1910,  
INCLUSIVE.

The Fire Commissioner, as president 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:

Gov. Eben S. Draper . . . . .	\$100 00
Mrs. Gardner Blanchard Perry . . . . .	25 00
Estate of Florence Lyman . . . . .	3,877 10
Lewis Wharf Company . . . . .	100 00
	<u>\$4,102 10</u>

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.

FINANCIAL STATEMENT OF THE BOSTON FIREMEN'S  
RELIEF FUND SEPTEMBER 1, 1909, TO SEPTEMBER  
1, 1910, INCLUSIVE.

## Receipts.

Balance, September 1, 1909 . . . . .	\$7,845 25
Net proceeds of ball, February, 1910 . . . . .	14,566 76
Interest on bonds . . . . .	7,912 50
Interest on deposits . . . . .	191 88
American Trust Company . . . . .	1,000 00
Check canceled . . . . .	3 00
Donations . . . . .	4,102 10
Total receipts . . . . .	<u>\$35,621 49</u>

## Expenditures.

Benefits paid . . . . .	\$15,261 32
Massachusetts General Hospital, free bed . . . . .	200 00
Carried forward . . . . .	<u>\$15,461 32</u> <u>\$35,621 49</u>

## FIRE DEPARTMENT.

Brought forward . . . . .	\$15,461 32	\$35,621 49
Carney Hospital, free bed . . . . .	200 00	
City of Boston bond . . . . .	14,357 28	
Salaries . . . . .	500 00	
Running expenses . . . . .	130 95	
	<u>30,649 55</u>	
Balance, September 1, 1910 . . . . .	<u>\$4,971 94</u>	

## Assets, September 1, 1910.

\$117,000 00 City of Boston bonds at $3\frac{1}{2}$ per cent.
94,000 00 City of Boston bonds at 4 per cent.
8,000 00 C. B. & Q. R. R. bonds at 4 per cent.
4,971 94 cash on deposit.

Total, \$223,971 94



## FIRE-ALARM BRANCH.

From February 1, 1910, to February 1, 1911, 2,128 first alarms, 50 second, 17 third, 6 fourth, 2 fifth and 1 sixth (general) alarms were received and transmitted to the department.

For 131 alarms the same box was received one or more times and for 184 alarms one or more adjacent boxes were received for the same fire; 25 alarms received in March for grass fires were treated as "still" alarms, one or two pieces of apparatus being notified to respond to the box location; together these make a total of 340 box signals received but not struck out to the department.

From 292 boxes no alarm was received; eight boxes show a record of 20 or more alarms; box 705 has the record for the year with 51 alarms; from eight boxes (702 to 709, inclusive) 145 first and 2 second alarms were received.

Department companies reported to the operating office 1,069 "still" alarms to which they had responded; 638 telephone reports of fire were received from citizens and 187 from the Police Department, making a total of 825 telephone reports to the operating office for fire. For 98 of these reports department box alarms were received.

Reports of 197 automatic alarms were received, 148 from the Boston Automatic Company, 43 from the American District Telegraph Company, and 6 from local automatic service; for 11 of the Boston and for 24 of the American District Telegraph Company alarms, department box alarms were given.

Eliminating the "stills" and automatics for which department box alarms were transmitted, there were 162 automatic and 1,769 "still" alarms, and these added to the box alarms make a grand total of 4,162 alarms received from all sources and passing through the operating office during the year.

During the year the department has added 7 public boxes to the system; 10 schoolhouse boxes and 1 private box were also added, making 746 boxes in service, and 6,142 box tests and inspections were made.

Six more public telephone lines have been added to our telephone system and connected to our switch board, 5 from the Tremont Exchange, making a total of 7 from that exchange, and 1 from the Oxford Exchange, so that if any cause cuts off service from Tremont Exchange we still have an avenue open for the public to communicate with this headquarters. One private line has been established between this office and police headquarters, thus establishing direct communication between these two departments of public safety.

The gong service to Milton, Newton and Somerville has been abandoned and tapper service established in place; the tapper service has also been extended to Brookline and Cambridge so that all alarms and "all-out" signals are now transmitted to the departments of these cities and towns. Cambridge has extended its tapper service to Engine 41 house, Brookline has its service to Engine 37; Somerville is connected with Engine 32, and Milton has connections with Engines 16 and 19.

Arrangements are now under way to substitute tapper service, in place of present gong service, with Chelsea; Newton is to connect its service at Engine 29. These connections will give opportunity for the extension of mutual aid plans.

The Brighton gong circuit has been extended to the Water Department Pumping Station at Chestnut Hill, and a gong installed there so that they may receive alarms and be able to regulate the water pressure in case of large fires.

The removal of overhead wires, within the district prescribed by Wire Commissioner, for 1910 (Dorchester avenue, from Fort Point channel to Romsey street), and the necessary underground construction for the same, has been completed. Overhead wires have been removed and underground construction has been further extended in Dorchester avenue, as far as Park street, Dorchester.

Considerable other underground construction has been done during the year and cable used as follows: Northampton street, near Engine House 23; Fourth street, at Dover Street Bridge, for repairs; Hanover street, for new lamp-post Box 709; Chelsea and Gray streets, for new lamp-post Box 422; Hyde Park avenue and Walk Hill street, for new house of Chemical 13.

The storm of December 25, 1909, caused much damage to overhead construction, compelled extensive repairs, and in several places new construction was necessary;



this work was principally in the following territory: Massachusetts avenue, from Southampton street to Columbia road; Dorchester avenue, from Andrew square to Field's Corner; Adams street and Neponset avenue, from Dorchester avenue to Engine House 20; Rutherford avenue, Chapman street to Sullivan square; Academy Hill road, from Washington street to Engine House 29; First street, E street and Congress street, from A street to Box 117; Freeport street, from Dorchester avenue to Mills street.

The equipping of and connecting in service the new house of Chemical 11 made necessary new construction on poles on Lauriat avenue and Lyons street, cable being used.

A new cable of about 7,000 feet has been run on poles in East Boston, on Maverick, Jeffries, Marginal, Cottage and Lamson streets, to take the place of overhead wires running on same poles with wires of high voltage and makes for the betterment of the service.

The gong installed at the pumping station at Chestnut Hill necessitated extensive construction, the circuit being extended from the house of Engine 29.

The work of installing circuit test switches in department houses has been continued and all of the houses in West Roxbury have been equipped, and also several of the houses in East Boston, Charlestown and South Boston.

The substitution of tapper service for gong service in Milton, Newton and Somerville and the extension of the tapper service to Cambridge made necessary much overhead construction.

The house of Engines 29 and 34 have been wired and equipped for electric lighting and extensive alterations and repairs have been done in other department houses.

The care of thirty-one public clocks and the repairs on department clocks has caused much work along that line.

## SUMMARY OF CONSTRUCTION WORK DURING THE YEAR.

New wire used	90,675 feet
Old wire taken down	217,005 "
Overhead cable construction	37,830 "
Overhead cable removed	5,133 "
Conductors in cable construction	187,037 "
Conductors in cable removed	37,130 "
Underground cable used in ducts owned by the New England Telephone and Telegraph Company	17,669 "
Underground cable used in fire-alarm ducts, service connections, etc. (new construction)	3,971 "
Total underground cable used	21,640 "
Conductors in same	348,650 "
Cable used for repairs	2,635 "
Conductors in same	57,559 "
Conduits built by this department	3,070 "
Ducts laid by this department	3,757 "
Manholes built	1
Fire Department boxes built over	31
Schoolhouse Department boxes built over	26
Total number of boxes built over	57
New public boxes established	7
New schoolhouse boxes established	10
New private boxes established	1
Total number of boxes established	18
Schoolhouse boxes equipped with keyless doors	37
New public boxes placed on lamp-posts	3
Public boxes changed from poles to lamp-posts	7
Public boxes knocked down and reset	6
Total boxes placed on lamp-posts	16
Cross-arms used	406
Public clock reports attended to	59
Department clocks repaired	75
Number of box circuits	44
Number of boxes in same	746
Number of tapper circuits	10
Number of tappers in same	121
Number of registers in same	3
Number of relays in same	1
Number of gong circuits	13
Number of gongs, 124 and 1 bell in same	125
Number of telephone circuits in service	40
Number of public telephone lines to switch board	8
Number of private lines from switch board	2
Number of telephones connected in department circuits	128
High pressure signalling circuit	1
Miles of box circuits underground	395½



Miles of box circuits overhead	239
Miles of gong circuits underground	111
Miles of gong circuits overhead	40
Miles of tapper circuits underground	86
Miles of tapper circuits overhead	41
Miles of telephone circuits underground	215
Miles of telephone circuits overhead	52
Miles of high pressure circuit underground	5½
Miles of wire in use underground	598
Miles of wire in use overhead	320
Number of boxes owned by the Fire Department	513
Number of boxes on lamp-posts	184
Number of boxes on poles	293
Number of boxes on fences	1
Number of boxes on trees	1
Number of boxes on buildings	5
Number of boxes on buildings with lanterns	29
Number of schoolhouse boxes with keyless doors	37
Number of schoolhouse boxes with key doors	88
Number of auxiliary boxes on poles	4
Number of auxiliary boxes on posts	1
Number of auxiliary boxes on buildings	7
Number of auxiliary boxes in buildings	46
Number of private boxes with keyless doors	4
Number of private boxes with key doors	50

The following boxes are private property: 113, 115, 117, 119, 149, 152, 161, 163, 166, 212, 228, 244, 271, 277, 279, 283, 297, 299, 328, 342, 358, 359, 434, 442, 443, 448, 449, 466, 467, 468, 469, 475, 495, 511, 533, 616, 617, 619, 626, 629, 711, 712, 713, 714, 715, 716, 718, 719, 720, 721, 722, 724, 725, 726, 727, 728, 729, 730, 731, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 755, 758, 759, 762, 766, 767, 773, 776, 778, 779, 781, 782, 788, 789, 791, 792, 793, 794, 795, 798, 828, 838, 841, 842, 864, 865, 875, 919, 927, 967, 969, 971, 974, 2236.

#### ALARM BELLS.

The fire-alarm telegraph is connected with the following bell:

Faneuil Hall, steel, 5,816 pounds, owned by the city.  
Bells owned by the city, which have been disconnected from service, are located as follows:

Berkeley Temple, composition, 2,941 pounds. Formerly used on Quincy Schoolhouse.  
City Hall, Charlestown, composition, 3,600 pounds.

Engine House No. 1, Dorchester street, South Boston, composition, 2,911 pounds.  
Engine House No. 16, Temple street, Dorchester, composition, 4,149 pounds.  
Engine House No. 17, composition, 4,000 pounds. Removed and stored at Engine House No. 33.  
Engine House No. 18, composition, 3,184 pounds. Removed and stored at Engine House No. 33.  
Engine House No. 19, Mattapan, Dorchester, composition, 2,927 pounds.  
Engine House No. 20, Walnut street, Dorchester, composition, 3,061 pounds.  
Engine House No. 21, Columbia road, Dorchester, composition, 3,026 pounds.  
Engine House No. 28, West Roxbury, composition, 4,000 pounds.  
Engine House No. 29, Brighton, composition, 1,535 pounds.  
Old Engine House No. 30, West Roxbury, steel, 1,000 pounds.  
Engine House No. 34, Brighton, composition, 1,501 pounds.  
Engine House No. 41, Allston, composition, 800 pounds.  
Engine House No. 45, Roslindale, composition, 1,059 pounds.  
Ladder House No. 4, Dudley street, Roxbury, composition, 3,509 pounds.  
Saratoga street M. E. Church, East Boston, steel, 1,968 pounds.  
Trinity Church, Trenton street, East Boston, composition, 1,760 pounds. Formerly used on Castle Street Church.  
Van Nostrand's Brewery, Charlestown, composition, 818 pounds. Formerly used on Old Franklin Schoolhouse.  
Bells formerly in service, located on schoolhouses, have been turned over to the Schoolhouse Department.

#### PUBLIC CLOCKS.

The following public clocks are cared for by this department:

##### *City Proper.*

Charles Street Church.  
Christ Church, Salem street, owned by city.  
Commercial Wharf.  
Odd Fellow's 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, Hanover 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 Schoolhouse, owned by city.  
Lincoln Schoolhouse, owned by city.  
Phillips Church, owned by city.  
St. Augustine's Church, Dorchester street, owned by city.

*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.*

St. Francis de Sales Church.  
City Hall, 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 Schoolhouse, owned by city.

