

REPAIR DIVISION, FIRE DEPARTMENT.

FROM: THE SUPERINTENDENT OF REPAIR SHOP.
 TO: THE FIRE COMMISSIONER: BOSTON, 13 February, 1913.
 SUBJECT: ANNUAL REPORT.

The following is a report of the work done by the Construction and Repair Force during the year 1 February, 1912, to 1 February, 1913.

REPAIRS ON APPARATUS.

Total number	2,357
By outside firms	257

Among these repairs four engines have been overhauled and three repainted; seven ladder trucks were rebuilt in whole or in part and five were painted; two hose wagons were overhauled and two painted; three chemical engines were overhauled nine chief's wagons were overhauled and painted and twelve other wagons were overhauled and painted; eight hose wagons were equipped with 1,100-gallon Invincible nozzles; 137 repairs were made on automobiles; eighty-six new rubber tires were applied and seventeen rubber tires reset.

HOSE.

	Feet.
Total purchased during year	15,548
Total condemned during year	17,320
Amount in use 1 February, 1913	133,339½
Amount in store 1 February, 1913	3,520½

All repairs to department hose have been made at the department shop.

HARNESSES.

No new harness has been purchased during the year. All harness requiring it has been repaired or renewed by the harnessmakers.

HOUSE REPAIRS.

Carpenter, plumber, painter and steam fitting repairs,	
total number	640

Nine stations have been renovated, ten have had shower baths or new plumbing installed, twenty-three have been painted in whole or in part.

Besides numerous small jobs, such as slight repairs and putting in new valves, the heating plants of twenty-one fire stations have been replaced with better apparatus or have been extensively repaired.

Lumber, paint, etc., to the amount of \$2,541 was furnished various companies, the work being done by the members.

FURNITURE REPAIRS.

Total number	34
By outside firms	34

SUPPLIES.

Supplies for the fire-fighting branch have been purchased through the repair shop branch in connection with the Supply Department of the city.

Total amount of supplies purchased	\$21,427 90
An inventory of all supplies and material was taken 1 February, 1913, and shows that the value of the supplies and material on hand amounted to	\$73,399 00

EUGENE M. BYINGTON.

HEADQUARTERS FIRE DEPARTMENT, BOSTON.

FROM: THE MEDICAL EXAMINER. BOSTON, 3 February, 1913.
 TO: THE CHIEF OF DEPARTMENT:
 SUBJECT: ANNUAL REPORT.

I have the honor to report for the year ending 1 February, 1913, as follows:

Number of cases of illness	321
Number of cases of injury	167

EXAMINATIONS.

For appointment as probationary firemen	89
General examinations, including probationers, at the expiration of their terms	942
House and hospital visits	116

The health of the men has been good and the number of injuries much smaller than in previous years. The thirty-four medicine chests, carried on the different apparatus, have been well maintained and kept in good order, showing the interest manifested by commanding officers.

DEATHS.

Ladderman Leroy James, 24 May, 1912, pneumonia.
 Ladderman Charles A. Glennon, 25 June, 1912, endocarditis.

Ladderman Philip T. Smith, 21 August, 1912, fractured skull.

Engineer William H. Clay, 3 December, 1912, diabetes.
 District Chief Robert A. Ritchie, 22 December, 1912, valvular heart disease.

Lieutenant M. D. Greene, 13 January, 1913, degeneration of the spinal cord.

In closing allow me to thank you and your subordinate officers for the efficient cooperation rendered to me in the discharge of my duties.

RUFUS W. SPRAGUE, M. D.

BOSTON FIRE DEPARTMENT VETERINARY HOSPITAL.

FROM: THE VETERINARIAN. BOSTON, 3 February, 1913.
 TO: THE CHIEF OF DEPARTMENT:
 SUBJECT: ANNUAL REPORT.

I respectfully report the number of horses purchased, sold, died and destroyed for year ending 31 January, 1913, as follows:

Total number of horses on hand 1 February, 1912	415
Total number of horses on hand 1 February, 1913	415
Horses purchased	50
Horses sold	34
Horses died	7
Horses destroyed	9
Horseshoeing	\$18,410 99
Horse hire	\$618 00

The general condition of the horses is good. There is but one class of apparatus that we have much trouble with, and that is the ladder companies in the outlying districts. The runs are long and the country hilly, and my opinion is that the horses would be better able to stand the long runs and hills if they were given more consideration by the drivers.

DANIEL P. KEOGH, M. D. V.

THE DEPARTMENT ORGANIZATION.

Commissioner, CHARLES H. COLE.
 Chief Clerk, BENJAMIN F. UNDERHILL.
 Chief of Department, JOHN A. MULLEN.
 Superintendent of Construction and Repairs, EUGENE M. BYINGTON.
 Superintendent of Fire Alarms, GEORGE L. FICKETT.
 Assistant Superintendent of Fire Alarms and Chief Operator, RICHARD DONAHUE.
 Veterinarian, DANIEL P. KEOGH.
 Medical Examiner, RUFUS W. SPRAGUE.

STRENGTH AND PAY.

HEADQUARTERS.

	Per annum.
1 Commissioner	\$5,000
1 Chief clerk	2,500
1 Medical examiner	1,300
1 Bookkeeper	1,650
2 Clerks	1,400
1 Clerk	1,200
1 Clerk	1,000
1 Assistant engineer (messenger)*	1,300
1 Private (explosives detail)*	1,300

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FIRE FIGHTING BRANCH.

1 Chief of department	\$4,000
1 Deputy chief	3,000
1 Deputy chief	2,800
13 District chiefs	2,300
58 Captains	1,800
93 Lieutenants	1,600
1 Lieutenant, aide to chief	1,600
3 Engineers	1,500
47 Engineers	1,400
43 Assistant engineers	1,300
3 Assistant engineers	1,100
695 Privates:	
445	1,300
33	1,200
63	1,100
54	1,000
56	900
44	720

* Detailed from fire fighting branch.

FIRE DEPARTMENT.

45

1 Chief's driver	Per day. \$2 50
1 Chief's driver	2 00

961

Call Men.

3 Temporary call men in District 15 (Hyde Park),	Per annum. \$100
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REPAIR SHOP BRANCH.

1 Superintendent	\$2,500
1 Captain, assistant superintendent *	1,800
1 Lieutenant, foreman of hose and harness shop *	1,600
1 Engineer *	1,400
1 Assistant engineer *	1,300
1 Master carpenter *	1,400
1 Master painter *	1,400
1 Engineer (master plumber) *	1,400
6 Privates *	1,300

Employees.

1 Clerk	1,100
1 Clerk	900
	Per day.
1 Engineer	\$3 25
3 Firemen	3 25
2 Plumbers	4 40
1 Steamfitter	4 00
1 Painter	3 75
6 Painters	3 50
2 Wheelwrights	3 25
6 Machinists	3 25
1 Foreman of blacksmiths	4 00
3 Blacksmiths	3 75
4 Blacksmith's helpers	2 75
1 Blacksmith's helper	2 50
3 Carpenters	3 50
1 Vulcanizer	3 00
2 Hose and harness repairers	3 25
1 Hose and harness repairer	2 25
4 Laborers	2 25

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FIRE ALARM BRANCH.

1 Superintendent	Per annum. \$2,500
1 Assistant superintendent	2,300
5 Privates, assistant operators *	1,300
	Per day.
1 Chief's driver *	\$2 00

* Detailed from fire fighting branch.

Employees.

	Per annum.
1 Clerk	\$850
4 Operators	1,600
3 Assistant operators	1,400
1 Assistant operator	1,300
1 Foreman of construction	2,000
	Per day.
1 Machinist	\$4 00
1 Machinist	3 50
21 Telegraphers and linemen (average)	3 60
1 Hostler	2 50

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VETERINARY HOSPITAL BRANCH.

	Per annum.
1 Veterinarian	\$2,300
1 Captain, assistant to veterinarian *	1,800

Employees.

	Per day.
3 Hostlers (average)	\$2 25
1 Horseshoer	3 00

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1,080

CHIEF OF DEPARTMENT.

JOHN A. MULLEN.

Headquarters, Engine House 26-35, Mason Street.

The Chief is in charge of the fire protection for the whole city, which is subdivided into two divisions, each in charge of a deputy chief.

DIVISION 1.

Deputy Chief, JOHN GRADY.

Headquarters, Ladder House 8, Fort Hill Square.

This division comprises Districts 1, 2, 3, 4, 5, 6 and 13 (Marine District).

*District 1.**District Chief, JOHN W. GODBOLD.*

Headquarters, Ladder House 2, Paris Street,
East Boston.

All that portion of the city (excluding any part of the Marine District) which is included within the district known as East Boston.

* Detailed from fire fighting branch.

Apparatus Located in the District.—Engines 5, 9, 11, 40, Ladders 2, 21, Chemical 7.

*District 2.**District Chief, CHARLES H. W. POPE.*

Headquarters, Ladder House 9, Main Street,
Charlestown.

All that portion of the city (excluding any part of the Marine District) which is included within the district known as Charlestown.

Apparatus Located in the District.—Engines 27, 32, 36, Ladders 9, 22, Chemicals 3, 9.

*District 3.**District Chief, JOHN O. TABER.*

Headquarters, Ladder House 18, Pittsburgh Street.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of State and Devonshire streets, thence easterly through State street to the waterfront, thence southeasterly across the harbor to the extension of C street, South Boston, thence southerly through C street to Cypher street, thence northwesterly through Cypher street to B street, thence southwesterly through B street to West First street, thence westerly through West First street to Atlantic Avenue Bridge, thence through Atlantic Avenue Bridge and Atlantic avenue to Summer street, thence westerly through Summer street to Devonshire street, thence through Devonshire street to the point of beginning.

Apparatus Located in the District.—Engines 25, 38, 39, Ladders 8, 14, 18, Water Tower 3.

*District 4.**District Chief, HENRY A. FOX.*

Headquarters, Engine House 4, Bulfinch Street.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of State and Devonshire streets, thence southerly through Devonshire street to Water street, thence westerly through Water street to Washington street, thence southerly through Washington street to School street, thence through School street and Beacon street to Charles street, thence northerly through

Charles street to Pinckney street, thence westerly through Pinckney street to the Cambridge boundary line, thence northerly along said Cambridge boundary line to its intersection with the tracks of the Eastern Division of the Boston & Maine Railroad, thence northeasterly to the Warren Avenue Drawbridge, thence easterly to the Charlestown Drawbridge, thence northeasterly and then southerly around the waterfront to the extension of State street, thence through State street to the point of beginning.

Apparatus Located in the District.—Engines 4, 6, 8, Ladders 1, 24, Chemical 1, Water Tower 1.

District 5.

District Chief, DANIEL F. SENNOTT.

Headquarters, Engine House 26-35, Mason Street.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of Devonshire and Water streets, thence running westerly through Water street to Washington street, thence southerly through Washington street to School street, thence through School street and Beacon street to Charles street, thence northerly through Charles street to Pinckney street, thence westerly through Pinckney street to the Cambridge boundary line, thence southerly along said boundary line to the extension of Otter street, thence through Otter street to Beacon street, thence easterly through Beacon street to Arlington street, thence through Arlington street to Boylston street, thence easterly through Boylston street to Church street, thence through Church street to Providence street, thence through Providence street to Columbus avenue, thence through Columbus avenue to Church street, thence through Church street to Tremont street, thence northerly through Tremont street to Pleasant street, thence southeasterly through Pleasant street and Broadway extension to Fort Point channel, thence northerly through Fort Point channel to Atlantic Avenue Bridge, thence through Atlantic Avenue Bridge and Atlantic avenue to Summer street, thence westerly through Summer street to Devonshire street, thence through Devonshire street to the point of beginning.

Apparatus Located in the District.—Engines 7, 10, 26, 35, Ladder 17, Chemical 2.

District 6.

District Chief, EDWIN A. PERKINS.

Headquarters, Engine House 1, Dorchester Street, South Boston.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of Atlantic Avenue Bridge and Fort Point channel, thence southerly through Atlantic Avenue Bridge to West First street, thence through West First street to B street, thence northerly through B street to Cypher street, thence through Cypher street to C street, thence northerly through C street to the waterfront, thence by the waterfront southeasterly, then westerly to the extension of Columbia road, thence through Columbia road to Mt. Vernon street, thence through Mt. Vernon street to Willow court, thence through Willow court to Massachusetts avenue, thence through Massachusetts avenue to the New York, New Haven & Hartford Railroad tracks (inclusive), thence northerly along said tracks (inclusive) to the South bay, thence northerly to Fort Point channel, thence through Fort Point channel to the point of beginning.

Apparatus Located in the District.—Engines 1, 2, 15, 43, Ladders 5, 19, 20, Chemical 8.

District 13. (Marine District.)

Acting District Chief, CAPT. WALTER S. EATON.

Headquarters, Fireboat Engine 44, Northern Avenue Bridge.

All that navigable portion of Boston Harbor and the rivers or waters emptying therein which is included within the city limits, with all the floats, vessels, ships, scows and boats of every description afloat thereon; all wharves, docks and piers (exclusive of the buildings on said wharves, docks and piers) extending into said navigable waters.

The following islands, with the buildings erected thereon, situated in Boston Harbor:

Governor's, Apple, Deer, Lovell's, Gallop's, George's, Long, Rainsford, Spectacle, Thompson's and Castle.

Apparatus Located in the District.—Engines 31, 44, 47 (fireboats).

DIVISION 2.

Deputy Chief, PETER F. McDONOUGH.

Headquarters, Ladder House 4, Dudley Street.

This division comprises Districts 7, 8, 9, 10, 11, 12, 14 and 15.

District 7.

District Chief, JOHN T. BYRON.

Headquarters, Engine House 22, Warren Avenue.

All that portion of the city (excluding any part of the Marine District) which is included within a line beginning at the intersection of Beacon and Otter streets, thence easterly through Beacon street to Arlington street, thence through Arlington street to Boylston street, thence easterly through Boylston street to Church street, thence through Church street to Providence street, thence through Providence street to Columbus avenue, thence through Columbus avenue to Church street, thence through Church street to Tremont street, thence northerly through Tremont street to Pleasant street, thence easterly through Pleasant street and Broadway extension to Fort Point channel, thence southerly through Fort Point channel to the Roxbury canal, thence southerly through the Roxbury canal to Massachusetts avenue, thence northwesterly through Massachusetts avenue to the Cambridge boundary line, thence northeasterly along said boundary line to a point opposite the extension of Otter street, thence through Otter street to the point of beginning.

Apparatus Located in the District.—Engines 3, 22, 33, Ladders 3, 13, 15, Chemical 4, Water Tower 2.

District 8.

District Chief, STEPHEN J. RYDER.

Headquarters, Ladder House 12, Tremont Street.

All that portion of the city (excluding any part of the Marine District) within a line beginning at the intersection of Massachusetts avenue and the Cambridge boundary line, thence through Massachusetts avenue to Washington street, thence southerly through Washington street to Atherton street, thence westerly

through Atherton and Mozart streets to Chestnut avenue, thence southerly through Chestnut avenue to Sheridan street, thence through Sheridan street to Centre street, thence through Centre street to Perkins street, thence through Perkins street to South Huntington avenue, thence northerly through South Huntington avenue to Castleton street, thence through Castleton street across Jamaica way to the Brookline line, thence northerly and westerly along the Brookline boundary line to the Cottage Farm Bridge (inclusive), thence northerly through Essex street to the Cambridge boundary line, thence easterly by said Cambridge boundary line to the point of beginning.

Apparatus Located in the District.—Engines 13, 14, 37, Ladders 12, 26, Chemical 12.

District 9.

District Chief, MICHAEL J. KENNEDY.

Headquarters, Engine House 12, Dudley Street.

All that portion of the city (excluding any part of the Marine District) within a line beginning at the intersection of the extension of Columbia road and the Old Harbor, thence running westerly through Columbia road to Mt. Vernon street, thence through Mt. Vernon street to Willow court, thence through Willow court to Massachusetts avenue, thence through Massachusetts avenue to the New York, New Haven & Hartford Railroad tracks (exclusive), thence northerly along said tracks (exclusive) to the South bay, thence westerly along said South bay to the Roxbury canal, thence southerly through the Roxbury canal to Massachusetts avenue, thence northwesterly through Massachusetts avenue to Washington street, thence southerly through Washington street to Columbus avenue, thence easterly through Columbus avenue to Seaver street, thence through Seaver street to Blue Hill avenue, thence northerly through Blue Hill avenue to Geneva avenue, thence through Geneva avenue to Columbia road, thence northeasterly through Columbia road to Stoughton street, thence easterly through Stoughton street to Pleasant street, thence through Pleasant street to Savin Hill avenue, thence easterly and northerly through Savin Hill avenue to Evandale terrace, thence through Evandale terrace to the waterfront, thence northerly along the waterfront to the point of beginning.

Apparatus Located in the District.—Engines 12, 21, 23, 24, Ladder 4, Chemical 10.

District 10.

District Chief, JOHN W. MURPHY.

Headquarters, Engine House 18, Harvard Street, Dorchester.

All that portion of the city (excluding any part of the Marine District) within a line beginning at the intersection of the extension of Evandale terrace and Dorchester bay, thence through Evandale terrace to Savin Hill avenue, thence northerly and westerly through Savin Hill avenue to Pleasant street, thence northerly through Pleasant and Stoughton streets to Columbia road, thence southerly through Columbia road to Geneva avenue, thence westerly through Geneva avenue to Blue Hill avenue, thence southerly through Blue Hill avenue to Canterbury street, thence through Canterbury street to Morton street, thence southerly through Morton street to Blue Hill avenue, thence northerly through Blue Hill avenue to Lauriat avenue, thence through Lauriat avenue to Norfolk street, thence through Norfolk street to Centre street, thence through Centre street to Adams street, thence northerly through Adams street to Mill street, thence through Mill street to Preston street, thence through Preston street to Freeport street, thence southerly through Freeport street to Dorchester bay, thence northerly along the waterfront to the point of beginning.

Apparatus Located in the District.—Engines 17, 18, Ladders 7, 23, 29, Chemicals 5, 11.

District 11.

District Chief, JOHN E. MADISON.

Headquarters, Engine House 41, Harvard Avenue, Brighton.

All that portion of the city (excluding any part of the Marine District) included within the district known as Brighton which is west of the Cottage Farm Bridge and Essex street.

Apparatus Located in the District.—Engines 29, 34, 41, Ladders 11, 31, Chemical 6.

District 12.

District Chief, MICHAEL J. MULLIGAN.

Headquarters, Engine House 28, Centre Street, Jamaica Plain.

All that portion of the city known as West Roxbury and Jamaica Plain within a line beginning at the intersection of the extension of Castleton street and the Brookline boundary line, thence through Castleton street to South Huntington avenue, thence southerly through South Huntington avenue to Perkins street, thence easterly through Perkins street to Centre street, thence easterly through Centre street to Sheridan street, thence through Sheridan street to Chestnut avenue, thence northeasterly through Chestnut avenue to Mozart street, thence through Mozart street to Atherton street, thence through Atherton street to Columbus avenue, thence easterly through Columbus avenue to Seaver street, thence through Seaver street to Blue Hill avenue, thence southerly through Blue Hill avenue to Canterbury street, thence through Canterbury street to Morton street, thence southerly through Morton street to Harvard street, thence southerly through Harvard street to Ashland street, thence westerly through Ashland street to the New York, New Haven & Hartford Railroad tracks (exclusive), thence southerly along the New York, New Haven & Hartford Railroad tracks to the Hyde Park boundary line, thence southwesterly along the Hyde Park boundary line to the Dedham boundary line, thence northwesterly along the Dedham boundary line to the Newton boundary line, thence northeasterly by the Newton boundary line to the Brookline boundary line, thence southeasterly and then northerly along said Brookline boundary line to the point of beginning.

Apparatus Located in the District.—Engines 28, 30, 42, 45, Ladders 10, 16, 25, 30, Chemical 13.

District 14.

District Chief, MAURICE HEFFERNAN.

Headquarters, Engine House 46, Peabody Square, Dorchester.

All that portion of the city (excluding any part of the Marine District) within a line beginning at the inter-

section of Dorchester bay and Freeport street (Commercial Point), thence northerly through Freeport street to Preston street, thence through Preston street to Mill street, thence through Mill street to Adams street, thence southerly through Adams street to Centre street, thence through Centre street to Norfolk street, thence through Norfolk street to Lauriat avenue, thence through Lauriat avenue to Blue Hill avenue, thence southerly through Blue Hill avenue to Morton street, thence northwesterly through Morton street to Harvard street, thence southerly through Harvard street to Oakland street, thence through Oakland street to Rexford street, thence through Rexford street to Blue Hill avenue, thence northerly through Blue Hill avenue to Fremont street, thence through Fremont street to the Neponset river, thence along the Neponset river and Dorchester bay northwesterly to the point of beginning.

Apparatus Located in the District.—Engines 16, 20, 46, Ladders 6, 27.

District 15.

Acting District Chief, CAPT. JOHN H. WETHERBEE.

Headquarters, Engine House 48, Corner Harvard Avenue and Winthrop Street, Hyde Park.

All that portion of the city within a line beginning at the intersection of the extension of Fremont street and the Milton boundary line, thence through Fremont street to Blue Hill avenue, thence southerly through Blue Hill avenue to Rexford street, thence through Rexford street to Oakland street, thence westerly through Oakland street to Ashland street, thence through Ashland street to the New York, New Haven & Hartford Railroad tracks (inclusive), thence southerly along the New York, New Haven & Hartford Railroad tracks (inclusive) to the boundary line of Hyde Park, thence along the Hyde Park boundary line to the Dedham boundary line, thence southeasterly along the Dedham boundary line to the Milton boundary line, thence along the Milton boundary line to the point of beginning.

Apparatus Located in the District.—Engines 19, 48, Ladder 28, Chemical 14, Hose 49.

NOTE.—Wherever a street, channel or bridge is named the center line of each will be the line used.

FIRE STATIONS.

LOCATION AND VALUATION.

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
Dorchester and Fourth streets.....	8,169	\$25,800	Engine 1 and Ladder 5.
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	37,300	Engine 7.
Salem street.....	2,568	26,500	Engine 8.
Paris street, East Boston.....	4,720	33,300	Engine 9 and Ladder 2.
River street.....	1,886	20,500	Engine 10.
Saratoga and Byron sts., East Boston.	10,000	40,000	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 7.
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	191,000	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.

Fire Stations.—*Concluded.*

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
521 Commercial street, on land of Public Works Department.	.....	*\$15,700	Engine 31, fireboat.
Bunker Hill street, Charlestown.	8,188	26,200	Engine 32.
Corner Boylston and Hereford streets.	5,646	105,000	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.
Congress street.	4,000	39,000	Engines 38 and 39.
Summer 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 Eggleston square.	3,848	22,900	Engine 42 and Ladder 30. ¹
Andrew square.	5,133	19,600	Engine 43 and Ladder 20.
Northern Avenue Bridge.	.....	†	Engine 44, fireboat.
Washington street, corner Poplar street, Roslindale.	14,729	22,400	Engine 45 and Ladder 16.
Dorchester avenue, Ashmont.	4,875	22,900	Engine 46.
Adjoining South Ferry, East Boston.	11,950	31,000	Engine 47, fireboat.
Harvard avenue and Winthrop street, Hyde Park.	9,450	40,100	Engine 48, Ladder 28 and Chemical 14.
Church street.	3,412	23,600	Chemical Engine 2.
Winthrop and Soley streets.	5,230	15,400	Chemical 3.
Shawmut avenue.	889	4,300	Chemical Engine 4.
Saratoga street, East Boston.	9,300	40,600	Chemical Engine 7.
B street.	1,800	7,800	Chemical Engine 8.
Eustis street.	1,790	8,000	Chemical Engine 10.
Corner Callender and Lyons streets.	7,200	13,200	Chemical 11 and Ladder 29.
Corner Walk Hill and Wenham streets.	11,253	17,800	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 and Chemical 5. ³
North Grove street.	3,918	19,800	Ladder 24.
Oak square, Brighton.	9,889	42,000	Ladder 31. ²
Sprague and Milton streets, Hyde Park District, on land owned by the New York, New Haven & Hartford Railroad.	.....	‡	Hose 49.

* On building and wharf.

† Wharf and building cost \$32,000.

‡ Building of little value and belongs to city.

¹ March 5, 1913.² May 14, 1913.³ February 24, 1913.

Headquarters Building, corner of Albany and Bristol streets, 15,679 feet of land \$113,000
 Water Tower No. 2 and wrecking wagon are in Headquarters Building.

OTHER BUILDINGS.

Repair Shop, 363 Albany street, 8,000 feet of land \$68,000
 Veterinary Hospital, Atkinson street, 64,442 feet of land 75,000
 Coal station, Dorchester street, 1,610 feet of land, 3,100
 Coal station, Salem street, 417 feet of land 4,400
 Coal station, Main street, Charlestown, 2,430 feet of land 6,500

Total value of land, wharves and buildings . . . *2,177,300

LEASED BUILDINGS.

Building No. 50 Bristol street used by the Fire Alarm Branch as work shop, storeroom and stable.

Part of building 240-256 Dover street used as storehouse for spare apparatus.

About 800 square feet of shed on Sleeper street (New Haven Terminal Stores) used as a coal station.

Part of building 11 Atherton street used for storage.

During the year the coal station on Washington street, near Dover street, 1,007 feet of land, valued at \$10,500, was transferred to the Health Department.

* Including \$32,000, cost of wharf and building at Northern Avenue Bridge.

CANNEL COAL STATIONS.

DIVISION 1.

DISTRICT.	Location.	Capacity. (Tons.)	Wagons.
1.....	Engine 11.....	12	1
1.....	Engine 40.....	20	2
2.....	Engine 36.....	35	1
2.....	Ladder 9.....	35	1
2.....	Chemical 3.....	15	1
3.....	Sleeper street.....	45	3
3.....	Engines 38 and 39.....	6	1
3.....	Ladder 18.....	1	
4.....	Engine 8.....	5	1
4.....	Ladder 24.....	16	2
5.....	Engine 26.....	20	1
5.....	Chemical 2.....	35	3
6.....	Engine 2.....	20	1
6.....	Dorchester street, 330.....	20	2

DIVISION 2.

7.....	Engine 33.....	25	1
8.....	Engine 13.....	40	1
8.....	Engine 14.....	10	1
8.....	Engine 37.....	20	1
9.....	Engine 12.....	5	1
9.....	Engine 21.....	6	1
9.....	Engine 23.....	5	1
9.....	Engine 24.....	7	1
10.....	Engine 17.....	3	1
10.....	Engine 18.....	5	1
11.....	Engine 29.....	7	1
11.....	Engine 34.....	7	1
11.....	Engine 41.....	10	1
11.....	Ladder 31.....	10	

Cannel Coal Stations.—Concluded.

DISTRICT.	Location.	Capacity. (Tons.)	Wagons.
12.....	Engine 28.....	20	1
12.....	Engine 30.....	9	1
12.....	Engine 42.....	9	1
12.....	Engine 45.....	9	1
14.....	Engine 16.....	5	1
14.....	Engine 20.....	7	1
14.....	Engine 46.....	4	
15.....	Engine 19.....	8	1
15.....	Engine 48.....	10	1
15.....	Hose 49.....	1	

APPARATUS.

Steam Engines.—45 in service, 6 in reserve.
Ladder Trucks.—31 in service, 9 in reserve.
Chemical Engines.—14 in service, 6 in reserve.
Water Towers.—3 in service, 1 in reserve.
Fireboats.—3 in service.
Hose Wagons.—45 in service, 5 in reserve.

Chief's Wagons.—16 in service, 1 in reserve.
Motor Cars.—8 in service.
Motor Combination Wagons.—2 in service.
Miscellaneous.—41 fuel wagons, 6 repair wagons, 2 supply wagons, 3 manure wagons, 1 caravan, 39 hose pungs, 3 jobbing pungs, 4 fire alarm pungs, 3 hydrant pungs.

ENGINES.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Size.	Weight (Pounds).
1.....	Clapp & Jones Manufacturing Company.	April, 1890	American Fire Engine Company.	1899	8½	5	7	Second.	9,175
2.....	Silby Manufacturing Company.	1890	American Fire Engine Company.	1904	8	4½	8	Second.	9,100
3.....	American Fire Engine Company.	Jan., 1904			9	5½	8	First.	10,000
4.....	International Power Company.	Jan., 1907			8½	5	8	First.	10,220
5.....	American Fire Engine Company.	June, 1907			8	4½	8	Second.	9,435
6.....	Amoskeag Manufacturing Company.	1870	Manchester Locomotive Works.	1890	7½	4½	8	Second.	8,500
7.....	American Fire Engine Company.	Feb., 1893	American-La France Fire Engine Company.	1907	9	5½	8	First.	9,900
8.....	American-La France Fire Engine Company.	May, 1907			9	5½	8	First.	10,450
9.....	Silby Manufacturing Company.	April, 1890	American Fire Engine Company.	1902	8	4½	8	Second.	9,150
10.....	Silby Manufacturing Company.	April, 1886	American Fire Engine Company.	1903	8	4½	8	Second.	8,900
11.....	Amoskeag Manufacturing Company.	March, 1879	Manchester Locomotive Works.	1905	6½	4½	8	Third.	8,300
12.....	International Power Company.	Dec., 1911			7½	4½	8	Second.	9,250
13.....	Clapp & Jones Manufacturing Company.	April, 1890	American Fire Engine Company.	1899	8½	5	7	Second.	9,150
14.....	Amoskeag Manufacturing Company.	1872	International Power Company.	1907	7½	4½	8	Second.	8,700
15.....	American Locomotive Works.	Dec., 1904			8½	5	8	First.	10,450

FIRE DEPARTMENT.

16.....	Amoskeag Manufacturing Company.	July, 1872	American British Company.	1910	7½	4½	8	Second.	8,740
17.....	Manchester Locomotive Works.	May, 1886	Manchester Locomotive Works.	1906	6½	4½	8	Third.	8,490
18.....	Manchester Locomotive Works.	Nov., 1890	Manchester Locomotive Works.	1905	6½	4	8	Fourth.	8,175
19.....	Manchester Locomotive Works.	Feb., 1896		1909	6½	4½	8	Third.	7,950
20.....	Silby Manufacturing Company.	Aug., 1882	American Fire Engine Company.	1900	8	4½	8	Second.	9,465
21.....	Amoskeag Manufacturing Company.	Sept., 1870	International Power Company.	1907	7½	4½	8	Second.	8,555
22.....	Manchester Locomotive Works.	Nov., 1896			7½	4½	8	Second.	9,440
23.....	Silby Manufacturing Company.	April, 1890	American Fire Engine Company.	1901	8	4½	8	Second.	9,215
24.....	Amoskeag Manufacturing Company.	July, 1867	American Locomotive Works.	1904	7½	4½	8	Second.	8,415
25.....	American-La France Fire Engine Company.	Dec., 1910			9	5½	8	First.	10,500
26.....	International Power Company.	Feb., 1909			8½	5½	8	First.	10,475
27.....	Silby Manufacturing Company.	1891	American Fire Engine Company.	1892	8	4½	8	Second.	9,118
28.....	Amoskeag Manufacturing Company.	Oct., 1867	American Locomotive Company.	1904	7½	4½	8	Second.	8,895
29.....	American British Company.	Jan., 1911			7½	4½	8	Second.	9,250
30.....	Manchester Locomotive Works.	Nov., 1890	International Power Company.	1910	6½	4	8	Fourth.	8,375
31.....	Clapp & Jones Manufacturing Company.	1889			16	9	10	1 pump, 2,800 gals.	
32.....	International Power Company.	June, 1907			7½	4½	8	Second.	9,100
33.....	International Power Company.	Nov., 1909			7½	4½	8	Second.	9,125
34.....	Amoskeag Manufacturing Company.	Dec., 1869	American Locomotive Company.	1904	7½	4½	8	Second.	8,300
35.....	Manchester Locomotive Works (self-propelled).	Jan., 1898			9½	5½	8	Double extra first.	18,200

ENGINES.—Continued.

NUMBER.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Size.	Weight (Pounds).
36.....	International Power Company.....	Nov., 1909	.....	.....	8½	6½	8	First.	10,450
37.....	Manchester Locomotive Works.....	March, 1896	International Power Company.....	1907	6½	4½	8	Third.	8,375
38.....	Manchester Locomotive Works (self-propeller).	June, 1897	.....	.....	9½	5½	8	Double extra first.	18,170
39.....	Manchester Locomotive Works.....	June, 1901	.....	.....	8½	5	8	First.	10,355
40.....	American Locomotive Company.....	Jan., 1906	.....	.....	8½	5	8	First.	10,350
41.....	International Power Company.....	Feb., 1909	.....	.....	7½	4½	8	Second.	9,210
42.....	Manchester Locomotive Works.....	March, 1884	International Power Company.....	1907	6½	4½	8	Third.	8,175
43.....	Amoskeag Manufacturing Company.....	Nov., 1897	American Locomotive Company.....	1904	7½	4½	8	Second.	8,620
44.....	American Fire Engine Company.....	Aug., 1895	.....	.....	12½ H. P. 18½ I.	P. 10	11	2 sets of pumps, 6,000 gallons.	.....
45.....	Manchester Locomotive Works.....	Feb., 1895	Fire Department Repair Shop.....	1900	6½	4	8	Fourth.	8,290
46.....	Manchester Locomotive Works.....	Nov., 1890	Manchester Locomotive Works.....	1902	6½	4	8	Fourth.	8,290
47.....	G. F. Blake Manufacturing Company.....	Aug., 1909	.....	.....	12 H. 22 I.	10	11	2 sets of pumps, 6,000 gallons.	.....
48.....	Hunsman & Co.....	Oct., 1872	Manchester Locomotive Works.....	1905	7½	4½	8	Third.	9,435

In Reserve.

NUMBER.	Built by	Put in Service.	Remarks.	Capacity.	Weight.
C.....	Amoskeag Manufacturing Company.....	Nov., 1872	Manchester Locomotive Works.....	.....	7,510
D.....	American Fire Engine Company.....	June, 1895	American-La France Fire Engine Company.....	.....	9,900
✓ 25.....	Manchester Locomotive Works.....	July, 1903	.....	.....	10,000
✓ 26.....	Manchester Locomotive Works.....	April, 1901	.....	.....	9,125
28.....	Manchester Locomotive Works.....	Oct., 1882	Fire Department Repair Shop.....	.....	7,970
12.....	Manchester Locomotive Works.....	March, 1882	Manchester Locomotive Works.....	.....	9,290

CHEMICAL ENGINES.

NUMBER.	Built by	Put in Service.	Remarks.	Capacity.	Weight.
1.....	American-La France Fire Engine Company.....	Dec., 1910	.....	.....	5,400
2.....	Babcock Manufacturing Company.....	April 25, 1874	.....	.....	5,780
3.....	Fire Extinguisher Manufacturing Company.....	April 29, 1898	.....	.....	5,500
4.....	Babcock Manufacturing Company.....	May, 1876	Rebuilt by Hinman, 1886, rebuilt at Boston Fire Department Repair Shop, April, 1906.	.....	5,735
5.....	American-La France Fire Engine Company.....	May 14, 1913	Combination, motor driven.....	.....	7,750
6.....	Babcock Manufacturing Company.....	May 1, 1876	Altered by Hinman.....	.....	4,270
7.....	Babcock Manufacturing Company.....	Sept. 27, 1886	Altered by Hinman.....	.....	4,880

CHEMICAL ENGINES.—Continued.

NUMBER.	Built by	Put in Service.	Remarks.	Capacity.	Weight.
				Gallons.	Pounds.
8.....	Babcock Manufacturing Company.....	Oct., 27, 1887	Altered by Hinman.....	100	5,735
9.....	Babcock Manufacturing Company.....	July 17, 1889	Altered by Hinman.....	100	4,640
10.....	Babcock Manufacturing Company.....	Sept., 13, 1889	Altered by Hinman.....	100	4,700
11.....	Charles T. Holloway.....	March, 1892	.....	70	5,500
12.....	Babcock Manufacturing Company.....	Oct., 1890	.....	100	4,580
13.....	Knox Auto Company.....	July, 1910	.....	35	8,140
14.....	Babcock Manufacturing Company.....	1881	.....	100	3,900
Howe Wagon 40.....	.....	.....	Acquired from Hyde Park.	.....	.....

In Reserve.

NUMBER.	Built by	Put in Service.	Capacity.	Weight.
			Gallons.	Pounds.
A.....	Charles T. Holloway.....	Nov., 1895	100	4,500
B.....	Charles T. Holloway.....	Oct., 1895	100	4,550
C.....	Charles T. Holloway.....	Sept., 1896	80	3,500
E.....	Charles T. Holloway.....	1894	70	5,000
Reserve 1.....	Babcock Manufacturing Company.....	1890	100	4,580
Reserve 5.....	Babcock Manufacturing Company (altered by Hinman).....	Sept. 21, 1876	100	4,750

FIRE DEPARTMENT.

LADDER TRUCKS.

NUMBER.	Built by	Put in Service.	Rebuilt by	Feet of Ladders.	Number of Ladders.	Weight. (Pounds.)
1.....	Hunneman & Co.....	Dec., 1869	Charles Waugh & Co.....	513	12	10,900
2.....	Abbott-Downing Company.....	1869	.....	439	12	10,800
3.....	Abbott-Downing Company.....	June 2, 1886	.....	472	14	9,450
4.....	Abbott-Downing Company.....	April 25, 1884	.....	440	15	8,860
5.....	Hunneman & Co.....	March, 1870	Charles Waugh & Co.....	426	17	10,025
6.....	C. N. Perkins & Co.....	Aug., 1905	.....	232	17	8,350
7.....	C. T. Holloway & Co.....	July 28, 1898	.....	267	10	8,175
8.....	Hunneman & Co.....	1870	Fire Department Repair Shop.....	468	14	10,200
9.....	Fire Department Repair Shop.....	1908	.....	367	15	10,040
10.....	Fire Department Repair Shop.....	March 18, 1909	.....	307	12	8,280
11.....	American-La France Fire Engine Company.....	Jan., 1907	.....	397	14	10,050
12.....	J. Ryan & Co.....	July, 1880	Fire Department Repair Shop.....	423	15	8,670
13.....	Fire Department Repair Shop.....	1907	.....	317	Extension.	12,100
14.....	American-La France Fire Engine Company.....	Jan., 1911	.....	316	Extension.	12,970
15.....	American-La France Fire Engine Company.....	Nov., 1906	.....	335	Extension.	12,700
16.....	Fire Department Repair Shop.....	Sept., 1888	.....	298	15	8,080
17.....	Seagrave Company.....	June, 1911	.....	281	Extension.	13,100
18.....	Seagrave Company.....	April, 1910	.....	362	Extension.	13,005

LADDER TRUCKS.—Continued.

Number.	Built by	Put in Service.	Feet of Ladders.	Number of Ladders.	Weight (Pounds.)
19.....	Fire Extinguisher Manufacturing Company.....	Jan., 1898.....	172	8	6,937
20.....	Charles N. Perkins & Co.....	Dec. 30, 1902.....	242	8	8,500
21.....	Charles T. Holloway.....	Jan., 1898.....	201	9	7,330
22.....	Charles T. Holloway.....	Jan., 1898.....	207	9	8,225
23.....	American-La France Fire Engine Company.....	Dec., 1910.....	197	9	7,300
24.....	Charles T. Holloway & Co.....	Oct., 1901.....	221	7	7,100
25.....	Charles T. Holloway & Co.....	April 25, 1900.....	166	7	7,000
26.....	American-La France Fire Engine Company.....	Nov., 1908.....	262	7	6,435
27.....	Charles N. Perkins & Co.....	Nov., 1901.....	224	9	8,000
28.....	Seagrave Company.....	Nov., 1910.....	366	12	5,700
29.....	American-La France Fire Engine Company.....	Jan. 23, 1913.....	263	10	8,900
30.....	American-La France Fire Engine Company.....	March 6, 1913.....	263	10	8,900
31.....	American-La France Fire Engine Company.....	Feb. 24, 1913.....	263	10	8,900

In Reserve.

Description.	Built by	Weight (Pounds.)
Relief A.....	Fire Department Repair Shop.....	8,400
Relief E.....	Fire Department Repair Shop.....	8,000
Reserve Ladder H.....	Hunsman & Co.....	8,000
Relief D.....	Hunsman & Co.....	8,500

Former Ladder 18.....	International Fire Engine Company.....	Oct., 1902	Extension.	12,000
Former Ladder 9.....	Waugh & Co.....	.....	1872	10,020
Former Ladder 17.....	American-La France Fire Engine Company.....	April, 1891	Extension.	13,000
Old No. 1 (Hyde Park).....	Johnson.....	.....	.....	6,000
New truck.....	American-La France Fire Engine Company.....	.....	1910	6,500

WATER TOWERS.

Number.	Built by	Put in Service.	Weight (Pounds.)
1.....	American-La France Fire Engine Company.....	Oct. 30, 1912	14,000
2.....	Kansas City Fire Department Supply Company.....	May 17, 1890	10,000
3.....	International Fire Engine Company.....	Nov. 2, 1903	12,050
Tower 4.....	Kansas City Fire Department Supply Company.....	Dec. 18, 1893	10,000

TOOLS AND MACHINERY IN REPAIR SHOP.

BLACKSMITH SHOP.	Boiler Room.	Hose and Harness Shop.	Engine Room.	Wheelwright and Machine Shop.
5 forges. 1 power hammer. 1 gas tire heater. 1 tire upsetter. 1 punch and shears. 1 lever shears. 1 tire roller. 2 rubber tire setters. 1 bolt cutter. 1 fan blower.	3 Manning vertical tubular boilers, each 75 horse power. 2 Blake boiler feed pumps.	1 Dackley electric hose testing and expanding engine. 2 electric-driven sewing machines. Numerous tools and appliances for repairing hose and harnesses.	1 25 horse power steam engine, cylinder, 9 by 31. 1 Knowles triplex pump for hose testing. 1 15 horse power motor. 2 dynamo and engines which supply current to fire alarm, central station.	1 each engine lathes, with foot beds, 28 by 12; 16 by 12; 16 by 9; 14 by 8 and 14 by 6. 1 16 by 10 speed lathe. 1 16 by 10 wood lathe. 1 20 by 26 planer, 8-foot bed. 1 planer, 16 by 20, shaper. 1 radial drill. 2 upright drills. 1 wall drill. 1 circular saw. 1 band saw. 1 boring and mortiser machine. 2 bus planers. 1 grindstone. Numerous small tools.

NUMBER OF RUNS EACH COMPANY HAD FROM
1 FEBRUARY, 1912, TO 1 FEBRUARY, 1913.

COMPANY.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	Totals.
Engine 1.....	19	20	18	21	50	38	15	14	16	13	18	25	267
Engine 2.....	7	8	4	7	11	17	4	7	8	5	6	10	94
Engine 3.....	27	34	24	29	52	38	30	23	22	28	32	28	367
Engine 4.....	51	43	40	34	58	62	35	45	39	37	56	37	537
Engine 5.....	37	25	19	21	33	44	32	15	22	11	19	13	291
Engine 6.....	56	45	40	35	52	59	30	42	38	33	52	40	522
Engine 7.....	18	26	15	20	27	28	23	13	16	10	24	17	237
Engine 8.....	31	36	37	23	52	51	26	32	31	28	31	21	399
Engine 9.....	40	31	24	24	41	52	35	15	25	11	22	15	335
Engine 10.....	36	32	21	18	27	30	17	18	17	21	39	26	302
Engine 11.....	32	24	16	17	33	41	30	13	14	8	14	11	253
Engine 12.....	16	16	22	26	52	45	23	19	24	24	24	21	312
Engine 13.....	20	26	23	25	59	59	19	17	25	29	31	22	355
Engine 14.....	17	23	15	24	41	57	33	21	31	35	34	34	365
Engine 15.....	31	25	21	30	58	47	29	22	25	18	20	29	355
Engine 16.....	5	4	14	13	22	11	5	5	8	7	19	7	120
Engine 17.....	14	26	16	14	35	29	16	15	26	21	36	24	272
Engine 18.....	12	22	17	14	30	23	10	20	30	24	34	23	259
Engine 19.....	5	13	15	8	17	14	3	5	13	10	18	7	128
Engine 20.....	1	7	6	10	18	16	4	3	5	7	8	2	87
Engine 21.....	18	23	25	28	46	37	16	17	25	20	33	22	310
Engine 22.....	36	35	34	31	49	41	27	20	24	29	36	31	393
Engine 23.....	25	18	21	23	56	41	29	27	26	28	33	25	352
Engine 24.....	15	20	24	16	30	38	17	22	32	27	20	19	280
Engine 25.....	19	27	19	14	26	31	35	14	14	17	19	19	254
Engine 26.....	45	43	30	29	46	54	36	26	28	34	45	35	451
Engine 27.....	18	20	29	14	38	28	18	11	16	15	22	13	242
Engine 28.....	9	13	12	16	20	32	16	12	11	22	20	17	200
Engine 29.....	12	7	10	10	10	15	9	4	6	11	17	10	121
Engine 30.....	2	7	6	5	9	20	6	5	19	3	7	10	99
Engine 31.....	6	11	10	6	10	18	4	5	4	2	6	8	90
Engine 32.....	11	14	23	13	32	31	13	10	14	16	20	9	206

Number of Runs of Each Company.—Continued.

COMPANY.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	Totals.
Engine 33.....	19	36	24	21	31	32	10	9	20	20	20	20	262
Engine 34.....	12	7	8	8	15	10	11	7	8	7	11	6	110
Engine 35.....	2	5	5	1	3	6	1	2	1	1	4	2	33
Engine 36.....	12	13	21	10	36	21	14	9	11	14	14	10	185
Engine 37.....	12	16	11	19	39	47	8	13	19	20	28	15	247
Engine 38.....	2	2	3	1	6	3	2	1	2	.....	2	1	25
Engine 39.....	18	22	15	19	36	31	23	10	13	10	12	18	227
Engine 40.....	37	24	21	21	38	39	32	13	19	10	16	13	283
Engine 41.....	15	13	11	14	19	18	7	3	14	13	14	10	151
Engine 42.....	14	17	17	20	26	42	28	17	22	24	18	20	265
Engine 43.....	24	24	25	26	59	55	20	19	29	18	21	31	351
Engine 44.....	14	8	6	9	19	19	20	11	5	11	8	13	143
Engine 45.....	11	7	12	12	28	20	9	7	7	11	13	12	149
Engine 46.....	10	21	19	16	31	25	11	8	24	17	35	19	236
Engine 47.....	12	11	13	9	18	22	10	8	12	9	10	7	141
Engine 48.....	3	7	5	4	8	5	1	5	6	4	6	4	58
Hose 49.....	3	7	8	5	10	7	3	6	6	7	6	5	73
Ladder 1.....	54	39	43	35	57	63	35	46	41	40	62	40	555
Ladder 2.....	36	27	20	19	37	44	34	14	24	9	21	15	300
Ladder 3.....	36	34	22	32	50	30	32	22	23	29	28	26	364
Ladder 4.....	21	21	23	25	51	49	29	29	29	33	26	33	369
Ladder 5.....	18	19	16	21	51	43	16	16	16	14	17	25	272
Ladder 6.....	3	5	17	12	23	11	3	6	8	9	16	7	120
Ladder 7.....	17	26	22	16	43	28	15	18	29	29	36	27	306
Ladder 8.....	41	42	38	26	47	55	47	26	31	29	37	32	451
Ladder 9.....	14	15	22	14	34	28	12	10	16	18	17	11	211
Ladder 10.....	8	11	12	16	11	27	16	14	12	19	23	14	183
Ladder 11.....	12	9	8	11	9	12	8	5	6	11	13	8	112
Ladder 12.....	17	23	21	25	49	65	33	27	32	33	37	30	392
Ladder 13.....	35	39	30	28	43	38	40	23	25	31	46	29	407
Ladder 14.....	22	25	26	19	34	38	31	16	18	21	19	18	287
Ladder 15.....	18	32	15	16	19	16	9	6	14	18	16	16	195
Ladder 16.....	7	4	9	7	18	12	7	5	4	6	5	7	91
Ladder 17.....	22	38	17	19	26	31	21	18	23	17	25	27	284
Ladder 18.....	9	7	10	9	18	18	15	4	4	5	6	13	118
Ladder 19.....	15	13	9	12	23	17	8	10	10	9	14	14	154

Number of Runs of Each Company.—Concluded.

COMPANY.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	Totals.
Ladder 20.....	13	15	16	15	47	41	19	12	24	12	18	19	251
Ladder 21.....	32	24	16	15	30	39	29	10	13	7	13	10	238
Ladder 22.....	12	13	23	9	34	22	9	8	12	14	16	13	185
Ladder 23.....	20	30	27	16	41	27	15	22	30	26	32	29	315
Ladder 24.....	29	21	22	14	27	23	15	22	19	16	37	29	274
Ladder 25.....	2	1	3	2	2	11	4	1	3	1	4	4	38
Ladder 26.....	4	12	3	8	14	25	3	5	14	12	14	12	126
Ladder 27.....	2	8	5	15	26	18	8	3	10	9	15	8	127
Ladder 28.....	3	7	5	4	9	5	1	6	6	5	6	4	61
Ladder 29.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	5
Chemical 1.....	66	52	49	44	59	67	47	55	53	51	67	45	655
Chemical 2.....	44	44	26	34	49	47	36	31	28	35	42	42	458
Chemical 3.....	11	13	22	5	28	26	9	8	11	13	15	11	172
Chemical 4.....	27	22	23	25	38	22	30	19	22	28	37	24	317
Chemical 5.....	13	14	17	12	25	38	25	17	18	23	16	19	237
Chemical 6.....	13	12	8	9	12	17	6	5	10	11	14	10	127
Chemical 7.....	36	25	21	24	35	44	32	15	20	10	17	14	293
Chemical 8.....	26	18	19	29	58	45	17	20	23	17	19	28	319
Chemical 9.....	12	16	21	11	35	29	12	10	15	19	19	10	209
Chemical 10.....	15	15	13	20	37	42	21	21	23	22	26	19	274
Chemical 11.....	3	11	15	5	17	19	3	7	15	10	23	11	139
Chemical 12.....	15	18	12	18	38	50	20	16	24	21	26	19	277
Chemical 13.....	8	19	14	16	29	28	5	8	17	13	18	15	190
Chemical 14.....	6	9	12	8	10	12	4	5	20	7	9	8	110
Tower 1.....	7	5	6	4	8	9	10	5	2	4	12	5	77
Tower 2.....	7	3	4	6	11	2	7	2	3	6	7	2	60
Tower 3.....	5	9	8	4	9	8	13	2	4	4	6	8	80

EXPENDITURES FOR THE YEAR.

Headquarters.

Salaries	\$13,897 69	
Printing	3,107 59	
Stationery	1,209 56	
Care of headquarters	602 40	
Traveling expenses	514 61	
Books, papers and office expenses,	288 64	
Postage	140 86	
Expert accountant services (1911-12)	75 00	
Expert services (1911-12)	20 00	
		\$19,856 35

Fire Fighting Force.

Salaries	\$1,185,020 39	
Horses:		
Hay, grain and straw	\$62,123 95	
Shoeing	20,577 66	
Purchase and exchange	13,121 40	
Harnesses and repairs	8,231 22	
Horse hire	646 00	
		104,700 23
Fuel for engines and houses	47,393 34	
Hose, pipes and repairs	14,277 66	
Supplies	12,696 70	
Electric lighting	11,283 95	
Furniture and bedding	\$8,292 01	
Washing	1,453 52	
		9,745 53
Rents	5,269 50	
Uniform cloth	3,073 18	
Medical services	1,652 36	
Gas	1,274 26	
Hats, badges and buttons	1,139 89	
Chemicals	956 99	
Ice	496 50	
Expenses detailed men	271 60	
Hydrant repairs	260 19	
Removing ashes from fireboat	183 76	
Medical supplies	167 96	
Refreshments for men at fires	53 35	
Carried forward	\$1,399,917 34	\$19,856 35

FIRE DEPARTMENT.

73

Brought forward	\$1,399,917 34	\$19,856 35
Freight	47 68	
Lessons in use of automobiles	15 00	
Advertising	12 60	
		1,399,992 62

Veterinary Hospital.

Attendants, medicines, etc.	8,533 50
-------------------------------------	----------

Repair Shop.

Pay rolls	\$53,198 53	
Materials, etc.	36,763 20	
Hardware and tools	4,366 54	
Electric power	231 30	
		94,559 57

Fire Alarm Branch.

Salaries	\$52,281 52	
Instruments, tools and repairs	4,507 02	
Rent	1,800 00	
Telephone service	1,696 37	
Repairs, alterations and extensions,	1,263 26	
Electric power	942 46	
Wire, cables and conduits	852 78	
Use of duct in East Boston tunnel,	450 36	
Repairs to tower, Lyceum Hall, East Boston	440 88	
Car fares and traveling expenses,	338 10	
Electric light for clocks	290 83	
Maps and plans	246 09	
Repairing clocks	23 50	
Trimming trees	3 50	
Time service	3 16	
		65,139 83

Repairs of Houses.

Repairs and alterations	18,129 19
Pensions	111,843 37

New Apparatus.

Water tower	\$6,494 50	
Motor launch	625 00	
Automobile	575 00	
Twenty-seven extinguishers	367 60	
		8,062 10
		<u>\$1,726,116 53</u>

65,139.83
52,281.52
128,581.35

SPECIAL APPROPRIATIONS.

Automobile Apparatus.

Combination chemical and hose car	\$5,500 00
Two chief's automobiles	1,970 00
Expert's services	454 45
Typewriting	62 50
Advertising	11 90
Traveling expenses	6 60
	<u>\$8,005 45</u>

Fire Alarm Branch, Improvements.

Payments on account:	
Boxes	\$6,009 55
Iron posts	3,386 50
Cables, wires, conduits, etc.	1,805 60
Connecting poles, etc.	1,510 04
Registers	1,100 00
Switch board	950 00
Plans	914 02
Lanterns	871 20
Painting boxes	702 00
Lumber	257 78
Advertising	8 00
	<u>\$17,514 69</u>

Fireboat Quarters and Pier, Northern Avenue.

Continuation of payments:	
Building contractor, Christopher F. Brown	\$15,743 02
Wharf and pier, Lawler Brothers	11,446 28
Architects, Maginnis & Walsh	1,025 45
Inspectors	364 00
Printing	189 36
Covering piping	147 00
Bits and small items	116 31
Advertising	7 20
	<u>\$29,038 62</u>

Fire Department Repair Shop, Construction.

Continuation of payments:	
Water service pipes	\$358 30
Watchman's clock	355 50
Gates	279 00
Hose and small items	182 00
Masonry	93 78
	<u>\$1,268 58</u>

Fire Station, Oak Square and Faneuil Section.

Continuation of payments:	
Site, 9,889 square feet of land, Faneuil street	\$3,461 15
Building:	
Contractor, McGahey & O'Connor	\$29,565 18
Architects, Maginnis & Walsh,	1,874 86
Gasolene tank	316 00
Printing	249 77
Conduits	162 00
Removing trees	26 13
Advertising	3 40
	<u>32,197 34</u>
	<u>\$35,658 49</u>

RECAPITULATION.

Fire Department (including headquarters, Veterinary Hospital and repair shop expenses)*	\$1,522,942 04
Fire alarm branch	65,139 83
Repairs of houses	18,129 19
Pensions	111,843 37
New apparatus	8,062 10
Automobile apparatus	8,005 45
Fire alarm branch, improvements	17,514 69
Fireboat quarters and pier, Northern avenue	29,038 62
Fire Department repair shop, construction	1,268 58
Fire station, Oak square and Faneuil section	35,658 49
	<u>\$1,817,602 36</u>

INCOME.

Overpayment of salary	\$10 70
Juvenile court fees	16 65
Sale of one horse	40 00
Damage to hose	92 50
Damage to fire alarm cable	125 35
Sale of manure	227 00
Damage to fire alarm boxes	283 14
Sale of badges admitting to fire lines	319 00
Sale of old material	507 07
Permits for keeping, use and transportation of fireworks and explosives; fires in open air	943 75
Bath Department, steam for Dover Street Bath House	3,700 00
	<u>\$6,265 16</u>

* Of this amount \$3,700 is expended for coal used for the Bath Department, and is credited to the appropriation for the Fire Department.

ALARMS, FIRE LOSSES, AND INSURANCE.

Months.	ALARMS RECEIVED.*						Loss.	Insurance.		ALARMS* TELEGRAPH.				Confined to Building.	Extended to Others.	Not in Building.	Out of City.	Damage None.	Damage Slight.	Damage Considerable.	Totally Destroyed.		
	Members.	Police.	Citizens.	Telephone.	Automatic.	Unknown.		Total.	Buildings.	Contents.	FIRE.		NEEDLESS.										
											Still.	Still.	Still.									Still.	
January.....	22	20	336	76	12	1	467	\$290,417	\$181,931	\$4,148,189	\$1,226,050	214	2	27	178	46	374	8	16	2	174	186	22
February.....	17	16	270	45	12	8	368	76,010	116,450	4,539,493	648,557	190	8	11	128	31	282	10	29	5	110	173	9
March.....	8	15	270	88	10	14	405	112,973	265,907	2,621,142	787,130	191	13	11	166	24	280	7	75	2	135	145	7
April.....	10	13	264	56	14	8	365	76,376	120,016	1,372,883	714,941	181	8	13	136	27	250	5	64	3	123	118	14
May.....	9	17	240	78	12	10	366	69,800	107,098	2,729,844	1,467,850	163	10	14	156	23	255	7	59	5	125	131	6
June.....	12	33	448	115	15	19	642	88,891	89,408	4,773,516	964,422	320	19	22	254	27	340	20	230	4	165	174	20
July.....	22	35	430	143	27	22	679	119,969	143,186	4,342,425	682,694	318	24	9	289	39	351	6	254	2	195	150	10
August.....	12	16	242	42	16	8	336	56,570	93,778	1,813,213	908,405	180	10	13	108	25	240	2	47	...	118	112	11
September.....	9	10	216	52	15	12	314	34,855	58,537	1,759,330	468,350	149	13	17	103	32	203	3	47	2	104	94	8
October.....	10	15	298	117	13	19	442	44,367	82,737	1,305,189	634,747	174	20	14	203	31	218	3	154	5	121	94	6
November.....	9	14	266	75	13	14	391	50,068	72,339	1,502,218	2,758,735	167	14	11	162	37	252	1	75	2	143	102	7
December.....	15	14	315	110	7	8	409	81,643	121,469	1,827,117	962,357	241	8	13	186	21	294	1	128	5	147	136	15
Totals.....	155	218	3,565	997	166	143	5,244	\$1,071,879	\$1,432,896	\$32,824,559	\$12,214,898	2,488	149	175	2,099	363	3,339	73	1,178	37	1,560	1,615	135

* Each fire is treated as having only one alarm.
† Does not include \$6,222 loss on vessels and contents with insurance of \$40,290.

* Each fire is treated as having only one alarm.

† Does not include \$6,252 loss on vessels and contents with insurance of \$46,200.

CAUSES OF FIRES AND ALARMS FROM 1 JANUARY, 1912, TO 1 JANUARY, 1913.*

Alarms, false, needless, bell and still, and false automatic.....	682	Matches, careless use of, and set by rats.....	175
Alarms out of city.....	40	Meat, wood, on stove, in oven.....	20
Ashes, in wooden receptacle, Automobiles.....	60	Naphtha, gasoline, benzine, chemicals, careless use of, and explosion.....	52
Boiling over of fat, tar, etc..	46	Oil stove, careless use of, and explosion.....	45
Bonfires, rubbish, brush, grass.....	865	Overheated furnace, stove, boiler, steam pipes.....	114
Careless use of lamp, candle, lantern.....	102	Plumber's, roofer's, painter's stove or torch.....	27
Careless use of matches, pipe, cigar, cigarette.....	539	Rekindling of ruins.....	3
Chimneys, soot burning.....	220	Set by boys.....	148
Clothes near stove.....	29	Slacking of lime.....	9
Defective chimney, stove-pipe, boiler, furnace, fire-place.....	72	Sparks from another fire....	6
Defective gas pipe, stove, heater.....	18	Sparks from chimney, furnace, stove, forge, boiler, grate.....	153
Electric wires, motors.....	100	Sparks from locomotive, engine.....	75
Fireworks and firecrackers....	41	Spontaneous combustion....	68
Friction, shafting, journals....	28	Unknown.....	1,067
Gas escaping and explosion....	4	Water, gas pipe, thawing out, Water back, bursting of....	81
Gas jet, stove, setting fire... 29			8
Grease in ventilator, oven....	94		
Kerosene, lighting fire.....	8		
Lightning.....	5		
Incendiary and supposed....	62		
Lamp upsetting, explosion....	83		
		Total.....	5,244

1912.	FIRES EXTINGUISHED BY					
	Extinguishers.	Buckets of Water.	Chemical Engines.	Hydrant Streams.	Steamer.	Miscellaneous.
January.....	111	48	86	10	55	32
February.....	76	90	90	16	51	20
March.....	74	87	83	25	39	54
April.....	68	28	72	28	40	41
May.....	85	28	64	37	33	27
June.....	125	48	110	107	67	85
July.....	127	49	125	129	53	67
August.....	77	29	55	25	38	22
September.....	69	31	42	21	26	16
October.....	106	49	57	64	32	39
November.....	82	33	81	22	24	43
December.....	85	31	117	33	59	77
Totals.....	1,085	438	982	507	497	454

* Each fire is treated as having only one alarm.

FIRES WHERE LOSSES EXCEEDED \$15,000.

DATE.	Location and Owner.	Loss.
1912.		
Jan. 7.....	97 Hemenway street, T. E. Hollander.....	\$20,401
Jan. 9.....	91-93 Federal street, Globe-Wernicke Company.....	87,536
Jan. 14.....	189-191 State street, D. L. Slade Company.....	49,650
Jan. 16.....	Revere House, Bowdoin square, E. W. Harrison & Co....	94,719
Jan. 17.....	235 Forest Hills street, N. E. Moral Reform Society....	29,900
Feb. 1.....	9 Province court, M. J. O'Brien.....	18,202
March 2.....	210 State street, Atlantic Maritime Company.....	25,335
March 6.....	Brighton Abattoir, Brighton Packing Company.....	37,793
March 11.....	Clarendon street, Clarendon Street Baptist Church.....	46,768
March 27.....	97-99 Summer street, Consolidated Shirt Waist Company.	31,011
March 30.....	Brighton Abattoir, Brighton Packing Company.....	116,698
April 2.....	88-100 Blackstone street, American Paper Box Company.	17,567
April 9.....	190-192 Congress street, H. C. Hansen.....	57,123
April 15.....	47-51 Farnsworth street, National Lead Company.....	17,489
May 7.....	309 Huntington avenue, Associated Trust.....	23,462
May 22.....	786-790 Washington street, Linsky Brothers.....	36,692
June 13.....	36-40 Sudbury street, A. A. White.....	31,997
June 21.....	5-11 Bennett street, Ideal Leather Goods Company.....	16,910
July 5.....	Rear 494 Rutherford avenue, H. P. Hood & Sons.....	41,270
July 6.....	No. 2 House, Rutherford avenue, E. A. Gillette & Sons..	43,172
July 10.....	170 Border street, Federal Wharf & Trust Company.....	39,320
July 10.....	37 Southampton street, Greens Brothers Company.....	15,260
July 24.....	109 Kingston street, F. M. Batchelder & Co.....	28,734
Aug. 9.....	14-20 Oliver street, Welsbach Company.....	46,723
Sept. 22.....	67 Washington street, M. S. Kondazian.....	17,252
Oct. 23.....	185 Bay State Road, G. P. Hamlin.....	23,223
Oct. 23.....	105-119 Merrimac street, Dempsey & Co.....	21,316
Nov. 26.....	20-22 Beacon street, G. L. Shuman & Co.....	30,299
Dec. 9.....	366-370 Atlantic avenue, D. W. Sullivan & Co.....	24,455
Dec. 22.....	739-745 Washington street, Seward & Ford.....	25,740
Dec. 28.....	56-60 Denmark street, H. Green.....	16,583

STATISTICS.

Population, January 1, 1913	735,390
Area, square miles	47.34
Number of brick and stone buildings	28,456
Number of wooden buildings	67,961
Fires in brick and stone buildings	1,752
Fires in wooden buildings	1,587
Out of city	37
Not in building, false and needless	1,868

Total alarms 5,244

FIRE LOSS FOR THE YEAR ENDING 31 DECEMBER, 1912.

Buildings	\$1,071,879
Contents	1,452,886
Marine	6,252
Total	<u>\$2,531,017</u>

YEARLY LOSS FOR THE PAST FIFTEEN YEARS.

Year ending February 1, 1899	\$1,441,261
" " 1, 1900	1,630,149
" " 1, 1901	1,702,217
" " 1, 1902	1,830,719
" " 1, 1903	1,762,619
" " 1, 1904	1,674,333
" " 1, 1905	2,473,980
" " 1, 1906	2,130,146
" " 1, 1907	1,130,334
" " 1, 1908	2,268,074
" " 1, 1909	3,610,000
" " 1, 1910	1,680,245
" " 1, 1911 (11 months)	3,159,989
" January 1, 1912	2,232,267
" " 1, 1913	2,531,017

NOTE.—January loss, 1911, amounting to \$165,001, deducted from previous year and included in calendar year January 1, 1911, to January 1, 1912.

ALARMS FOR THE PAST TEN YEARS.*

YEAR.	Bell.	Still and Automatic.	Totals.
1912.....	2,812	2,432	5,244
1911.....	2,291	2,142	4,433
1910 (11 months)†.....	1,804	1,801	3,605
1909.....	2,101	1,677	3,778
1908.....	2,210	1,700	3,910
1907.....	2,441	1,600	4,041
1906.....	1,687	1,262	2,949
1905.....	1,905	1,210	3,115
1904.....	1,580	1,159	2,739
1903.....	1,633	1,121	2,754

* Each fire is treated as having only one alarm.
 † 202 bell and 196 still alarms deducted from year 1910-11 and included in calendar year January 1, 1911, to January 1, 1912.

FIRE DEPARTMENT.

BOX ALARMS BY DISTRICTS.*

District.	ALARMS, 1911.						District.	ALARMS, 1912.					
	First.	Second.	Third.	Fourth.	Fifth.	Sixth.		First.	Second.	Third.	Fourth.	Fifth.	Sixth.
1.....	198	3	1	1	.....	.....	1.....	202	4	1	.....	.....	.....
2.....	128	3	2	.....	.....	.....	2.....	183	5	2	.....	.....	.....
3.....	58	1	1	.....	.....	.....	3.....	70	7	4	1	.....	.....
4.....	363	4	2	1	.....	.....	4.....	470	11	4	4	.....	.....
5.....	90	1	.....	.....	.....	.....	5.....	124	4	.....	.....	.....	.....
6.....	155	3	2	2	.....	.....	6.....	246	7	1	.....	.....	.....
7.....	295	7	2	.....	.....	.....	7.....	293	3	1	.....	.....	.....
8.....	254	1	1	.....	.....	.....	8.....	280	2	2	1	.....	.....
9.....	235	2	1	.....	.....	.....	9.....	302	7	1	.....	.....	.....
10.....	168	4	3	.....	.....	.....	10.....	161	2	.....	.....	.....	.....
11.....	52	1	.....	.....	.....	.....	11.....	89	5	2	1	.....	.....
12.....	170	2	.....	.....	.....	.....	12.....	133	4	1	.....	.....	.....
13.....	.....	.....	.....	.....	.....	.....	13.....	.....	.....	.....	.....	.....	.....
14.....	129	1	.....	.....	.....	.....	14.....	125	1	.....	.....	.....	.....
Totals.....	2,301	33	15	4	.....	.....	Totals.....	2,837	62	19	7	.....	.....
													2,925

* Each fire is treated as having only one alarm.

ROLL OF MERIT, BOSTON FIRE DEPARTMENT.

Timothy J. Heffron, Lieutenant, retired.
James E. Downey, Hoseman, retired.
Frederick F. Leary, Lieutenant, Engine Company
26-35.
Florence Donoghue, Ladderman, Ladder Company 15.
James F. McMahon, Captain, Ladder Company 2.
Martin A. Kenealy, Captain, Engine Company 43.
Denis Driscoll, Lieutenant, Engine Company 14.
William H. Magner, Lieutenant, Ladder Company 26.
Thomas J. Muldoon, Lieutenant, Engine Company 18.
Joseph P. Hanton, Ladderman, Ladder Company 17.
Michael J. Teehan, Lieutenant, Engine Company 7.
Charles W. Conway, Captain, Engine Company 37.
Michael J. Dacey, Lieutenant, Ladder Company 20.
Patrick E. Keyes, District Chief, retired.
Thomas H. Downey, Lieutenant, Engine Company 4.

BOSTON FIREMEN'S RELIEF FUND.

RECEIPTS.

September 1, 1911, balance from previous year . . .	\$4,928 68
Net proceeds from Department Ball, February 14, 1912	14,278 21
Interest on bonds	8,580 00
Interest on deposits	120 91
Donations	926 00
City of Boston bond matured	6,000 00
Total	<u>\$34,833 80</u>

DISBURSEMENTS.

Benefits to members and gratuities	\$16,509 77
Treasurer's bond	62 50
Salaries	400 00
Box, International Trust Company vaults	10 00
Printing, stationery, postage, desks, etc.	234 25
Free beds, Massachusetts General and Carney Hospitals	400 00
Bonds purchased	12,308 36
Auditing books of "Fund" for 2 $\frac{1}{2}$ years	129 17
Certificate of deposit purchased, American Trust Company	2,000 00
	<u>\$32,054 05</u>
Balance cash in bank	2,779 75
	<u>\$34,833 80</u>

ASSETS, 1 SEPTEMBER, 1912.

\$137,000 00 City of Boston 3 $\frac{1}{2}$ per cent bonds.
88,000 00 City of Boston 4 per cent bonds.
8,000 00 C. B. & Q. R. R. 4 per cent bonds.
2,000 00 certificate of deposit American Trust Company.
2,779 75 cash on deposit.
<u>\$237,779 75</u>

Respectfully submitted,

JOHN WILLIAMS,
Treasurer.

DONATIONS.

Nov. 24, 1911.	Oriental Tea Company	\$100 00
Jan. 2, 1912.	Howard Stockton	5 00
Jan. 11, 1912.	Carter, Rice & Co.	100 00
Jan. 11, 1912.	L. J. Mutt Company	100 00
Jan. 13, 1912.	Edward E. Babb & Co.	100 00
Jan. 13, 1912.	Fred M. Bachelder & Co.	50 00
Jan. 20, 1912.	Lockwood, Green & Co.	100 00
Feb. 6, 1912.	D. & L. Slade Company	100 00
Feb. 10, 1912.	Henry N. Marr	25 00
April 6, 1912.	E. Stoddard & Son	5 00
April 12, 1912.	The Arnold Roberts Company	25 00
May 10, 1912.	Felton & Son, Incorporated	200 00
May 27, 1912.	Sarah P. Joslin, Oxford, Mass.	15 00
June 16, 1912.	Josephine Elliott	1 00
Total		<u>\$926 00</u>

JOHN WILLIAMS,
Treasurer.

CHANGES FROM 1 FEBRUARY, 1912, TO 1 FEBRUARY, 1913.

Number of men appointed to fire force	89
Number of men reappointed	3
All others	10
Number of men dishonorably discharged	5
Number of men dropped	27
Number of men honorably discharged	1
Number of men resigned	18
Number of men pensioned	22
Number of men who have died	7
Number of pensioners who have died	8

MEMBERS PENSIONED FROM 1 FEBRUARY, 1912, TO 1 FEBRUARY, 1913.

James M. Reed (U. S.).	James F. Bailey.
Elizabeth J. Dineen (Acts 1912).	Peter A. Matthews, Lieut.
Philip G. Flynn, Lieut.	David J. O'Connell.
Joseph H. E. Brown.	William T. McCormack.
Martin J. Mullen (Acts 1912).	Albert M. Laskey.
William C. Greeley, Lieut.	George C. Swift.
Thomas H. Wright (U. S.).	Frank Turnbull.
Frederick W. Hayes.	Thomas H. Welch, Captain.
Charles E. Turner (Acts 1912).	John T. Weston.
L. A. Withington (Acts 1912).	John I. Quigley.
F. L. Fratus (Acts 1912).	Edward R. Stern.

DEATHS FROM 1 FEBRUARY, 1912, TO 1 FEBRUARY, 1913.

Active Force.

Leroy James	Ladder 13
C. Ambrose Glennon	Ladder 15
Philip T. Smith	Ladder 14
William H. Clay	Engine 30
Robert A. Ritchie, District Chief	District 13
James F. McKirn	Chemical 9
Michael D. Greene, Lieutenant	Engine 33

Pensioners.

William A. McLean.	N. L. Hussey.
George W. Brown.	Edwin A. Smith.
John D. Gallagher.	John H. Murray.
Thomas H. Evans.	John E. McGowan.

PROMOTION.

Under the rules of the Civil Service Commission, adopted 18 July, 1913, promotions in the Boston Fire Department will be made hereafter only after competitive examination under the following regulations:

Civil Service Regulations, 66.

(a.) Promotions in the Fire Department of the City of Boston shall be made only after open competitive examination, and by successive grades so far as practicable; such examinations to be open to all members of the grade from which the promotion is to be made who possess the qualifications as to time and nature of service fixed by the commission.

(b.) Competitive promotion examinations will be held from time to time, as often as may be necessary, to meet or to anticipate the needs of the higher grades; and due notice will be given by the commission as to the dates of such examinations and the qualifications required of candidates.

(c.) Persons qualified and who desire to take such promotion examinations shall file notice thereof with the commission at such times as it will fix.

(d.) Candidates for such promotion examinations will be marked on the following subjects: (1) Seniority or length of service; (2) Efficiency and record in the department; (3) Physical condition; (4) Knowledge of duties and of the law, and such other subjects as the commission may prescribe.

(e.) As the result of such competitive promotion examinations the commission will establish promotion lists; and whenever a promotion is to be made it will certify, upon requisition of the appointing officer, the names of the two persons standing highest on the promotion list; and one of such persons so certified shall be entitled to promotion, unless the appointing officer shall, upon written charges filed with the commission, satisfy it that an additional name should be certified.

(f.) No recommendation for the promotion of any member of the department shall be considered by the appointing officer unless it be made by the official or officials under whose immediate supervision such member has served; and such recommendation by any other person, if made with the knowledge and consent of the member serving, shall be sufficient cause for debarring him from the promotion proposed.

(g.) No person shall remain eligible for promotion for more than two years upon any promotion list unless the commission shall by vote continue the eligibility beyond such period.

(h.) If the candidates for promotion to any position shall be less than three (3) in number, the commission may assent to the promotion of a candidate nominated by the appointing officer, after the passing by said candidate of a suitable noncompetitive examination.

(i.) The weights for the various subjects in competitive promotion examinations shall be as follows:

Seniority or length of service	5
Efficiency or record in the department	8
Knowledge of duties and of law and other prescribed subjects	8
Physical condition	1
	<hr/> 20

FIRE DEPARTMENT.

NOTE.—The New York City weights (*see* Civil Service Rule 15, Sect. 6) are:

Seniority	20
Conduct and efficiency	40
Written papers	40
	<hr/> 100

(j.) Credit on the subject of seniority shall be given only for the length of service in the grade in which the candidate is serving (as shown by the records) at the time of the promotion examination, and for which he seeks promotion, and shall be as follows:

The minimum mark shall be 50 per cent.

Three per cent shall be added for each full year of the first ten years of service.

One per cent shall be added for each full subsequent year.

NOTE.—The above is substantially the Chicago rule (*see* Civil Service Rule 7, Sect. 7). In New York (Civil Service Rule 15, Sect. 6) the maximum term of service in a position of grade to be considered in the rating for seniority is 15 years.

(k.) Credit on the subject of efficiency and record in the department will be based on two factors:

(1.) The candidate's qualifications of judgment, coolness, courage, executive ability, capacity for command of men, etc., the candidate's mark on examination to be based on the judgment of the Fire Commissioner filed in writing with the commission.

(2.) The candidate's record as shown on the official files of the Fire Department, including both merits and demerits.

Text-books used in examinations:

1. General and special orders referring to administration and fire service.
2. Annual reports concerning personnel and organization.
3. Department regulations.
4. Buildings, boxes, hydrants, apparatus routes, etc., of their district.
5. Equipment of apparatus.
6. Fire methods.

Additional for senior officers:

Ordinances and statutes relative to the Fire Department.

Publications, such as the "Crosby-Fiske Handbook of Fire Protection" and the "National Board of Fire Underwriters' Reports."

Possible cases of large fires within their districts and how they shall be handled.

