ANNUAL REPORT

OF THE

FIRE DEPARTMENT

OF THE

CITY OF BOSTON

FOR THE

YEAR ENDING 31 JANUARY, 1916

CITY OF BOSTON
PRINTING DEPARTMENT
1916

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FOR THE YEAR 1915–16.

Boston, January 31, 1916.

Hon. James M. Curley,
Mayor of the City of Boston:

Dear Sir,— In accordance with section 24, Revised Ordinances, 1898, City of Boston, I submit to your Honor the report of the Fire Department for the year ending January 31, 1916.

In addition I transmit herewith reports of the Chief of Department and the officers in charge of the different branches, and information and statistics concerning the work, personnel and property of the department.

Finances

The cost of maintenance of the department for the past year was $2,053,084.16, an increase over the year 1914-15 of $45,643.22.

Personnel of Department.

On January 31, 1916, the fire-fighting force comprised 961 men, while on the same day a year previous there were 978 men.

Twenty-four men have been retired on account of age and disability during the past twelve months.

There are 118 employees in the other branches of the department, making a total of 1,079 employees in the service.

FIRE PREVENTION.

Since the establishment of the Metropolitan Fire Prevention Commission in August, 1914, by an act of the General Court, a large amount of extra labor has been placed upon this department. Practically all the inspection work for the Fire Prevention Commissioner in the City of Boston is performed by this department, which inspection work is in addition to the regular inspections made by the officers and members of the Fire Department. Regular inspections have been made of schoolhouses, theaters, motion picture houses, public buildings, etc. Premises have been inspected for conditions liable to cause fire and where dangerous conditions have been found they have been ordered remedied. A large amount of very good work has been accomplished along these lines.

By delegation of authority from the Fire Prevention Commissioner this department issues permits for fires in the open air, for the keeping and storage of inflammable fluids, for the keeping and storing of gasolene and other volatile fluids in amounts not exceeding 130 gallons, for the keeping, storage and discharge of fireworks and firecrackers, and for the handling and transportation of explosives. During the past twelve months this department issued 8,080 permits of the foregoing descriptions.

MOTOR FIRE APPARATUS.

Thirty-seven pieces of motor apparatus were purchased, which includes eleven roadsters for the services of chief officers. Most of the foregoing apparatus were tractors which were attached to apparatus already in the service of the city.

In view of the fact that the value of motor apparatus has been so firmly established, and in view of the excellent service we have received from it in this city, I believe that the City Council would be warranted in giving this matter especial attention, and I recommend that at least one hundred thousand dollars be appropriated annually until the Fire Department is completely motorized.

FIRE LOSSES.

The number of alarms for the twelve months ending December 31, 1915, was 5,437, as compared with 5,534 alarms in 1914. The fire loss for the year amounted to $3,004,600, showing a decrease of $40,000 over the previous twelve months. Undoubtedly this decrease is the result of two important factors connected with the department, namely, increased efficiency due to motorization of apparatus and the large amount of inspection work being done by our officers.

ALTERATIONS TO HOUSES.

The houses of Engine Company 14 on Centre street and of Ladder Company 4 on Dudley street, Roxbury, are being altered and remodeled to better suit the needs of this department. When the houses are completed a triple combination motor-driven pumping engine will be placed in the house of Engine Company 14, and a motor-driven aerial truck and a motor combination chemical and hose wagon will be installed in the house of Ladder Company 4.

There are many houses in the department today which should be thoroughly remodeled. The houses are very old and at the time they were being built consideration was not given to the present conditions.

I would recommend that an appropriation of approximately $40,000 be granted to remodel the old municipal court building in Dorchester street, South Boston, to accommodate Ladder Company 5, and to remodel the quarters of Engine Company 1 adjoining, with a view to installing motor apparatus in both buildings. The house of Ladder Company 5 is most inadequate for the present ladder company stationed there. The building was erected forty-three years ago and arranged for a call company with conveniences for one permanent man. At present twelve permanent men are quartered in the house. The officers' room is very small, being but 21 by 7 feet in size, and two officers are obliged to sleep in this room. If the change is made the two companies would adjoin each other in Dorchester street, instead of being located around the corner from each other. I believe that this change should be made, not only for the health and comfort of the men but also for the efficiency of the department.

I would also recommend that $23,000 be appropriated to remodel the house of Engine Company 8 in Salem street. This is an old fire station where the quarters are very cramped and the house should be altered throughout, with a view to installing motor apparatus.

Money should be appropriated to buy land and apparatus and to erect a fire station in the Readville section. When the town of Hyde Park was annexed to Boston there was an old fire station in Readville accommodating a hose wagon. This is an old, dilapidated wooden building, of little or no value, on land owned by the New York, New Haven & Hartford Railroad. The sanitary conditions are unhealthful and the general accommodations are very poor. Immediate action should be taken in this matter in order that the living conditions in this house could be improved and that better fire service be given this section of the city. The only way this can be done is to erect an entirely new building at a more central location.

With the installation of motor apparatus the city is confronted with the question of fireproofing its fire stations, especially that part of the station in which motor apparatus is installed. Such fireproofing is required by the regulations of the Fire Prevention Commissioner for the metropolitan district governing garages, and will have to be done gradually as the apparatus is installed, and for this purpose enough money should be allowed in the appropriation each year in order that we may keep abreast of the work.

CONCLUSION.

The work of the members of this department has been very efficiently performed during the past year, and I desire to express my appreciation of the spirit of hearty coöperation manifested by the other city departments, more especially the Police Department, the Public Works Department, the Building Department and the Wire Department.

Yours very respectfully,

JOHN GRADY,
Fire Commissioner.

NAMES OF CHIEF ENGINEERS, OR CHIEF OF DEPARTMENT, SINCE THE FIRE DEPARTMENT WAS ESTABLISHED, JANUARY, 1826.

Samuel D. Harris	1826–28
Thomas C. Amory	1829–35
William Barnicoat	1836–53
Elisha Smith, Jr.	1854–55
George W. Bird	1856–65
John S. Damrell	1866–74
William A. Green	1874–84
Lewis P. Webber	1884–1901
William T. Cheswell	1901–06
John A. Mullen	1906–14
John Grady	*1914
Peter F. McDonough	1914–16

*Appointed Fire Commissioner.

REPORT OF CHIEF OF THE DEPARTMENT.

FROM: THE CHIEF OF THE DEPARTMENT, BOSTON. FEBRUARY 1, 1916.
TO: THE FIRE COMMISSIONER:
SUBJECT: ANNUAL REPORT.

The following is the report of the Chief of Department for the year ending January 31, 1916:

During the calendar year the department has responded to 5,437 alarms. The fire loss was $3,004,600.

ADDITIONS AND CHANGES.

February 1, 1915, Water Tower 3 was equipped with a two-wheel tractor, displacing three horses.

April 10, 1915, Water Tower 1 was equipped with a two-wheel tractor, displacing three horses.

April 22, 1915, a motor-driven 85-foot aerial ladder truck was placed in service with Ladder Company 8, replacing the horse-drawn ladder truck in service with that company.

May 15, 1915, Engine 25 was equipped with a two-wheel tractor, displacing three horses.

May 21, 1915, the 85-foot aerial ladder truck in service with Ladder Company 18 was equipped with a two-wheel tractor, displacing three horses.

May 28, 1915, a motor-driven combination chemical engine and hose wagon was placed in service with Engine Company 25, replacing the two-horse hose wagon in service with that company.

July 21, 1915, the 85-foot aerial ladder truck in service with Ladder Company 13 was equipped with a two-wheel tractor, displacing three horses.

July 27, 1915, the 75-foot aerial ladder truck in service with Ladder Company 17 was equipped with a two-wheel tractor, displacing three horses.

July 28, 1915, the city service combination truck and chemical in service with Ladder Company 16 was equipped with a two-wheel tractor, displacing three horses.

September 20, 1915, the horse-drawn box truck in service with Ladder Company 12 was replaced by a 75-foot aerial ladder truck equipped with a two-wheel tractor, displacing three horses.

October 4, 1915, Engine 43 was equipped with a two-wheel tractor, displacing three horses.

October 4, 1915, a motor-driven combination chemical engine and hose wagon was placed in service with Engine Company 43, displacing the two-horse hose wagon.

October 27, 1915, Ladder 20 was equipped with a two-wheel tractor, displacing three horses.

December 24, 1915, the city service ladder truck and chemical in service with Ladder Company 10 was equipped with a two-wheel tractor, displacing three horses.

January 7, 1916, the horse-drawn steam fire engine in service with Engine Company 17 was replaced by an engine equipped with a two-wheel tractor, displacing three horses.

January 12, 1916, Engine 21 was equipped with a two-wheel tractor, displacing three horses.

Two steam fire engines, one 85-foot aerial truck and one combination truck and chemical engine were equipped with two-wheel tractors and are being used as relief apparatus.

Six gasolene runabouts were purchased for use by district chiefs.

The station in which are housed Engine Company 4, Chemical Company 1 and Tower Company 1 was remodeled. The dormitory was enlarged and better toilet and locker room facilities provided. In that portion where Tower 1 is housed the stable was demolished, a granolithic floor and base installed and the ceiling and walls fireproofed.

The station in which are housed Engine Company 25 and Ladder Company 8 was remodeled. A larger dormitory, separate rooms for all officers, and better toilet and locker room facilities were provided. All stables in these quarters were demolished and floors and bases of granolithic and granolithic driveways installed.

The station in which is housed Ladder Company 15 was remodeled. A granolithic floor and base was installed on the main floor and new Dutch doors furnished.

The station in which are housed Ladder Company 18 and Tower Company 3 was remodeled. A larger dormitory, separate rooms for all officers and better toilet and locker room facilities were provided. All stables in these quarters were demolished and a granolithic main floor and base installed.

The station in which is housed Engine Company 10 was remodeled. A new room for the lieutenant and better toilet facilities were provided. The stable was demolished and a granolithic floor and base, steel ceiling, tile and plastered walls and new lighting fixtures were installed on the main floor.

Granolithic driveways and walks and a separate system of drainage were other items of improvements at this station.

A new fuel depot was erected on land owned by the city, off Commercial street, opposite Prince street, to replace the depot of Engine Company 8, formerly on Salem street, which was sold.

The station occupied by Engine Company 47 (fireboat) was raised and a new wharf sill installed and all exterior wood and metal painted.

The exteriors of the stations occupied by Engine Companies 31 and 44 (fireboats) were painted.

In the Fire Alarm Office more adequate toilet facilities were provided, and wood floors in operating, dynamo, toilet rooms and all halls were replaced by floors of terrazzo, thereby diminishing the hazard of fire and presenting a more sightly condition.

A new tar and gravel roof, flashings, gutters, conductors and ventilators were installed on entire building occupied by Engine and Ladder Companies 3.

BUILDINGS.

The interiors of the stations are kept up to the standard of cleanliness and order demanded. In many instances the quarters are cramped and without modern facilities, and in at least one are not fit for occupancy. The installation of motor apparatus will make necessary considerable remodeling, and the discontinuance of hay lofts and stables will release space that can be utilized for increasing size of dormitories, separate rooms for officers and better toilet facilities, and will make many of our antiquated stations more comfortable for the men.

APPARATUS AND EQUIPMENT.

The apparatus and equipment, including hose, was given the annual inspection and test and the necessary repairs made to bring everything up to the required standard.

BUILDING INSPECTION.

Regular inspections are made of theaters, motion picture houses, schoolhouses, public buildings and all places of public assembly.

On request signs on roofs have been inspected and reported on.

The system of building inspection throughout the city has been continued and good results obtained. Many hazardous conditions have been corrected, and in this way fires have been prevented.

Inspections of premises have been made also in connection with applications for licenses and permits for the setting of fires in the open air, and the keeping, storage, sale and transportation of explosives and inflammables.

DRILLS.

During the year all companies have held weekly drills, and all new appointees have passed through the regular drill school.

All regularly assigned chauffeurs of fire apparatus were instructed in the department automobile school.

MUTUAL AID.

The mutually beneficial plan of coöperation with the cities and towns on our borders was maintained during the year passed.

HYDRANTS.

The following is the number and type of hydrants in use for fire service January 31, 1916:

Boston post	3,623
Ordinary post	2,978
Lowry	1,716
Boston Lowry	666
Boston	200
Chapman post	164
Ludlow post	10
Coffin post	1
Total	9,358

HIGH PRESSURE FIRE SERVICE.

The following is the report of the work done on the high pressure fire service as made by the engineer in charge of the work:

There are now installed about five and one half miles of distribution piping varying in size from 20-inch, the largest main, to 8-inch for the hydrant branches, within the district bounded approximately by Tremont and Traverse streets, Atlantic avenue, Purchase, Beach and Eliot streets.

The old salt water fireboat mains, comprising about one mile of 12-inch pipe and hydrant branches, and extending from Central Wharf up Central street, through Post Office square and down Congress street to within about 160 feet of the bridge, has been connected with the new piping system. Its hydrant branches have been changed to 8-inch, new 8-inch high pressure valves installed, and the old 6-inch all-composition valves, together with one 12-inch valve of the same material, which was removed from a dead end in Milk street, have been turned over to the Fire Department. Its old hydrants have been replaced with the Rourke high pressure hydrants, which have been adopted for the entire system, and a total of 176 installed.

Because of the probable delay in having the proposed pumping station in commission it was thought advisable to utilize the system as far as possible for the fireboat supply from the existing Central Wharf connection in case a conflagration away from the waterfront should threaten the district served, and several gate valves in the mains have been opened, rendering immediately available for this purpose 58 hydrants located in Atlantic avenue, Clinton, Central, Milk, Arch, High, Broad, Purchase and Congress streets and India square.

It is hoped that this number will be increased at an early date when excessive leakage conditions in many sections of the existing system are corrected and by the proposed installation of additional hydrants during the year.

RECOMMENDATIONS.

Under this heading the items mentioned are in my opinion absolutely necessary to keep this department up to the proper standard.

FIRE STATIONS.

A site should be secured in the Readville section of the city and a house built to replace the present quarters of Hose Company 49, which are unfit for occupancy.

The building formerly occupied by the Municipal Court in South Boston, which has been turned over to this department, should be remodeled for Ladder Company 5.

The station now occupied by Chemical Company 3, Winthrop street, Charlestown, should be remodeled for an engine company.

The quarters of Engine Company 8 are not modern and are lacking in the proper toilet facilities and should be remodeled.

The substitution of shower rooms for bathtubs and furnishing separate rooms for all officers should be carried out as far as financial conditions will permit, also the painting of all exterior wood and metal on the stations.

APPARATUS.

Engines.

A gasolene combination pumping engine, chemical and hose wagon with a pump capacity of at least 700 gallons per minute for the proposed station in Readville.

A gasolene combination pumping engine, chemical and hose wagon to have a pump capacity of at least 1,000 gallons per minute for the proposed remodeled station on Winthrop street, Charlestown.

The men now attached to Chemical Company 3 could be assigned to the proposed engine company, and the chemical company then disbanded.

Gasolene combination pumping engines, chemicals and hose wagons with a pump capacity of at least 700 gallons per minute to replace the horse-drawn apparatus in the quarters of Engine Companies 14, 19, 30, 42 and 48.

Tractors should be attached to the horse-drawn engines in the quarters of Engine Companies 5, 20, 33 and 36.

Chemical and Hose Combinations.

Gasolene combination chemicals and hose wagons to replace the horse-drawn apparatus in the quarters of Engine Companies 5, 17, 20, 21, 28, 33 and 36 and Chemical Companies 7 and 10.

Ladder Trucks.

Eighty-five foot, motor-driven, quick-raising aerial ladder trucks should be installed in the quarters of Ladder Companies 1, 2, 3, 5 and 9 to replace the horse-drawn apparatus.

The horse-drawn combination ladder trucks and chemical engines in service with Ladder Companies 6, 11, 22, 23, 24, 25, 26, 27 and 28 should be motorized.

Relief Apparatus.

In view of the fact that there are at present numerous pieces of motor apparatus in service, which number will be largely augmented in the near future, care should be taken to have a sufficient number of pieces of relief apparatus of all kinds ready to replace the regularly assigned apparatus in an emergency.

Wrecking Wagon.

I would respectfully recommend the purchase of a motor-driven wrecking wagon, to be of a type and power best fitted for the purpose.

MEN.

I would recommend that a ladder company, to be known as Ladder Company 14, be organized as soon as possible to man the 85-foot aerial truck proposed for the Allston district.

The new company recommended for Readville should consist of a lieutenant and six men, and as Hose Company 49 would be disbanded the man now assigned to that company could be transferred to the new engine company.

The engine company recommended for the Charlestown district would require but seven men as Chemical Company 3 would be disbanded and the men transferred to the new company.

In the year just passed the men of the department have experienced a particularly hard siege of fire duty, and a large number have undergone much sickness and injuries. Much credit and praise is due the members of the department for the manner in which they have performed their duties.

The morale of the department is excellent and I wish to express my gratitude to all other departments who have cheerfully coöperated when called upon.

P. F. McDONOUGH,
Chief of Department.

FIRE ALARM BRANCH.

FROM: THE SUPERINTENDENT OF FIRE ALARM BRANCH.
TO: THE FIRE COMMISSIONER:
SUBJECT: ANNUAL REPORT FOR THE YEAR ENDING JANUARY 31, 1916.

I respectfully submit the following report of the Fire Alarm Branch for the fiscal year February 1, 1915, to February 1, 1916.

OPERATING DIVISION.

NOTE.— Records of this division are for the calendar year 1915.

Box alarms received and transmitted:

First alarms	2,846
Second alarms	56
Third alarms (second omitted on 4)	25
Fourth alarms (second omitted on 2)	5
Fifth alarm	1

Box alarms received and not transmitted:

Alarms received from same box for same fire two or more times	241
Alarms received from adjacent boxes for the same fire,	323
Box alarms received and transmitted as stills	21

Still alarms received and transmitted:

Received from citizens by telephone to office	1,308
Received from Police Department by telephone to office	197
Received by companies which responded	1,033
"Mutual aid" alarms, classified as stills	18
Emergency calls (accidents, etc.) classified as stills	30
Still alarms for which box alarms were later transmitted,	161

AUTOMATIC ALARMS.

Boston Automatic alarms received	135
Department box alarms received and transmitted for same	15
A. D. T. alarms received	28
A. D. T. alarms transmitted (box alarms received for 10)	18

TOTAL ALARMS.

Box alarms received from all sources	3,518
Box alarms transmitted (including multiples)	2,933
Stills, Automatesi, "Mutual Aid," Emergency, etc. (eliminating those for which box alarms were transmitted)	2,724
Total alarms transmitted (all classes)	5,657

FIRE ALARM BOX RECORDS.*

Boxes from which no alarm was received	371
Boxes from which twenty or more alarms were received,	11
Box tests and inspections	12,355

IMPROVEMENTS IN FIRE ALARM OFFICE.

Much progress has been made during the past year in reducing the fire hazard at headquarters, both exterally and internally. Additional fire shutters have been placed at windows on exposed sides of the building so that all exposed openings are now equipped with shutters and sprinkler heads. Quite a quantity of wo odwork has been removed from the Fire Alarm Office; cement floors, terrazzo finish, have been laid; modern sanitary arrangements have been furnished, much to the comfort and convenience of the office force, and the office has been repainted.

The rewiring of the office has been completed. All wires concealed are contained in conduits and are insulated with noninflammable material. The equipment of the office has been materially increased. Two additional sources for supplying current to the dynamotors have been added, viz.: Connections were made to the Edison service in the repair shop, and emergency connections provide the use of the generator which supplies the current to operate the motors on Water Tower 2, which is housed on the first floor of the headquarters building. These additional sources of current make available a total of five.

The equipment for box circuits has been increased from fifty to seventy, and for gong and tapper circuits from twenty-five to forty, thus making a total office equipment for one hundred and ten (110) circuits.

* Each keyless door is tested semi-weekly.

New relays, registers, dynamotors and distributing boards have been installed. In brief, the entire electrical equipment has been entirely renovated, and, so far as practical in an old office, has been replaced with modern features.

IMPROVEMENTS IN DEPARTMENT STATIONS.

In many of the department stations the electric wiring is not up to the present day requirements. Special efforts have been made to correct this condition as rapidly as possible, and many improvements along this line have been made. Four houses have been practically rewired, and electricity was substituted for gas in one house. In many other houses extended changes in the fire alarm and lighting equipment have been made.

By General Order No. 92, June 11, 1914, the supervision of lighting in department stations and bills for same were transferred to this branch. Under this order all carbon lamps, except for hand portables, were replaced with modern Mazda lamps; the ratings, on which charges are based, was changed for many of the stations; the wiring and fixtures in many stations were overhauled and changed.

The result of these improvements was an increase of 20 per cent in lighting efficiency, and a reduction in charges of 30 or more per cent, notwithstanding that power service has increased because of the more general use of storage batteries in connection with the large number of pieces of motor apparatus now in service of the department. The annual saving in cost charges for lighting and power is shown more clearly by comparison of cost in 1913, the last full year under old conditions, and 1915, the first full year under the new conditions:

	1913.	1915.
Electric light and power for department stations and public clocks.	$13,957 90	$8,088 85
For gas in department stations	1,121 05	355 14
Cost of Mazda lamps	.....	676 29
Totals	$15,078 95	$9,120 28

NOTE.— The 1913 figures were taken from the annual report of expenditures for that year, and the 1915 figures are based on bills approved by this branch in 1915. The saving shown by these figures is $5,958.67.

FIRE ALARM BOXES.

During the year 58 fire alarm box stations were added to the system; 39 of these were established by this department on public streets, 6 were established by the Schoolhouse Department and 13 by business concerns on private property.

Twenty-two boxes were removed from poles and re-established on lamp-posts. The location of 8 boxes were changed.

Eight box circuits were added, which afforded opportunity to reduce the overload on other circuits.

OUTSIDE CONSTRUCTION.

Thirty-six thousand nine hundred and ninety feet of cable, containing about ninety miles of conductors, were hauled into underground ducts, principally in the East Boston, South Boston, Roxbury and Hyde Park districts.

Thirty-seven new lamp-posts and 5 test posts were installed, and 9 lamp-posts and 5 test posts were reset or replaced by new posts.

Three thousand eight hundred and thirty-four feet of ducts were laid underground and 2 manholes were built. About twenty-eight miles of new wire, in extensions and for replacing old wire, were strung on poles, and about seventeen miles of wire were removed due to underground work.

All boxes and test posts were repainted.

ALARM SYSTEM IN HYDE PARK.

The old automatic alarm system which was transferred to this department through the annexation of the town of Hyde Park to this city, January 1, 1912, has been abandoned and all circuits run through to headquarters. This change gives this district the advantages of metropolitan signal service and brings all circuits under direct supervision of the central office.

Considerable underground work has also been done in Hyde Park, thereby eliminating much overhead construction.

RECOMMENDATIONS.

The importance of installing new cables in the city proper cannot be overestimated. The present main cables have been in service twenty-five years or more and though still giving passable service too much reliance cannot be placed on them. Another reason is the necessity of establishing additional cable routes so that the service may be maintained in the event of serious damage to our cables through explosion or other causes.

The usual extensions to the underground service should be made this year.

There are still many sections where signal boxes should be established and the red light service, over or near the boxes, should be extended.

New fire alarm posts, with signal boxes on same, established during the year and duct lengths to same:

CITY PROPER.	Feet.
North and Cross streets	30
Congress and Purchase streets	35
Commonwealth avenue and Clarendon street	137
Belvidere and Dalton streets	9
Harrison avenue and Springfield street	37
Shawmut avenue and Brookline street	127
EAST BOSTON.	
Day square	13
Brooks and Saratoga streets	14
SOUTH BOSTON.	
Third and L streets	14
Dorchester and West Second streets	44
Broadway and I street	13
Broadway and M street	40
Northern avenue and Commonwealth Pier No. 5	68
DORCHESTER.	
Dorchester avenue and Victoria street	24
Waterlow and Elmont streets	30
ROXBURY.	
Southampton street, near railroad bridge	11
Southampton and Atkinson streets	44
Brookford street, opposite Dromey street	65
Howard avenue and Sargent street	39
Hartford and Robin Hood streets	56
Regent and Fountain streets	13
Walnut avenue and Elmore street	40
Walnut avenue and Crawford street	45
Walnut avenue and Ruthven street	14
Walnut avenue and Iffley road	38
Blue Hill avenue and Seaver street	120

WEST ROXBURY.

Washington street and Mosgrove avenue	12
Robert and South Fairview streets	36
Centre and Willow streets	113

HYDE PARK.

Hyde Park avenue and River street	37
Hyde Park avenue and Harvard avenue	6
Hyde Park avenue and Thatcher street	30
Hyde Park avenue and Arlington street	39
Hyde Park avenue and Metropolitan avenue	11
River street and Central avenue	16
Fairmount avenue and Highland street	29
Fairmount avenue and Summit street	32

Fire alarm box posts reset during year:

Dorchester avenue and D street, on account of new tunnel.
Broadway and C street, on account of change of curb.
Tremont street and Van Rensselaer place, on account of broken post.
Harrison avenue and Lenox street, on account of broken post.
Congress and A streets, on account of broken post.
Blue Hill avenue and Woodcliff street, on account of broken post.
Washington street, opposite Erie street, on account of broken post.
Park and Henley streets, Charlestown, on account of broken post.
Bennington and Marion streets, East Boston, on account of building moved.

New test posts established during the year and duct lengths to same:

	Feet.
Berkeley and Marlborough streets, 4 ducts	45
Tremont and West Newton streets, 4 ducts	19.5
Broadway and Dorchester street, 4 ducts	13
Broadway and L street, 4 ducts	14
Hyde Park avenue and River street, 4 ducts	34
Cambridge and North Beacon streets, 4 ducts	—

Test posts replaced by new iron posts during the year:

	Feet.
Beverly and Traverse streets	—
Chauncy and Bedford streets, 4 ducts	40
Columbus avenue and Roxbury street	—
Central square, East Boston	—
Dorchester avenue and D street, on account of new tunnel	—

CONDUITS INSTALLED.

	Feet.
Engine 30, Centre street, West Roxbury, 2 ducts	98
Chemical 7	113
Brooks street, between Bennington and Saratoga streets	258
Prescott street, between Bennington and Saratoga streets	254

NEW POLE CONNECTIONS AND DUCT LENGTHS TO SAME.

East Boston.

	Feet.
Prescott and Chelsea streets	147

South Boston.

East Second and L streets	48
East Fourth and L streets	35
East Second and Dorchester streets	50
Broadway and O street	58
Summer street at viaduct	75

Roxbury.

Southampton street, at Atkinson street	83
Dudley street and Harvard avenue	140

West Roxbury.

Washington and Kittredge streets	120
Robert and South Fairview streets	46
Centre and Beech streets	47
Centre and Maple streets	66
Centre and Bellevue streets	32

Hyde Park.

Hyde Park avenue and Arlington street	17
Fairmount avenue and Pierce street	13
Fairmount avenue and Water street	47
Fairmount avenue and Summit street	85

MANHOLES BUILT DURING YEAR.

Saratoga and Prescott streets.
Saratoga and Brooks streets.
Court and Stoddard streets (handhole).

UNDERGROUND CABLE INSTALLED DURING THE YEAR.

East Boston.

	Feet.
Post, pole and house connections, 15-conductor	574
Post connections, 10-conductor	989
Post connections, 4-conductor	498

	Feet.
City Proper.	
Post connections, 61-conductor	120
Post connections, 37-conductor	72
Post connections, 10-conductor	672
Post connections, 6-conductor	448
Post connections, 4-conductor	464
South Boston.	
Congress street, from Pittsburgh street to Summer street, 10-conductor	1,712
Viaduct, from Summer street to Northern avenue, 10-conductor	1,331
Post and pole connections, 19-conductor	204
Post and pole connections, 10-conductor	813
Post and pole connections, 6-conductor	1,138
Roxbury.	
Warren street and Harrison avenue, from Dudley street to Rockville park, 20-conductor	1,536
Walnut avenue, Sigourney street and Glen road, 20-conductor	8,345
Brookford street, from Blue Hill avenue to Dromey street, 10-conductor	708
Fairland street and Mt. Pleasant avenue, 6-conductor	993
Brookford and Hartford streets, 4-conductor	1,068
Brookford street and Howard avenue, 4-conductor	859
Regent street, from Warren street to Fountain street, 4-conductor	730
Pole connections, 10-conductor	290
Dorchester.	
Post connections, 10-conductor	435
West Roxbury.	
Post connections, 10-conductor	27
Hyde Park.	
Hyde Park avenue, from Canterbury street to River street, 15-conductor	9,134
Fairmount avenue, from River street to Summit street, 6-conductor	3,646
Post and pole connections, 4-conductor	523

FIRE ALARM BOX STATIONS ESTABLISHED DURING THE YEAR.
(PUBLIC BOXES.)

City Proper.

1252. North and Cross streets.
1421. Congress and Purchase streets.
1663. Harrison avenue and East Springfield street.

South Boston.

7216. Baxter and D streets.
7316. Dorchester and West Second streets.
7322. East Third and L streets.
7334. East Third and O streets.

Dorchester.

3161. Hartford and Robin Hood streets.
3186. Olney street, near Blakeville street.
3234. Sawyer and Downer avenues.
3241. Dorchester avenue and Victoria street.
3261. Hancock and Jerome streets.
3371. Woodrow and Ballou avenues.
3373. Woodrow avenue and Lucerne street.
3414. Park and Everett streets.
3452. Train street, opposite Daly Industrial School.

Roxbury.

2148. Regent and Circuit streets.
2176. Blue Hill avenue and Seaver street.
2182. Humboldt avenue and Seaver street.
2184. Walnut avenue and Crawford street.
2345. Brookline avenue, near Pilgrim road.
2346. Pilgrim road and Short street.
2385. Minden and Day streets.
2394. Heath square.
2395. Minden and Posen streets.
3115. Massachusetts avenue and Gerard street.
3137. Burrell and Clifton streets.
3143. Clifton and Batchelder streets.

Jamaica Plain.

2426. Paul Gore street.
2447. Walnut avenue and Iffley road.

West Roxbury.

2518. Washington street and Mosgrove avenue.
2557. Metropolitan avenue and Maynard street.
2612. Birch and Albano streets.
2627. Bellevue street and Howitt road.
2644. Washington and Cowing streets.
2654. Centre and Upland streets.
2711. Fairview and Conway streets.
2723. Centre and Ainsworth streets.
2725. Church street and Pierpont road.

SCHOOLHOUSE BOXES.

804. Mary Lyon School, Turner street, Brighton.
897. Frederic Whitney School, Islington and Armington streets.

1631. John J. Williams School, Groton street.
2237. William A. Bacon School, Vernon street.
3177. Quincy E. Dickerman School, Magnolia street.
7224. George Frisbee Hoar School, West Fifth street.

PRIVATE BOXES.

442. Navy Yard, telephone office.
447. Navy Yard, waterfront.
449. Navy Yard, near east gate.
1259. John Morrill & Co., 75 Commercial street. (Auxiliary.)
1266. City Hall Annex. (Auxiliary.)
1657. Homœpathic Hospital, Harrison avenue. (Auxiliary.)
2333. Museum of Fine Arts.
2419. Thomas G. Plant Company, Minden and Posen streets.
3558. Consumptives' Hospital, River street.
714. New York, New Haven & Hartford Railroad shed, No. 9 Fargo street. (Auxiliary.)
7114. Merchants and Miners Steamship Company, Northern avenue.
7335. Walworth Manufacturing Company, East First street.
803. St. Columbkille's Parochial School, Brighton. (Auxiliary.)

CHANGES IN LOCATION OF FIRE ALARM BOXES.

238. From Mt. Pleasant avenue, at Mt. Carmel Convent, to Mt. Pleasant avenue and Vine street.
264. From Walnut avenue and Munroe street to Walnut avenue and Elmore street.
269. From Regent street, opposite Alpine street, to Regent and Fountain streets.
278. From Walnut avenue and Walnut park to Walnut avenue and Ruthven street.
1671. From Chemical House No. 4, Shawmut avenue, to Shawmut avenue and West Brookline street.
2712. From Fairview and South streets to South Fairview and Robert streets.
3236. From Stoughton and Pleasant streets to Stoughton and Sumner streets.
3237. From Edward Everett School, Pleasant street, to Pleasant and Thornley streets.

Some progress was made in renumbering boxes in accordance with plan adopted several years ago.

FIRE ALARM BOXES IN SERVICE.

Total number	1,083
Owned by Fire Department	788
Owned by Schoolhouse Department	148
Owned by Auxiliary Fire Alarm Company	61
Private ownership	86

Department boxes:	
On lamp-posts	349
On poles	413
On buildings with lights over them	20
On buildings not lighted	3
Equipped with keyless doors	735
Equipped with keyless doors with handles under glass guards	49
Equipped with key doors	4
With auxiliary attachments	15
Schoolhouse boxes:	
On lamp-posts	11
On poles	17
On outside of buildings	63
Inside of buildings	57
Equipped with keyless doors	91
Equipped with key doors	57
Auxiliary Fire Alarm Company boxes:	
On poles	7
On outside of buildings	15
Inside of buildings	39
Equipped with keyless doors	7
Equipped with key doors	54
Private boxes:	
On poles	7
On outside of buildings	19
Inside of buildings	60
Equipped with keyless doors	11
Equipped with key doors	75

POSTS.

Lamp-posts in service	360
Lamp-posts set but not in service	7
Test posts in service	61
Pole test boxes in service	173

CLASSIFICATION OF FIRE ALARM BOX STATIONS.

Academies	4	
Asylums	2	3
Ball grounds	~~1~~	
Car barns	5	
Cemetery	1	
Church	1	
Homes for Aged People	2	
Hospitals	15	17
Hotels	6	5
Manufacturing plants	21	23
Milk depot	1	
Museum	1	
Navy Yard	6	
	70	

Newspaper office	1
Office building	1
Police station (Chelsea)	1
Power stations	5
Prison	1
Public buildings	2
Public hall	1
Railroad shops	4
Railroad stations	5
Railroad yards	12
Restaurant	1
Retail stores	6
Schoolhouses	162
Stables	2
Stock yards	2
Street (public) boxes*	775
Theaters	28
Warehouse	1
Wharves	5
Wholesale houses	2
Total	1,083

CIRCUITS.

Number of box circuits	60
Number of tapper circuits	13
Number of gong circuits	13
Number of telephone circuits to department stations,	43
Number of telephone circuits to Oxford Exchange	7
Special telephone circuit to Back Bay Exchange,	1
Special telephone circuit to Police Headquarters	1
Special telephone circuit to A. D. T. Company's office	1
Telephone connection with Boston Automatic Company's office	1
Telephone connection with Boston Protective Company No. 1	1

The above telephone service is from the department exchange board.

WIRE, CABLE AND CONDUITS.

	Feet.
Line wire in service	1,334,700
Aerial cable in service	115,530
Conductors in same	657,235
Aerial cable conductors in service	470,863
Underground cable in service	651,100
Conductors in same	10,443,081
Underground cable conductors in service	6,044,277

* There are several boxes installed by the Schoolhouse Department and others which are accessible to the public but are not counted as street boxes.

	Feet.
Conduit owned by the Fire Department	46,741
Ducts in Fire Department conduit	60,136
New England Telephone and Telegraph Company's ducts used by Fire Department	448,979
Postal Telegraph Company's ducts used by Fire Department	1,411

FIRE ALARM APPARATUS.

Tappers in service	141
Boston tappers in adjacent towns and cities	6
Tappers connected to adjacent systems in Boston Fire Department stations	6
Gongs in service	117
Registers in service (outside of Fire Alarm Office)	23
Relays in service	13
Telephones in department stations	136
Public exchange lines from department exchange board	8

PUBLIC CLOCKS.

Twenty-seven tower clocks, twenty-three of which are owned by the city, are kept in operation by this department. Sixty-two reports of clock troubles, most of which were of minor importance, were attended to during the year.

SUMMARY OF WORK DONE.

	Feet.
New line wire used	148,840
Old wire removed from poles	89,200
Aerial cable installed	16,726
Conductors in same	73,975
Aerial cable removed	1,673
Conductors in same	14,106
Underground cable installed in ducts of New England Telephone and Telegraph Company	32,579
Conductors in same	421,581
Underground cable installed in department ducts	4,411
Conductors in same	49,553
Total underground cable installed	36,990
Conductors in same	471,134
Cables used for repairs and on account of new subway	1,359
Conductors in same	88,542
Conduits laid by this department	3,454
Ducts in same	3,834
Manholes built by department	2
Pole set by department	1
Crossarms used by department	588

Fire alarm boxes installed:	
By Fire Department	39
By Schoolhouse Department	6
By Auxiliary Fire Alarm Company	5
By private owners	8
Fire alarm lamp-posts set (addition to service)	37
Fire alarm lamp-posts reset	9
Fire alarm test posts installed (addition to service)	6
Fire alarm test posts replaced by new	5
Fire alarm pole test boxes installed	15

GEORGE L. FICKETT,
Superintendent Fire Alarm.

SUPERINTENDENT OF REPAIR SHOP.

BOSTON, February 17, 1916.

FROM: SUPERINTENDENT OF REPAIR SHOP.
TO: THE FIRE COMMISSIONER:
SUBJECT: ANNUAL REPORT.

I respectfully submit the following table showing the number of repairs on horse-drawn apparatus and the cost, and cost of repairs done outside repair shop.

The number of repair jobs and the cost, the work being done by department mechanics, for the upkeep of the houses of the different companies, and stock furnished where repairs were made by company members is shown; also repairs other than those made by department mechanics.

Repairs on furniture and bedding both in repair shop and by outside firms is included.

HORSE-DRIVEN APPARATUS.

Number of jobs done in repair shop	1,771
Cost for material and labor	$16,270
Number of jobs done by outside firms	202
Cost of jobs done by outside firms	$2,534

SUMMARY OF APPARATUS REPAIRS IN REPAIR SHOP.

52 Springs for running gear were attached to different pieces of apparatus.
112 Solid rubber tires were applied to apparatus wheels.
8 Ladder trucks, 15 fire engines, 8 hose wagons and 6 chemical engines were in repair shop and made ready for service.
2 1,100-gallon nozzles with Siamese connections were attached to hose wagons.

TWO STEAM ENGINE BOILERS INSTALLED.

Horseless Engine No. 35 had new boiler installed, thereby doing away with the throwing of sparks, which was the cause of several awning fires while apparatus was responding to alarms. Engine No. 39 had a new boiler installed.

HOUSE REPAIRS.

Number of jobs by carpenters, painters, plumbers and steamfitter	544
Material and labor	$16,511
Outside firms making repairs	71
Cost	$2,805
Repairs made by company members, stock furnished from the repair shop	$975

FURNITURE AND BEDDING.

Cost of repairs by outside firms	$1,266
Cost of material and labor in repair shop	$127
Cost of stock furnished, repairs made by company members	$28

Three upright boilers were installed in the boiler room of the repair shop. These are connected with the repair shop, Fire Alarm Branch, and furnish heat and power to the Dover Street Bath House.

To keep the fire apparatus in running order all kinds of repairs are made in the Repair Shop Branch, and every description of repair work is done by the carpenters, painters, plumbers and steamfitter, who are under the general supervision of the superintendent of the repair shop, to keep the department houses up to a high standard, making them safe and sanitary.

AMOUNT OF HOSE PURCHASED AND CONDEMNED DURING THE YEAR.

Hose Purchased.	Feet.	*Hose Condemned.*	Feet.
Leading cotton hose	16,720	Leading cotton hose	15,910
Chemical hose	1,000	Chemical hose	1,400
Flexible suction hose	200	Leading rubber hose	700
Deluge hose	200	Flexible suction hose	275
Deck hose	100	Deck hose	100
Four-inch rubber suction hose	20⅓	Deluge hose	160
		Four-inch rubber suction hose	52
Total	18,240⅓	Total	18,597

AMOUNT OF HOSE IN USE AND STORE FEBRUARY 1, 1916.

In Use.	Feet.	*In Store.*	Feet.
Leading cotton hose	114,526	Leading cotton hose	2,060
Chemical hose	14,450	Deluge hose	166
Leading rubber hose	4,750	Chemical hose	100
Four-inch rubber suction hose	1,049	Four-inch rubber suction hose	72
Deck hose	900	Two and one-half inch rubber suction hose	40
Deluge hose	800	Flexible suction hose	12½
Flexible suction hose	541½		
Total	137,016½	Total	2,450½

Respectfully submitted,

E. M. BYINGTON,
Superintendent.

BOSTON FIRE DEPARTMENT VETERINARY HOSPITAL.

BOSTON, February 14, 1916.

FROM: THE DEPARTMENT VETERINARIAN.
TO: THE FIRE COMMISSIONER:
SUBJECT: ANNUAL REPORT.

SIR,— I respectfully report for the year ending January 31, 1916, the number of calls received for the treatment of sick and injured horses and for medicines was 825. There were 309 horses treated at the Veterinary Hospital for sickness and injuries and 301 treated in their respective quarters for minor troubles.

There were 315 calls for medicines for emergency use. The health and condition of the horses of this department is excellent.

The number of horses purchased, sold, died, killed in service and destroyed for the year ending January 31, 1916, is as follows:

Total number on hand February 1, 1915	343
Total number on hand February 1, 1916	290
Horses purchased	15
Horses sold	49
Horses died	2
Horses destroyed	12
Horses killed in service	5
Department ambulance calls	20

Respectfully submitted,

DANIEL P. KEOGH, M. D. V.

HEADQUARTERS FIRE DEPARTMENT.

BOSTON, February 14, 1916.

FROM: THE MEDICAL EXAMINER.
TO: THE FIRE COMMISSIONER:
SUBJECT: ANNUAL REPORT.

I have the honor to report for the year ending February 1, 1916, as follows:

Number of cases of illness	368
Number of cases of injury	831
Remained on duty	681

EXAMINATIONS.

For appointment as probationary firemen	15
General examinations, including probationers at the expiration of their terms	1,385
House and hospital visits	139

The health of the men has been excellent until the recent epidemic of grip which has increased the sick list very materially. The medicine chests, carried on the different apparatus, have been inspected regularly and found in good condition, as in previous years, reflecting credit on the commanding officers.

DEATHS.

Michael Walsh, Chief of Fire District No. 9, February 20, from injuries received while responding to still alarm, December 2, 1914.

Alfred A. Bestwick, Ladder 10, February 28, cancer.

Charles H. W. Pope, Junior Deputy Chief, July 12, pneumonia.

J. H. Sullivan, Engine 12, July 3, tuberculosis.

Timothy J. Crowley, Engine 10, August 16, chronic nephritis.

Dennis A. Walsh, Engine 10, December 21, killed at Box 1356.

Charles Willett, Engine 10, December 21, killed at Box 1356.

T. H. Kehoe, Engine 38–39, January 19, chronic nephritis.

In closing permit me to thank you and your subordinate officers for the efficient coöperation, courtesy and consideration received by me in the discharge of my duties.

Respectfully,

R. W. SPRAGUE,
Medical Examiner.

MOTOR APPARATUS.

BOSTON, May 29, 1916.

FROM: SUPERVISOR OF MOTOR APPARATUS.
TO: THE FIRE COMMISSIONER:
SUBJECT: ANNUAL REPORT.

I respectfully submit the following report showing the number of repairs on motor-driven apparatus for the year 1915–16:

Total number of jobs done in the repair shop		750
Repairs to ladder trucks	134	
Repairs to steamers (tractors)	82	
Repairs to chiefs' cars	432	
Repairs to combinations	36	
Repairs to chemicals	10	
Repairs to pumping engines	38	
Repairs to water towers	18	
Cost of labor and material		$8,164
Total number of jobs done by outside firms		326
Cost of labor and material		$1,987

180 Storage batteries recharged.
110 Prest-O-Lite tanks exchanged.
154 New tubes purchased.
265 New shoes purchased.
700 Tubes repaired.
160 Shoes repaired.
110 Tubes scrapped.
126 Shoes scrapped.
105 Auto springs were repaired, and attached by mechanics in the Repair Shop Branch.

NEW APPARATUS.

2 Motor combination hose cars.
6 Chiefs' runabouts.
Tractors installed on:
2 Steam fire engines.
1 Water tower.
4 Aerial ladder trucks.
4 City service trucks.

Respectfully submitted,

C. E. STEWART,
Supervisor of Motor Apparatus.

THE DEPARTMENT ORGANIZATION.

Commissioner, JOHN GRADY.
Chief Clerk, BENJAMIN F. UNDERHILL.
Chief of Department, PETER F. McDONOUGH.
Superintendent of Construction and Repairs, EUGENE M. BYINGTON.
Supervisor of Motor Apparatus, CHARLES E. STEWART.
Superintendent of Fire Alarms, GEORGE L. FICKETT.
Chief Operator and Assistant Superintendent of Fire Alarms, RICHARD DONAHUE.
Veterinarian, DANIEL P. KEOGH.
Medical Examiner, RUFUS W. SPRAGUE.

CLERKS.

George F. Murphy, Daniel J. Quinn, James P. Maloney, Edward L. Tierney, Herbert J. Hickey, John J. Coholan, William J. Hurley, Nathan Cohen, Joseph A. Cahalan.

STRENGTH AND PAY.

HEADQUARTERS.

	Per annum.
1 Commissioner	$5,000
1 Chief clerk	2,500
1 Medical examiner	1,500
1 Bookkeeper	2,100
2 Clerks	1,800
1 Clerk	1,600
1 Clerk	1,400
1 Clerk	1,200
1 Assistant engineer (messenger) *	1,400
10	

FIRE-FIGHTING BRANCH.

1 Chief of department	$4,500
2 Deputy chiefs	3,500
15 District chiefs	3,000
59 Captains	2,000
88 Lieutenants	1,800
1 Private, aid to commissioner *	1,400
1 Private, aid to chief *	1,400
3 Engineers (marine)	1,700
48 Engineers	1,500
47 Assistant engineers	1,400
1 Assistant engineer	1,100

* Detailed from fire-fighting branch.

		Per annum.
694	Privates:	
463		$1,400
51		1,300
45		1,200
84		1,100
33		1,000
10		900
8		720
960		

REPAIR SHOP BRANCH.

1 Supervisor of motor apparatus	$3,500
1 Superintendent	3,000
1 Captain, assistant superintendent *	2,000
1 Lieutenant, foreman of hose and harness shop,*	1,800
1 Engineer (master plumber) *	1,600
1 Hoseman (master carpenter) *	1,600
1 Hoseman (master painter) *	1,600
3 Privates *	1,400

Employees.

1 Clerk	$1,500
1 Clerk	1,000
1 Clerk *	1,400
1 Storekeeper *	1,800

	Per day.
1 Engineer	$3 50
3 Firemen	3 25
2 Plumbers	4 40
1 Steamfitter	4 00
6 Painters	3 50
1 Wheelwright	3 75
1 Wheelwright	3 25
1 Machinist	4 00
6 Machinists	3 75
1 Foreman blacksmith	4 00
4 Blacksmiths	3 75
5 Blacksmith's helpers	2 75
3 Carpenters	3 50
1 Vulcanizer	3 00
2 Hose and harness repairers	3 50
1 Hose and harness repairer	2 50
1 Chauffeur	3 00
2 Teamsters	2 50
56	

* Detailed from fire-fighting branch.

FIRE ALARM BRANCH.

	Per annum.
1 Superintendent	$3,000
1 Chief operator and assistant superintendent	2,500
4 Principal operators	1,800
3 Operators	1,600
4 Assistant operators	1,400
4 Assistant operators	1,100

Construction Force.

1 Foreman	$2,200
1 Assistant foreman	1,600
1 Clerk	1,100
1 Clerk (stockman)*	1,400

	Per day.
1 Machinist	$4 25
2 Machinists	3 75
20 Repairers, linemen and wiremen (average)	3 69
1 Watchman	2 75
45	

VETERINARY HOSPITAL BRANCH.

	Per annum.
1 Veterinarian	$3,000
1 Captain, assistant to veterinarian*	2,000

	Per day.
3 Hostlers (average)	$2 50
1 Horseshoer	3 50
6	
1,077	

CHIEF OF DEPARTMENT.

PETER F. McDONOUGH.

Headquarters, Engine House 26–35, Mason Street.

The Chief is in charge of the fire protection of the city, which is divided into two divisions, each commanded by a deputy chief, which are subdivided into fifteen districts, each commanded by a district chief.

DIVISION 1.

Deputy Chief, JOHN O. TABER.

Headquarters, Ladder House 8, Fort Hill Square.

This division comprises Districts 1, 2, 3, 4, 5, 6 and 7.

* Detailed from fire-fighting branch.

District 1.

District Chief, JOHN W. GODBOLD.

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

All that portion of the city which is included within the district known as East Boston.

Apparatus Located in the District.— Engines 5, 9, 11, 40, 47 (fireboat), Ladders 2, 21, Chemical 7.

District 2.

District Chief, ALLAN J. MACDONALD.

Headquarters, Ladder House 9, Main Street, Charlestown.

All that portion of the city 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, STEPHEN J. RYDER.

Headquarters, Ladder House 18, Pittsburgh Street.

All that portion of the city 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, 44 (fireboat), Ladders 8, 18, Water Tower 3.

District 4.

District Chief, JOHN E. MADISON.

Headquarters, Engine House 4, Bulfinch Street.

All that portion of the city which is included within a line beginning at the intersection of State and Devonshire streets, thence through Devonshire street southerly 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, 31 (fireboat), Ladders 1, 24, Chemical 1, Water Tower 1.

District 5.

District Chief, WILLIAM COULTER.

Headquarters, Engine House 26–35, Mason Street.

All that portion of the city 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, EDWARD J. SHALLOW.

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

All that portion of the city 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 7.

District Chief, PETER E. WALSH.

Headquarters, Engine House 22, Warren Avenue.

All that portion of the city 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.

DIVISION 2.

Deputy Chief, DANIEL F. SENNOTT.

Headquarters, Ladder House 4, Dudley Street.

This division comprises Districts 8, 9, 10, 11, 12, 13, 14 and 15.

District 8.

District Chief, WILLIAM J. GAFFEY.

Headquarters, Ladder House 12, Tremont Street.

All that portion of the city 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 Marcella street, thence by Marcella street to Centre street, by Centre street to New Heath street, thence by New Heath street to Heath square to Heath street, thence by South Huntington avenue to Huntington avenue, thence by Huntington avenue to the Brookline boundary line, thence northerly and easterly 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, JOSEPH H. KENNEY.

Headquarters, Engine House 12, Dudley Street.

All that portion of the city 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 (exclusively), 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 Elmore street, thence easterly through Elmore street to Monroe street, thence easterly through Monroe street to Warren street, thence southeasterly through Warren street to Sunderland street, thence through Sunderland street to Stanwood street, thence through Stanwood street 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 waterfront, thence northerly along waterfront to the point of beginning.

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

District 10.

District Chief, WALTER M. MCLEAN.

Headquarters, Engine House 18, Harvard Street, Dorchester.

All that portion of the city 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 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 Woodrow avenue, thence through Woodrow 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 point of beginning.

Apparatus Located in the District.— Engines 17, 18, Ladders 7, 29, Chemical 11.

District 11.

District Chief, HENRY A. FOX.

Headquarters, Engine House 41, Harvard Avenue, Brighton.

All that portion of the city 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.

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 Washington and Morton streets, thence by Morton street to Canterbury street, thence by Canterbury street to Blue Hill avenue, thence by Blue Hill avenue to Columbia road, thence by Columbia road to Stanwood street, thence by Stanwood and Sunderland streets to Warren street, thence by Warren street to Munroe street, thence by Munroe street to Elmore street, thence by Elmore street to Washington street, thence by Washington street to Marcella street, thence by Marcella street to Centre street, thence by Centre street to New Heath street, thence by New Heath street to Heath square, thence through Heath square to Heath street, thence by Heath street to South Huntington avenue, thence by South Huntington avenue to Huntington avenue, thence by Huntington avenue to the Brookline boundary line, thence southeasterly along said Brookline boundary line to Perkins street, thence by Perkins street to Prince street, thence by Prince street to the Arborway, thence by the Arborway to the point of beginning.

Apparatus Located in the District.— Engines 28, 42, Ladders 10, 23, 30, Chemical 5.

District 13.

District Chief, MICHAEL J. KENNEDY.

Headquarters, Engine House 45, corner Washington and Poplar Streets, Roslindale.

All that portion of the city beginning at the intersection of Washington and Morton streets, thence by Morton street to Harvard street, thence by Harvard street to Ashland street, thence by Ashland street to and across the New York, New Haven & Hartford Railroad tracks, thence southerly along the New York, New Haven & Hartford Railroad tracks to the boundary line of Ward 24, thence southwesterly along the said boundary line of Ward 24 to the Dedham boundary line, thence along the Dedham boundary line to the Newton boundary line, thence northeasterly along the Newton boundary line to the Brookline boundary line, thence southeasterly and thence northerly along said Brookline boundary line to Perkins street, thence by Perkins street to Prince street, thence by Prince street to the Arborway, thence by the Arborway to the point of beginning.

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

District 14.

District Chief, MAURICE HEFFERNAN.

Headquarters, Engine House 46, Peabody Square, Dorchester.

All that portion of the city within a line beginning at the intersection 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 Woodrow avenue, thence through Woodrow 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.

District Chief, JOSEPH A. DOLAN.

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. Inspections of the following-named islands will be made under special orders issued by the Chief of Department: Apple, Castle, Gallop's, George's, Governor's, Long, Lovell's, Rainsford, Deer, Thompson's and Spectacle.

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	39,200	Engine 7.
Salem street	2,568	27,200	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	14,800	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 and Ladder 8.
Mason street	5,623	212,000	Engines 26 and 35.
Elm street, Charlestown	2,600	17,500	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.
521 Commercial street, on land of Public Works Department.		10,000	Engine 31, fireboat.

Fire Stations.— *Concluded.*

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
Bunker Hill street, Charlestown	8,188	$25,000	Engine 32.
Corner Boylston and Hereford streets,	5,646	108,000	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	40,000	Engines 38 and 39.
Sumner street, East Boston	4,010	18,000	Engine 40.
Harvard avenue, near Cambridge street, Brighton.	6,112	34,500	Engine 41.
Washington street, at Egleston square,	3,848	22,900	Engine 42 and Ladder 30.
Andrew square	5,133	19,600	Engine 43 and Ladder 20.
Northern Avenue Bridge		30,000	Engine 44, fireboat.
Washington and Poplar streets, Roslindale.	14,729	22,400	Engine 45 and Ladder 16.
Dorchester avenue, Ashmont	4,875	23,200	Engine 46.
Adjoining South Ferry, East Boston	11,950	31,600	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.
Corner 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	16,000	Ladder 9 and Chemical 9.
Tremont street	4,311	25,600	Ladder 12 and Chemical 12.
Harrison avenue	2,134	23,800	Ladder 17.
Pittsburgh street, South Boston	8,964	39,900	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.
North Grove street	3,918	19,800	Ladder 24.
Oak square, Brighton	9,889	42,000	Ladder 31.
Sprague and Milton streets, Hyde Park district, on land owned by the New York, New Haven & Hartford Railroad.		3,000	Hose 49.

Headquarters Building, Bristol street, 15,679 feet of land	$113,000
Water Tower No. 2 is 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, Main street, Charlestown, 2,430 feet of land	6,500
Coal station, Charles River avenue, on land of Public Works Department, building cost	1,200
Building No. 11 Wareham street used by the Fire Alarm Branch as workshop and storeroom, 8,500 feet of land	40,000
Total value of land, wharves and buildings	2,247,800

LEASED BUILDINGS.

Building No. 50 Bristol street used by the Fire Alarm Branch as workshop, 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.

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 st	45	2
3	Engines 38 and 39	6	1
3	Ladder 18	1	
4	Engine 8	5	1
4	Ladder 24	16	2
4	Charles River avenue	50	2
5	Engine 26	20	1
5	Chemical 2	35	3
6	Engine 2	20	1
6	Dorchester street, 330	20	2
7	Engine 33	25	1

DIVISION 2.

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

Division 2.— *Concluded.*

DISTRICT.	Location.	Capacity. (Tons.)	Wagons.
11	Ladder 31	10	
12	Engine 28	20	1
12	Engine 42	9	1
13	Engine 30	9	1
13	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.

Engines.— 45 in service, 8 in reserve.
Ladder Trucks.— 31 in service, 7 in reserve.
Chemical Engines.— 13 in service, 3 in reserve.
Water Towers.— 3 in service, 1 in reserve.
Fireboats.— 3 in service.
Hose Wagons.— 38 in service, 8 in reserve.
Automobiles.— 26 in service, 3 in reserve.
Delivery Trucks.— 2 in service.
Motor Combination Wagons.— 5 in service, 1 in reserve.
Miscellaneous.— 41 fuel wagons, 6 repair wagons, 2 supply wagons, 3 manure wagons, 30 hose pungs, 3 jobbing pungs, 4 fire alarm 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	8¼	5	7	Second.	9,175
2	Silsby 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	American British Company	1914	7¾	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	Silsby Manufacturing Company	April, 1890	American Fire Engine Company	1902	8	4½	8	Second.	9,150
10	American-La France Tractor	Aug. 31, 1914		June, 1914					14,500
11	Silsby Manufacturing Company	April, 1886	American Fire Engine Company	1903	8	4½	8	Second.	8,900
	American-La France Fire Engine Company. (Pumping engine.)	July 3, 1914		June, 1914	5½	*	6	First.	11,200
12	International Power Company	Dec., 1911			7¼	4½	8	Second.	9,250
13	Clapp & Jones Manufacturing Company	April, 1890	American Fire Engine Company	1899	8½	5	7	Second.	9,150
14	Manchester Locomotive Works	May, 1886	Manchester Locomotive Works	1906	6¼	4½	8	Third.	8,490
15	American Locomotive Works	Dec., 1904			8½	5	8	First.	10,450

* Rotary.

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ENGINES.—*Concluded.*

Number.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Size.	Weight. (Pounds.)
16	Amoskeag Manufacturing Company,	July, 1872	American British Company	1910	7½	4½	8	Second.	8,740
17	Christie Tractor / Amoskeag Manufacturing Company,	Jan. 7, 1916 / 1872	International Power Company	1907	7½	4½	8	Second.	12,380
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	Silsby Manufacturing Company	Aug., 1882	American Fire Engine Company	1900	8	4½	8	Second.	9,465
21	Christie Tractor / Amoskeag Manufacturing Company,	Jan. 12, 1916 / Sept., 1870	International Power Company	1907	7½	4½	8	Second.	12,560
22	Manchester Locomotive Works	Nov., 1896			7½	4½	8	Second.	9,440
23	Silsby 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	Christie Tractor / American-La France Fire Engine Company.	May 15, 1915 / Dec., 1910			9	5½	8	First.	16,000
26	International Power Company	Feb., 1909			8½	5½	8	First.	10,475
27	Silsby Manufacturing Company	1891	American Fire Engine Company	1892	8	4½	8	Second.	9,118
28	Christie Tractor / Amoskeag Manufacturing Company,	Jan. 12, 1916 / Oct., 1867	American Locomotive Company	1904	7½	4½	8	Second.	12,800
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	G. F. Blake Manufacturing Company.	1914			17	10	11	1 pump, 3,000 gallons.	
32	International Power Company	June, 1907			7½	4½	8	Second.	9,100
33	Manchester Locomotive Works	March, 1882	Manchester Locomotive Works	1904	6½	4½	8	Third.	9,260
34	Amoskeag Manufacturing Company,	Dec., 1869	American British Company	1914	7½	4½	8	Second.	8,300
35	Manchester Locomotive Works. (Self-propeller.)	Jan., 1898	American British Company	1915	9½	5½	8	Double extra first.	18,200
36	International Power Company	Nov., 1909			8½	5½	8	First.	10,450
37	American-La France Tractor / Manchester Locomotive Works	Aug. 10, 1914 / March, 1896	International Power Company	1907	6½	4½	8	Third.	14,000 / 8,375
38	Manchester LocomotiveWorks. (Self-propeller.)	June, 1897			9½	5½	8	Double extra first.	18,170
39	Manchester Locomotive Works	June, 1901	American British Company	1915	8½	5	8	First.	10,355
40	American Locomotive Company	Jan., 1906			8½	5	8	First.	10,350
41	Robinson Fire Apparatus Company, St. Louis, Mo. (Pumping engine.)	Dec. 14, 1914			6½	6	9	First.	15,790
42	Manchester Locomotive Works	March, 1884	International Power Company	1907	6½	4½	8	Third.	8,175
43	Christie Tractor / Amoskeag Manufacturing Company,	Dec. 20, 1915 / Nov., 1867	American Locomotive Company	1904	7½	4½	8	Second.	12,980
44	American Fire Engine Company	Aug., 1895			12½ H. P. / 18 L.	P. 10	11	2 sets of pumps, 6,000 gallons.	
45	American-La France Fire Engine Company. (Pumping engine.)	Aug. 2, 1914			5½	*	6	First.	11,540
46	Christie Tractor / International Power Company	March, 1915 / Nov., 1909			7½	4½	8	Second.	13,020
47	G. F. Blake Manufacturing Company.	Aug., 1909			12 H. / 22 L.	10	11	2 sets of pumps, 6,000 gallons.	
48	Manchester Locomotive Works	1902			6½	4	8	Fourth.	8,200
49	Hose.								

* Rotary.

In Reserve.

Number.	Built by	Put in Service.	Rebuilt by	Date.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Size.	Weight. (Pounds.)
C	Amoskeag Manufacturing Company.	Nov., 1872	Manchester Locomotive Works	1898	6½	4¼	8	Third.	7,510
D	American Fire Engine Company	June, 1895	American-La France Fire Engine Company.	1907	9	5½	8	First.	9,900
26	Manchester Locomotive Works	July, 1903			8½	5	8	First.	10,000
33	Manchester Locomotive Works	April, 1901			7⅞	4½	8	Third.	9,125
28	Manchester Locomotive Works	Oct., 1882	Fire Department Repair Shop	1904	7⅞	4½	8	Third.	7,970
11	Amoskeag Manufacturing Company.	March, 1879	Manchester Locomotive Works	1905	6½	4¼	8	Third.	8,300
41	Christie Tractor / International Power Company	July, 1915 / Feb., 1909			7½	4½	8	Second.	13,150
46	Robinson Tractor / Manchester Locomotive Company	Sept., 1914 / 1906			7⅞	4½	8	Third.	12,100

CHEMICAL ENGINES.

Number.	Built by	Put in Service.	Remarks.	Capacity.	Weight.
				Gallons.	*Pounds.*
1	American-La France Fire Engine Company	Dec., 1910		100	5,400
2	Babcock Manufacturing Company	April 25, 1874		160	5,780
3	Fire Extinguisher Manufacturing Company	April 29, 1898		70	5,500

1	Babcock Manufacturing Company	May, 1876	Rebuilt by Hinman, 1886, rebuilt at Boston Fire Department Repair Shop, April, 1906.	160	5,735
5	American-La France Fire Engine Company	May 14, 1913	Combination, motor driven	35	7,750
7	Babcock Manufacturing Company	Sept. 27, 1886	Altered by Hinman	100	4,880
8	Babcock Manufacturing Company	Oct. 27, 1887	Altered by Hinman	160	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	American-La France Fire Engine Company	April 18, 1913	Combination, motor driven	40	8,799
12	Babcock Manufacturing Company	Oct., 1890		100	4,580
13	Knox Automobile Company	Dec. 3, 1914	Combination, motor driven	35	9,100
14	Babcock Manufacturing Company	1881		100	3,900

In Reserve.

Number.	Built by	Put in Service.	Capacity.	Weight.
			Gallons.	*Pounds.*
Reserve 1	Babcock Manufacturing Company	1890	100	4,580
Reserve 5	Babcock Manufacturing Company (altered by Hinman)	Sept. 21, 1876	100	4,750
Reserve 9	Babcock Manufacturing Company (altered by Hinman)	May 1, 1876	100	4,270

LADDER TRUCKS.

NUMBER.	Built by	Put in Service.	Rebuilt by	Feet of Ladders.	Number of Ladders.	Weight. (Pounds.)
1	J. Ryan Company	1880	Fire Department Repair Shop	513	12	10,900
2	Abbott-Downing Company	1899		439	12	10,800
3	Abbott-Downing Company	June 2, 1886	Fire Department Repair Shop	472	14	9,450
4	American-La France Fire Engine Company	Sept. 28, 1914		332	Extension.	21,040
5	Hunneman & Co.	March, 1870	Charles Waugh & Co.	426	17	10,625
6	C. N. Perkins & Co.	Aug., 1905		232	17	8,350
7	Robinson Fire Apparatus Company, St. Louis, Mo., motor driven.	Dec. 9, 1914		267	12	12,000
8	Seagrave Company	April, 1915		404	Extension.	25,130
9	Abbott-Downing Company	1884		367	15	10,040
10	Christie Tractor Fire Department Repair Shop	Dec., 1915 March 18, 1909		307	12	15,010
11	American-La France Fire Engine Company	Jan., 1907		397	14	10,050
12	Christie Tractor American-La France Fire Engine Company	April, 1915 April, 1891		300	Extension.	17,630
13	Christie Tractor Fire Department Repair Shop	July, 1915 1907		317	Extension.	16,600
14	Robinson Tractor American-La France Fire Engine Company	Jan., 1915 1906		316	Extension.	17,660

15	Robinson Tractor American-La France Fire Engine Company	Feb., 1915 1911		335	Extension.	18,000
16	Christie Tractor Fire Department Repair Shop	Dec., 1915 Sept., 1888		298	15	13,440
17	Christie Tractor Seagrave Company	July, 1915 June, 1911		281	Extension.	17,100
18	Christie Tractor Seagrave Company	May 21, 1915 April, 1910		362	Extension.	17,025
19	Fire Extinguisher Manufacturing Company	Jan., 1898		172	8	6,937
20	Christie Tractor Charles N. Perkins & Co.	Oct., 1915 Dec. 30, 1902		242	8	13,100
21	American-La France Fire Engine Company	Dec. 10, 1913		245	10	11,500
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 5, 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 E	Fire Department Repair Shop	8,000
Reserve Ladder 11	Hunneman & Co.....1874	8,000
Relief D	Hunneman & Co.....1873	8,500
Former Ladder 7	Charles T. Holloway (Christie Tractor, July, 1915).....1898	12,050
Former Ladder 9	Waugh & Co.....1872	10,020
Ladder 21	Charles T. Holloway.....1898	7,330
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	14,600
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

Towers 1, 2, 3 and 4 are equipped with American British Company tractors.

TOOLS AND MACHINERY IN REPAIR SHOP.

Blacksmith Shop.	Boiler Room.	Hose and Harness Shop.	Engine Room.	Wheelwright and Machine Shop.
5 forges.	3 Manning vertical tubular boilers, each 75 horse power.	1 Buckley electric hose testing and expanding engine.	1 25 horse power steam engine, cylinder, 9 by 31.	1 each engine lathes, with foot beds, 28 by 12; 16 by 12; 16 by 9; 14 by 8 and 14 by 6.
1 power hammer.	2 Blake boiler feed pumps.	2 electrically-driven sewing machines.	1 Knowles triplex pump for hose testing.	1 16 by 10 speed lathe.
1 gas tire heater.		Numerous tools and appliances for repairing hose and harnesses.	1 15 horse power motor.	1 16 by 10 wood lathe.
1 tire upsetter.			2 dynamos and engines which supply current to fire alarm central station.	1 26 by 26 planer, 8-foot bed.
1 punch and shears.				1 planer, 16 by 29, shaper.
1 lever shears.				1 radial drill.
1 tire roller.				2 upright drills.
2 rubber tire setters.				1 wall drill.
1 bolt cutter.				1 circular saw.
1 fan blower.				1 band saw.
				1 boring and mortising machine.
				2 buzz planers.
				1 grindstone.
				Numerous small tools.

Also tools for the repair of automobile apparatus.

NUMBER OF RUNS EACH COMPANY HAD FROM FEBRUARY 1, 1915, TO FEBRUARY 1, 1916.

COMPANY.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	Total.
Engine 1	11	43	21	20	20	11	16	20	27	19	21	25	254
Engine 2	8	27	15	9	9	5	8	7	14	8	7	13	130
Engine 3	25	46	33	37	29	32	20	19	30	30	30	38	369
Engine 4	34	57	50	35	36	56	30	39	44	57	41	37	516
Engine 5	17	32	24	18	26	22	17	21	22	27	24	22	272
Engine 6	35	58	49	36	35	44	25	33	38	52	40	40	485
Engine 7	20	24	26	14	16	15	15	10	22	16	20	22	220
Engine 8	22	55	41	31	26	42	28	32	41	47	34	29	428
Engine 9	18	41	24	18	29	29	20	20	26	25	28	19	297
Engine 10	25	37	24	21	16	21	17	23	22	32	17	30	285
Engine 11	11	40	23	14	26	15	12	14	20	18	17	14	224
Engine 12	20	41	41	24	15	23	22	23	23	20	30	35	317
Engine 13	34	48	36	31	33	28	23	28	29	28	28	39	385
Engine 14	34	60	36	35	27	36	24	24	30	30	25	32	393
Engine 15	18	46	27	25	20	17	19	20	30	13	18	29	282
Engine 16	4	50	22	11	6	9	7	8	5	11	13	11	157
Engine 17	12	51	21	20	14	12	18	25	28	26	19	26	272
Engine 18	16	62	32	18	16	8	16	26	27	26	22	25	294
Engine 19	4	48	23	20	11	8	9	9	8	12	14	8	174
Engine 20	4	24	14	6	3	7	2	4	5	10	5	8	92
Engine 21	9	35	28	15	12	15	22	27	24	16	16	20	239
Engine 22	33	52	39	34	33	35	30	17	36	33	25	43	410
Engine 23	31	47	41	30	26	30	26	23	28	28	24	43	377
Engine 24	22	39	30	14	16	14	15	18	21	25	25	24	263
Engine 25	16	27	22	18	12	16	19	12	20	19	18	22	221
Engine 26	33	41	44	30	27	31	27	22	29	34	25	38	381
Engine 27	19	21	14	11	19	20	16	18	20	17	11	20	206
Engine 28	9	56	20	10	9	15	6	8	11	17	11	18	190
Engine 29	16	66	31	18	11	14	4	10	10	16	17	10	223
Engine 30	3	57	18	11	10	1	2	4	1	6	4	6	123
Engine 31	10	4	5	3	8	8	5	13	9	8	4	7	84
Engine 32	13	13	12	12	15	17	12	15	13	14	8	12	156

Number of Runs of Each Company.—*Continued.*

COMPANY.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	Total.
Engine 33	26	34	31	19	20	16	15	17	25	21	23	29	276
Engine 34	13	54	29	17	7	14	4	10	11	14	11	10	194
Engine 35	2	5	2	2	1	2	2	1	4	1	3	4	29
Engine 36	16	10	12	9	16	22	12	14	15	17	7	13	163
Engine 37	21	60	44	21	30	23	15	19	24	26	15	14	312
Engine 38	....	4	3	....	1	....	1	2	2	1	2	4	20
Engine 39	17	35	23	13	11	19	16	14	18	11	15	27	219
Engine 40	14	35	23	16	23	24	17	23	22	26	24	16	263
Engine 41	19	82	34	18	10	16	8	9	19	19	17	17	268
Engine 42	15	31	23	12	17	18	7	17	21	14	17	22	214
Engine 43	13	47	27	25	20	13	22	27	34	20	22	21	291
Engine 44	4	21	13	6	1	12	9	12	11	3	8	15	115
Engine 45	4	65	8	9	13	5	6	8	7	15	12	14	166
Engine 46	11	85	34	17	14	14	8	16	19	26	20	25	289
Engine 47	9	20	12	7	14	15	5	5	14	13	8	8	130
Engine 48	7	73	28	10	14	8	4	4	9	7	10	5	179
Hose 49	7	42	15	7	13	10	3	5	7	5	9	6	129
Ladder 1	36	60	48	45	43	58	34	44	47	71	52	44	582
Ladder 2	17	34	21	13	26	27	17	20	22	23	26	14	260
Ladder 3	26	47	31	34	27	29	20	17	22	24	28	36	341
Ladder 4	28	39	46	34	20	28	23	25	26	26	29	42	366
Ladder 5	15	42	27	23	21	14	14	23	28	19	21	29	276
Ladder 6	4	50	15	10	7	9	7	9	4	8	13	9	145
Ladder 7	20	33	25	19	11	17	20	26	25	21	25	18	260
Ladder 8	24	45	47	33	29	45	27	29	43	36	34	38	430
Ladder 9	17	8	13	9	18	20	13	16	14	17	8	15	168
Ladder 10	9	55	20	7	9	16	5	7	7	15	14	13	177
Ladder 11	13	53	28	14	6	14	4	9	9	15	14	10	189
Ladder 12	36	49	40	36	21	28	28	25	25	31	21	42	382
Ladder 13	29	57	40	32	27	31	31	16	33	34	25	43	398
Ladder 14	17	24	20	*	*	*	*	*	*	*	*	*	61
Ladder 15	25	28	22	16	16	12	12	11	21	15	20	28	226
Ladder 16	1	24	11	6	7	1	....	1	2	7	4	6	70
Ladder 17	28	28	33	22	12	23	24	20	24	29	21	28	292
Ladder 18	10	25	17	7	9	13	7	6	8	7	7	17	133
Ladder 19	11	25	16	8	10	3	10	13	17	11	9	14	147

* Out of service.

Number of Runs of Each Company.—*Concluded.*

COMPANY.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	January.	Total.
Ladder 20	9	23	19	19	16	13	16	23	19	13	18	16	204
Ladder 21	11	27	19	13	23	15	12	13	20	18	17	13	201
Ladder 22	13	7	14	9	16	20	13	15	15	14	7	11	154
Ladder 23	21	53	35	20	21	14	19	32	29	24	26	28	322
Ladder 24	23	30	19	18	21	22	15	18	20	31	23	22	262
Ladder 25	1	21	9	3	5	2	2	3	....	6	4	6	62
Ladder 26	10	24	21	9	15	12	6	9	12	12	6	7	143
Ladder 27	5	21	17	8	4	7	3	4	8	12	6	10	105
Ladder 28	7	35	15	7	12	8	4	5	7	8	13	6	127
Ladder 29	8	81	42	17	16	10	12	17	17	21	21	21	283
Ladder 30	11	39	17	13	22	19	6	7	11	26	16	15	202
Ladder 31	13	80	33	15	9	15	4	8	10	16	17	10	230
Chemical 1	46	72	55	49	46	64	38	48	52	68	52	49	639
Chemical 2	42	52	51	38	31	36	35	25	38	40	32	53	473
Chemical 3	13	8	7	7	9	9	6	6	12	12	8	6	103
Chemical 4	32	40	34	30	26	32	22	11	20	27	23	41	338
Chemical 5	20	53	30	16	17	12	18	26	28	17	26	18	281
Chemical 7	18	32	20	17	28	22	17	21	22	25	23	17	262
Chemical 8	13	41	25	21	23	12	14	18	28	11	17	20	243
Chemical 9	7	6	10	6	11	16	10	12	6	12	6	10	112
Chemical 10	25	30	31	26	16	19	17	19	20	22	19	19	263
Chemical 11	7	73	40	16	17	6	8	14	16	15	17	14	243
Chemical 12	27	36	25	31	23	26	23	21	20	23	21	32	308
Chemical 13	7	59	18	8	13	7	5	4	3	10	9	11	154
Chemical 14	9	42	14	5	13	8	3	6	7	7	10	4	128
Tower 1	*	*	8	8	4	7	9	7	14	12	8	7	84
Tower 2	2	16	2	4	3	9	2	3	8	4	3	10	66
Tower 3	12	23	13	3	5	5	7	3	5	3	3	7	89

* Out of service.

EXPENDITURES FOR THE YEAR.

Salaries to January 27, 1916, inclusive:		
John Grady, commissioner	$4,986 28	
B. F. Underhill, chief clerk	2,493 40	
Peter F. McDonough, chief	4,353 34	
Deputies and district chiefs	48,232 62	
Members of the various engine, ladder and hose companies	1,312,318 54	
Pensioners	140,988 67	
Clerk hire	8,883 67	
Injured employees	240 00	
	$1,522,496 52	
Less amount deducted for cloth furnished by the department	2,922 82	
		$1,519,573 70
Repairs of apparatus, including stock sent to repair shop:		
Mechanics	$61,921 87	
Materials, etc.	40,691 37	
		102,613 24
New apparatus		77,581 90
Horses:		
Hay, grain and straw	$46,308 52	
Shoeing	17,990 31	
Attendants at hospital, medicine, etc.	9,081 96	
Harnesses, repairs, etc.	1,531 57	
Horse hire	168 25	
		75,080 61
Repairs and alterations of houses		53,853 76
Fuel for houses and engines		47,170 51
Hardware, tools and supplies		20,641 31
Hose, pipes and repairs		20,370 68
Furniture and bedding	$6,704 74	
Washing	1,436 70	
		8,141 44
Electric lighting		7,529 23
Printing		3,325 97
Uniform cloth		2,640 20
Rents		2,502 50
Medical services		1,821 90
Expert services		1,454 77
Hats, badges and buttons		1,432 39
Stationery		1,316 84

Chemicals		$1,201 31
Janitor at headquarters		602 40
Ice		529 20
Expenses of detailed men		497 24
Books, papers and office expenses		493 55
Gas		322 17
Postage		300 72
Electric power		217 95
Removing ashes from fireboat		145 88
Traveling expenses		125 20
Freights		94 56
Medical supplies		66 81
Advertising		65 20
Hydrants		40 54
Rent of gas regulators		9 75
		$1,951,763 43

Fire Alarm Telegraph.

Salaries:			
George L. Fickett, superintendent,	$2,857 44		
Operators, repairers, etc.	60,793 38		
	$63,650 82		
Less amount deducted for uniform cloth furnished by the department	158 56		
		$63,492 26	
Wire, cable and conduits		16,578 10	
Instruments, tools and repairs		11,879 33	
Repairs, alterations and extensions		3,152 57	
Telephone service		1,919 41	
Rents		1,848 75	
Electric power		688 87	
Use of duct in East Boston Tunnel,		450 36	
Maps and plans		449 35	
Car fares and traveling expenses		311 02	
Electric light for clocks		81 90	
Repairing clocks		57 81	
Removing bells from towers		49 00	
Repairing tower, St. Augustine's Church		350 00	
Time service		12 00	
			101,320 73
			$2,053,084 16

INCOME.

Heating and power, Dover Street Bath House	$4,858 64
Changing fire alarm conduits and boxes	95 10
Contributions for damages to fire alarm boxes, lamp-posts, wagon, etc	252 48
Service of employees	740 72
Permits for fires in open spaces, fireworks, blasting, transportation and storage of explosives	3,000 25
Sale of badges	918 00
Sale of old material	932 82
Sale of manure	193 00
Rebate on automobile	50 00
Rents	16 00
Court fees	2 00
	$11,059 01

ALARMS, FIRE LOSSES AND INSURANCE.

MONTHS.	ALARMS RECEIVED.							LOSS.		INSURANCE.		ALARMS.						CONFINED TO BUILDING.	EXTENDED TO OTHERS.	NOT IN BUILDING.	OUT OF CITY.	DAMAGE DONE.	DAMAGE SLIGHT.	DAMAGE CONSIDERABLE.	TOTALLY DESTROYED.
												TELEGRAPH.			BELLS.										
	MEMBERS.	POLICE.	CITIZENS.	TELEPHONE.	AUTOMATIC.	UNKNOWN.	TOTAL.	BUILDINGS.	CONTENTS.	BUILDINGS.	CONTENTS.	FIRE.	FALSE.	NEEDLESS.	FIRE.	NEEDLESS.	TOTAL.								
January	3	16	244	66	13	18	360	$105,762	$185,879	$2,850,023	$1,147,211	175	16	12	117	33	394	265	2	24	3	99	161	5	...
February	9	12	224	75	14	13	347	60,518	144,877	1,817,847	809,325	163	14	20	107	33	337	236	1	33	1	104	129	3	...
March	18	22	626	367	13	22	1,068	199,100	385,431	3,488,780	2,052,508	435	19	9	553	44	1,060	362	...	622	4	191	159	10	2
April	18	26	368	151	14	15	592	136,063	202,079	4,837,608	774,025	280	16	11	249	27	583	306	6	221	2	134	161	11	...
May	10	19	265	98	9	11	412	74,638	50,023	4,597,580	460,275	181	16	16	167	30	410	234	3	113	1	123	106	4	1
June	5	19	262	105	6	19	416	66,442	159,035	1,702,625	871,975	178	21	15	172	26	412	226	...	123	1	91	131	3	1
July	8	13	271	53	14	32	391	54,451	55,498	1,830,162	899,144	187	30	17	121	26	381	228	2	78	2	117	109	2	...
August	5	13	193	41	12	14	278	40,547	68,561	2,561,848	459,830	136	13	21	81	20	271	173	6	41	3	80	88	4	1
September	7	11	228	52	13	24	335	71,788	69,616	3,395,091	1,011,346	147	23	17	109	20	316	190	2	66	...	94	90	6	...
October	4	10	252	73	15	21	375	107,486	193,435	1,707,611	850,511	175	20	15	118	31	359	220	6	73	...	94	117	8	1
November	5	10	288	124	14	24	465	71,542	275,321	2,005,085	1,844,785	189	24	18	170	53	454	258	2	100	1	135	116	5	2
December	7	10	277	74	13	17	398	101,208	118,947	2,799,423	465,605	171	17	21	137	42	388	266	6	42	...	119	136	9	2
Totals	99	181	3,498	1,279	150	230	5,437	$1,089,545	$1,908,642	$33,594,283	$11,646,530	2,417	238	192	2,101	394	5,342	2,974	36	1,536	18	1,381	1,503	70	10

CAUSES OF FIRES AND ALARMS FROM JANUARY 1, 1915, TO JANUARY 1, 1916.

Alarms, false, needless, bell and still	824	Grease in ventilator	58
Alarms out of city	18	Hot ashes in wooden receptacle	69
Automatic alarms, false and accidental	95	Incendiary and supposed	81
Automobiles	106	Lamp upsetting, explosion	69
Brush, rubbish, etc	1,297	Miscellaneous	13
Careless use lamp, candle	85	Oil stove, careless use and explosion	29
Careless use matches and set by rats	520	Overheated furnace, stove, boiler	146
Careless use pipe, cigar and cigarette	217	Set by boys	76
Chimneys, soot burning	230	Sparks from chimneys, stove,	110
Clothes near stove	24	Sparks from locomotive, engine	44
Defective chimney, stove, pipe, boiler	75	Spontaneous combustion	128
Electric wires, motor	110	Thawing	9
Fireworks and firecrackers	13	Unknown	841
Gas jet, gas stove	95		
Gasolene, naphtha, benzine,	55	Total	5,437

1915.	FIRE EXTINGUISHED BY						
	Extinguishers.	Buckets of Water.	Chemical Engines.	Hydrant Streams.	Steamers.	Miscellaneous.	Citizens.
January	58	62	99	11	33	18	8
February	58	50	85	7	28	34	7
March	145	99	246	198	56	226	14
April	89	60	136	74	51	105	12
May	75	63	89	44	35	37	4
June	63	63	97	34	46	37	9
July	75	67	68	20	31	38	7
August	45	47	61	12	23	25	1
September	63	49	35	19	49	38	3
October	57	57	73	18	40	45	3
November	83	67	87	22	44	51	4
December	77	51	68	9	51	48	4
Totals	888	735	1,144	468	487	702	76

FIRES WHERE LOSS EXCEEDED $15,000.

DATE.	Location and Owner.	Loss.
1915.		
Jan. 3	137–139 Summer street, Liggett Drug Company	$23,078
Jan. 7	14–28 Oliver street, L. P. Winchenbaugh	77,558
Jan. 25	10 Williams street, Harry Ham	25,903
Feb. 1	153–155 Washington street, Standard Raincoat Company	15,100
Feb. 4	Navy Yard, United States Government	20,500
Feb. 21	1126–1130 Columbus avenue, Hunt Department Store	25,215
Feb. 24	220–224 Friend street, Globe Upholstery Company	37,937
March 1	34–35–36 Central Wharf, Indian Refining Company	16,672
March 3	2–12 High street, Burditt & Williams	240,645
March 18	641–643 Atlantic avenue, Cobb-Hersey Company	148,923
April 8	4 Richards street, Hide & Skin Importing Company	23,390
April 15	18 Elm street, Vorenberg & Co., *et al*	23,919
April 24	14–20 L street, Boston National Leather Finishing Company,	136,843
June 18	15–19 Cross street, Suffolk Overall Manufacturing Company	21,065
June 18	224–226 Congress street, Kenney Brothers & Wolkins	77,139
July 14	11A Green street, New England Reed Company	17,742
Aug. 12	101–111 Summer street, Royal Curtain Manufacturing Company	22,443
Aug. 31	33–36 Commercial Wharf, Berry Dodge Company	21,560
Sept. 16	31–33 Troy street, R. H. White Company	33,994
Sept. 27	126 Homes avenue, B. H. Hunt, Jr, *et al*	23,781
Oct. 23	60 Commerce street, Samoset Chocolate Company	51,015
Oct. 25	47–51 Chardon street, Richardson, Wright & Co	42,529
Oct. 30	101–105 Chestnut street, Chauncey Thomas & Co., Inc	111,868
Nov. 1	Eagle street, Boston Elevated Railway Company	161,574
Nov. 7	33–35 John street, Chamberlain Company, Inc	16,099
Nov. 20	124–132 Summer street, Bedford Manufacturing Company	31,638
Nov. 24	34–39 Washington Street North, Weinberg Dry Goods Company	28,149
Dec. 5	101 Harvard avenue, J. A. Dowling	36,711
Dec. 21	347–357 Cambridge street, National Rubber Clothing Company	55,357

STATISTICS.

Population, January 1, 1916		754,852
Area, square miles		47.34
Number brick, etc., buildings		29,669
Number of wooden buildings		73,447
Fires in brick and stone buildings	1,618	
Fires in wooden buildings	1,356	
Out of city	18	
Not in buildings, false and needless	2,445	
Total alarms		5,437

FIRE LOSS FOR THE YEAR ENDING DECEMBER 31, 1915.

Buildings, loss insured		$1,048,054
Contents, loss insured		1,773,709
		$2,821,763
Buildings, loss not insured	$41,491	
Contents, loss not insured	134,933	
		176,424
Total loss buildings and contents		$2,998,187
Marine loss		$6,413

YEARLY LOSS FOR THE PAST FIFTEEN YEARS.

Year ending February 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
" " 1, 1914	* 3,138,373
" " 1, 1915	3,013,269
" " 1, 1916	3,004,600

* Does not include marine loss of $1,116,475, steamship "Templemore."

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.
1915	**2,847**	**2,590**	**5,437**
1914	2,945	2,589	5,534
1913	2,594	2,322	4,916
1912	2,812	2,432	5,244
1911	2,291	2,142	4,433
1910 (11 months) †	1,864	1,801	3,665
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

* 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.

BOX ALARMS BY DISTRICTS.*

DISTRICT.	ALARMS, 1914. First.	Second.	Third.	Fourth.	Fifth.	Totals.	DISTRICT.	ALARMS, 1915. First.	Second.	Third.	Fourth.	Fifth.	Totals.
1	264	2	2	1	1	270	1	255	1	1	1	.....	258
2	163	3	1	.....	.....	167	2	148	2	.....	.....	.....	150
3	85	9	3	.....	.....	97	3	57	4	3	1	.....	65
4	421	12	5	1	.....	439	4	448	12	8	.....	.....	468
5	124	6	2	.....	.....	132	5	121	6	3	2	.....	132
6	197	4	3	.....	.....	204	6	202	2	1	1	1	207
7	299	6	4	1	.....	310	7	316	8	2	.....	.....	326
8	282	1	2	1	.....	286	8	235	4	.....	.....	.....	239
9	274	4	1	1	.....	280	9	234	7	1	.....	.....	242
10	180	3	.....	.....	.....	183	10	174	2	3	.....	.....	179
11	168	4	4	1	.....	177	11	176	1	1	.....	.....	178
12	182	3	.....	.....	.....	185	12	155	1	.....	.....	.....	156
13	82	.....	.....	.....	.....	82	13	61	.....	.....	.....	.....	61
14	169	1	.....	.....	.....	170	14	154	3	1	.....	.....	158
15	70	1	.....	.....	.....	71	15	110	3	1	.....	.....	114
Totals	2,960	59	27	6	1	3,053	Totals	2,846	56	25	5	1	2,933

* Each fire is treated as having only one alarm.

ROLL OF MERIT, BOSTON FIRE DEPARTMENT.

Thomas J. Muldoon, Captain, Engine Company 20.
Michael J. Teehan, Captain, Engine Company 24.
Denis Driscoll, Captain, Engine Company 37.
James F. McMahon, Captain, Ladder Company 1.
Frederick F. Leary, Captain, Ladder Company 3.
Thomas H. Downey, Captain, Engine Company 29.
Michael J. Dacey, Lieutenant, Ladder Company 20.
Joseph P. Hanton, Lieutenant, Chemical Company 4.
Timothy J. Heffron, Lieutenant, Chemical Company 9.
Florence Donoghue, Ladderman, Ladder Company 15.
Patrick E. Keyes, District Chief, retired.
Martin A. Kenealy, Captain, retired.
Charles W. Conway, Captain, retired.
James E. Downey, Hoseman, retired.
James F. Bailey, Ladderman, retired.

CHANGES FROM FEBRUARY 1, 1915, TO FEBRUARY 1, 1916.

Number of men appointed to fire force	15
Number of men reappointed to fire force	1
All others	9
Resigned	7
Pensioned	24
Deaths	11
Pensioners died	14

MEMBERS PENSIONED FROM FEBRUARY 1, 1915, TO FEBRUARY 1, 1916.

Charles M. Wandless.	John H. Wetherbee.
John F. Mooney.	Thomas I. Carey.
Joseph W. Brown.	John J. Burke.
Warren H. Brown.	Andrew J. Burnett.
William J. Dower.	Carl P. Franks.
John W. Murphy.	John E. Donoghue.
John F. Mitchell.	James M. Elliott.
James E. Griffin.	Frank J. Martin.
James McTiernan.	Frank P. Stengel.
John J. Katwick.	Percy W. Gowen.
Thomas L. Darcy.	John S. Cleverly.
Roscoe E. Handy.	Edward A. Hawley.

DEATHS OF MEMBERS FROM FEBRUARY 1, 1915, TO FEBRUARY 1, 1916.

Michael Walsh.	Joseph H. Sullivan.
Jeremiah J. Fitzpatrick.	John F. Haley.
Charles H. W. Pope.	William Hanlon.
Timothy J. Crowley.	Dennis A. Walsh.
Charles Willett.	Thomas H. Kehoe.
Alfred A. Bestwick.	

PENSIONERS WHO DIED FROM FEBRUARY 1, 1915, TO FEBRUARY 1, 1916.

Joseph W. Bird.	John D. Kelley.
Walter W. Wyman.	Andrew J. McAuliffe.
Rufus L. Mason.	Thomas J. Melody.
Moses B. Kelton.	John P. McManus.
Thomas F. Boggs.	Michael Kyle.
John A. Mullen.	John J. Perry.
Octavius Donnell.	James F. Galvin.

BOSTON FIREMEN'S RELIEF FUND.

BOSTON, January 30, 1916.

Report of the treasurer of the Boston Firemen's Relief Fund from February 1, 1915, to January 31, 1916, inclusive.

The following was the condition of the fund:

City of Boston 3½ per cent bonds	$153,000 00
City of Boston 4 per cent bonds	81,000 00
Chicago, Burlington & Quincy Railroad bonds	8,000 00
Six shares of Boston & Albany Railroad, par value	600 00
Six shares of Fitchburg Railroad, par value	600 00
Two shares of Old Colony Railroad, par value	200 00
Four shares of Boston & Lowell Railroad, par value	400 00
Eight shares of Massachusetts Gas Company, par value	800 00
One share of Edison Electric Illuminating Company, par value	100 00
Nine shares of American Telephone and Telegraph Company, par value	900 00
Two shares of Western Union Telegraph, par value	200 00

Three shares of Boston & Maine Railroad, par value	$300 00
One share of West End Street Railway	50 00
Two shares of New York, New Haven & Hartford Railroad	200 00
Three shares of Old South Building Association, par value	300 00
Cash on hand	8,075 50
	$254,725 50

RECEIPTS.		PAYMENTS.	
Interest and income earned	$9,528 55	Investments purchased,	$10,145 83
Annual ball	14,489 69	Benefits	24,028 75
Donations	405 00	Professional services	1,584 65
Legacy	1,556 74	Auditing	50 00
Checks returned	735 00	Treasurer's bond	62 50
Bonds matured	16,000 00		
Cash, February 1, 1915,	1,232 25		
	$43,947 23		$43,947 23

	Cash.	Securities.	Total.
February 1, 1915	$1,232 25	$242,600 00	$243,832 25
January 31, 1916	8,075 50	246,650 00	254,725 50

President, JOHN GRADY,
Fire Commissioner.

A. F. MITCHELL, *Treasurer.*
JOHN F. HARDY, *Secretary.*