

19647

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OF THE  
CITY OF BOSTON,  
FOR THE YEAR 1868.

VOL. I.

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## FIRE DEPARTMENT.

[Ord. Jan. 31, 1868.]

### *Chief Engineer.*

John S. Damrell, 60 Temple Street. Salary, \$2,000, and the use of a horse and vehicle.

### *Assistant Engineers. Salary, \$450.*

John S. Jacobs,	5 Snowhill Place,	Dist. No. 8.
John W. Regan,	56 South Street,	" No. 6.
David Chamberlin,	7 Tyler Street,	" No. 2.
Zenas E. Smith,	601 Tremont Street,	" No. 3.
George Brown,	Silver, near D. Street,	" No. 5.
Joseph Dunbar,	83 Princeton Street,	" No. 1.
William A. Green,	5 Alden Street,	" No. 4.
Elijah B. Hine,	30 Grove Street,	" No. 7.
Phineas D. Allen,	28 Magazine Street,	" No. 10.
James Munroe,	9 Regent Street,	" No. 9.
John Culligan,	43 Shawmut Avenue,	" No. 11.
Rufus B. Farrar,	W. Cedar, cor. Cambridge St.,	" No. 12.

Henry W. Longley, *Secretary*, 61 Clarendon Street. Salary, \$1,000.

[Nominated by Board of Engineers, and chosen by concurrent vote.]

#### STEAM FIRE ENGINES.

No. 1. Broadway, near Dorchester Street, South Boston. Built by Boston Locomotive Works. Weight, 9,900 lbs. Cost, \$2,500.

No. 2. Fourth, near K Street, South Boston. Built by the Amoskeag Manufacturing Company, Manchester, N. H. Weight, 6,500 lbs. Cost, 2,750.

No. 3. Washington, near Dover Street. Built by Amoskeag Manufacturing Company, Manchester, N. H. Weight, 7,030 lbs. Cost, \$4,250.

No. 4. Court Street. Built by Amoskeag Manufacturing Company, Manchester, N. H. Weight 7,100 lbs. Cost, \$4,250.

No. 5. Marion Street, East Boston. Built by Amoskeag Manufacturing Company, Manchester, N. H. Weight 7,000 lbs. Cost, \$4,250.

No. 6. Wall Street. Built by Amoskeag Manufacturing Company, Manchester, N. H. Weight, 10,045 lbs. Cost, \$3,500.

No. 7. Purchase Street. Built by Amoskeag Manufacturing Company, Manchester, N. H. Weight. 9,760 lbs. Cost, \$3,000.

No. 8. North Bennet Street. Built by Amoskeag Manufacturing Company, Manchester, N. H. Weight, 9,978 lbs. Cost, \$3,000.

No. 9. Paris Street, East Boston. Built by Amoskeag Manufacturing Company, Manchester, N. H. Weight, 9,740 lbs. Cost, \$3,000.

No. 10. River, foot of Mount Vernon Street. Built by Amoskeag Manufacturing Company, Manchester, N. H. The weight of this engine, without any of its supplies, is 4,200 lbs.

With everything ready to run out for service, including a supply of fuel and of water in the boiler, its weight is about 5,000 lbs. Cost, \$2,750.

No. 11. Sumner Street, East Boston. Built by Amoskeag Manufacturing Company, Manchester, N. H. Weight, 5,500 lbs. Cost, \$4,000.

No. 12. Corner Warren and Dudley Streets, Southen District. Built by S. Button, Waterford, N. Y. Weight, 7,190 lbs. Cost, \$3,500.

No. 13. Cabot Street, South District. Built by Campbell & Whittier. Weight, 7,500 lbs. Cost, \$3,500.

No. 14. Center Street, South District. Built by J. M. Stone, Weight, 7,742 lbs. Cost, \$3,500.

The weight, as given above, is as the engines are drawn to fires, including hose carriages, and three members of the Company permanently employed.

#### HOOK AND LADDER COMPANIES.

No. 1. Friend Street. John S. Stevens, Cotting Street, *Foreman*.

No. 2. Paris Street, East Boston. Charles Simmons, 13 Liverpool Street, *Foreman*.

No. 3. Harrison Avenue. James F. Marston, 34 Shawmut Avenue, *Foreman*.

No. 4. Eustis Street, South District. William Farry, 31 Adams Street, *Foreman*.

#### HORSE HOSE COMPANIES.

Hose No. 1. Salem Street. Benj. C. Brownell, *Foreman*.

" 2. Hudson Street. Thomas Merritt, "

" 3. Fruit Street. Geo. W. Clark, "

" 4. Northampton Street. Geo. L. Pike, "

Hose No. 5.	Shawmut Avenue.	Wm. Lovell, <i>Foreman</i> .
" 6.	Meridian Street.	Joseph Barnes, "
" 7.	Cabot Street, So. Dis.	Thos. A. Scott, "
" 8.	Warren Street.	Charles H. Prince, "
" 9.	B St. S. Boston.	Thomas C. Byrnes, "
" 10.	Washington Village.	Joseph Frye, "

There are attached to the Department 14 enginemen of Steam Engines, at \$3.00 per day; 14 firemen, at \$80 per month; 28 drivers of apparatus, at \$75 per month; 262 officers, axe and rakemen, hosemen, members, etc., at \$200 per annum; 28 foremen, at \$2.25 per annum.

#### FIRE ALARM TELEGRAPH.

[Ord. p. 225.]

*Office, City Hall.*

*Superintendent*, John F. Kennard. Salary, \$2,000 per annum.

[Chosen by concurrent vote.] He has also the care and charge of all the public Bells and Clocks.

*Operators*, Charles A. Stearns, James N. George, Cyrus A. George, Granville S. Mendell, \$4 per day. .

*Repairers*, George S. Thom, Adam McAfee, Uzziel Putnam, \$4 per day. Charles M. Chaplin, General Assistant, \$2 per day.

A constant watch is kept at the office, City Hall, night and day, by the operators. Each operator serves two alternate terms, of three hours each, as principal, and the same as assistant operator; so that twelve hours' service at the office, out of every twenty-four, is required from each operator. No operator is permitted to sleep during his watch, unless expressly relieved by some one else, and by consent of the Superintendent.

Each operator is accountable to the Superintendent for any mistakes that may occur at the office during his hours of duty.

An accurate account is kept of the time of giving each alarm, and of the station from which it originates, and all other necessary information.

Alarms are transmitted to the Central Office, from the Signal Stations or Boxes, by turning a crank in the Box. The police officers, and one other person resident near each station, have keys to the Boxes.

The ringing of the bells and the tapping of the Boxes, *each* denotes the number of the Station from which the alarm originated: thus, — one blow, a pause, three blows, another pause, and two blows (1 — 3 — 2) indicates that the alarm came from Box. No. 132.

Alarms are usually given in less than a minute from the time the crank is turned in any Box.

#### DIRECTIONS TO THOSE WHO HOLD SIGNAL KEYS.

1. If a fire is discovered in your vicinity, go to the nearest Box.
2. Turn the crank *twenty-five times*, slowly and steadily. Wait at the Box, and direct the firemen to the fire.
3. If you hear no reply at the Box, or on the bells, turn again. If still no reply, go to another Box.
4. The Police, upon hearing the bells, will spring their rattles and call the number of the station.

#### CAUTIONS.

1. Be sure your Box is locked before leaving it.
2. Never open the Box, except in cases of fire.
3. Never let the key go out of your possession, unless called for by the Superintendent.

There are 73 Signal Stations distributed and located in accordance with the following plan :

## LIST OF NUMBERS AND LOCALITIES OF THE BOXES.

2. Corner Charter Street and Phipps Place.
3. Corner Hull and Snowhill Streets.
4. Causeway Street (Boston and Maine Freight Depot).
5. Corner Causeway and Lowell Streets.
6. Corner Leverett and Vernon Streets.
7. Corner Poplar and Spring Streets.
8. Merrimac House, Merrimac Street.
9. Constitution Wharf.
12. Corner Cooper and Endicott Streets.
13. Corner Hanover and Richmond Streets.
14. Corner Commercial Street and Eastern Avenue.
15. Corner of Commercial and Richmond Streets.
16. East end of Faneuil Hall.
17. Corner Hanover and Marshall Streets.
18. Brattle Square Church.
19. Haymarket Square (Boston and Maine Depot).
21. Corner Sudbury and Hawkins Streets.
23. Corner Cambridge and Bowdoin Streets.
24. North Russell Street (Church).
25. Fruit Street (Hose House No. 3).
26. Corner Cambridge and West Cedar Streets.
27. River Street (Steamer House No. 10).
28. Corner Beacon and Spruce Streets.
31. Corner Beacon and Beaver Streets.
32. Corner Pinckney and Anderson Streets.
34. Corner Hancock and Myrtle Streets.
35. Beacon Street, opposite Somerset.
36. Court Square (Police Station No. 2).
37. Corner India Street and Central Wharf.
41. Corner Washington and Milk Streets.
42. Corner Winter Street and Central Place.
43. Corner Washington and Bedford Streets.

45. Federal Street, opposite Channing.
46. Corner Milk and Oliver Streets.
47. Corner Broad Street and Rowe's Wharf.
51. Purchase Street (Steamer House No. 7).
52. Corner Bedford and Lincoln Streets.
53. Corner Washington and Boylston Streets.
54. Corner Beach and Hudson Streets.
56. Corner Kneeland and South Streets (O. C. Depot).
57. Hudson Street (Hose House No. 2).
61. Warren Street (Hose House No. 8).
62. Pleasant Street (Providence Depot).
63. Berkeley Street near Commonwealth Avenue.
64. Indiana Place (Church).
65. Corner Harrison Avenue and Seneca Street.
67. Corner Washington and Common Streets.
68. Corner Harrison Avenue and Wareham Street.
71. Corner Tremont and Berkeley Streets.
72. Washington Street (Steamer House No. 3).
73. Corner Shawmut Avenue and Waltham Street.
74. Dedham Street (Police Station No. 5).
75. Shawmut Avenue (Hose House No 5).
76. Corner Tremont and Rutland Streets.
82. Corner Washington and Northampton Streets.
83. Corner Tremont and Camden Streets.
84. Post Office (Roxbury).

## SOUTH BOSTON.

121. Corner A and First Streets.
123. Corner Broadway and Federal Street.
124. Broadway, near C. Street (Police Station No. 6).
125. Norway Iron Works, Federal Street.
126. Corner Second and E. Streets.
127. Corner Goddard and E Streets.



- 128. Washington Village (Hose House No. 10).
- 129. Corner Sixth and B Streets.
- 131. Corner G. and Eighth Streets.
- 132. Broadway (Steamer House No. 1).
- 134. Corner Fifth and I Streets (in J. B. Stearns' house).
- 135. Corner Eighth and K Streets.
- 136. Corner First and K Streets.
- 137. Fourth St. between K and L (Steamer House No. 2).
- 138. House of Correction (Gate).
- 145. Corner P and Fourth Streets.

## EAST BOSTON.

- 152. Corner Sumner and Lamson Streets.
- 153. Corner Webster and Orleans Streets.
- 154. Corner Maverick and Meridian Streets.
- 156. Corner Sumner and Border Streets.
- 157. Corner Border and Maverick Streets.
- 162. Corner Bennington Street and Central Square.
- 163. Corner Chelsea and Marion Streets.
- 165. Corner Marion and Trenton Streets.
- 174. Corner Brooks and Saratoga Streets.
- 175. Corner Chelsea and Saratoga Streets.

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THE MERIDIAN. BELLS. — Forty-five bells, at their various locations on churches and school-houses, and in engine-houses and police stations, are struck from the Fire-alarm Office *precisely* at noon every day. Care is taken to secure the utmost accuracy in the time, for which purpose a chronometer is used, and compared with the time of Cambridge Observatory as often as necessary.