

C.R. 4237.
JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.
Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Sept. 20th, 1897. 189

Hon. William L. Strong,
Mayor-

Sir:

In conformity with your request I have the honor to submit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 18th inst:

The fire extinguishing force of the Department now consists of
1151 officers and men,

86 companies, of which 64 are Engine and 22 Hook and
Ladder Companies, in
14 Battalions.

465 horses are now in the Department.

73 fires occurred during the week.

274 companies were called to respond to these fires.

55 telegraphic alarms were received.

20 verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and
penalties for the week-----\$599

Inspections and surveys made for the week----- 83

Headquarters
FIRE DEPARTMENT.
New York,

Hon. William J. Spencer,
189

Sir:

RECEIVED

Sept. 30th, 1897.

Incendiarism - Two of the fires which occurred during the past week - those at Nos. 205 and 254 West 115th Street- were of incendiary origin, being set simultaneously in letter boxes in the vestibules of the buildings. The Fire Marshal has caused the arrest of one Robert Klune on the charge of having set these fires, whose examination before a City Magistrate has been set down for to-day. The man has been long under suspicion.

Trials- Four trials of members of the uniformed force were had on Wednesday last, for violations of the rules and regulations, resulting in fines aggregating four days' pay in three of the cases, and a reprimand in the fourth.

There were no changes in the personnel of the Department during the period covered by this report.

Very respectfully,

James R. Sheffield
President.

JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.
Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Sept. 27th, 1897/89

Hon. Wm. L. Strong,
Mayor.

Sir:

In conformity with your request I have the honor to submit herewith a statement, showing, in brief, the operations of this Department for the week ending at noon on Saturday the 25th inst:

The fire extinguishing force of the Department now consists of
1150 officers and men,

86 Companies, of which 64 are Engine and 22 Hook and
Ladder Companies., in
14 Battalions.

465 horses are now in the Department.

72 fires occurred during the week.

269 Companies were called to respond to these fires.

59 Telegraphic alarms were received.

21 Verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and
penalties for the week-----\$698.00.

Inspections and surveys made for the week----- 94.

Incendiarism- One John Ralston was arrested by the Police on a
charge of having set fire to an outhouse on North Terrace
and Spuyten Duyvil Parkway, on the 23rd inst. The case

is set down for examination on Monday, the 27th inst., in the 6th District Court.

Trial- Three trials of members of the uniformed force were had on Wednesday, the 22d inst., for violations of the rules and regulations, resulting in fines aggregating nine days pay.

One fireman whose trial on charges was set down for the 22d inst., failing to respond, and having been absent without leave for more than five days, was dropped from the rolls, under the provisions of Section 436 of the Consolidation Act of 1882.

The resignation of a plumber, to take effect from the 21st inst., was accepted.

There were no other changes in the personnel of the Department during the week covered by this report.

Very respectfully,

James R. Sheffield
President.

JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.
Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, 2d Sept., 1897. *189*

C O P Y .

To

Hon. Seth Sprague Terry
and Hon. Rodney S. Dennis,
Commissioners of Accounts.

Gentlemen:

I respectfully request you to inform me whether as a result of your investigation of this Department you discovered that exorbitant prices had been paid by this Department to the Standard Underground Cable Company for underground cables and work thereon between the years 1889 and 1895, and further whether as a result of your investigation you discovered that prices from fifty to two hundred per cent. in excess of market prices had been paid to certain dealers for supplies for the Bureau of Fire Alarm Telegraph and Electrical Appliances particularly between April 27th, 1892 and April 7th, 1896. If such facts were discovered I respectfully ask to be informed whether they have been reported to His Honor, the Mayor.

This information requested in order that this Board may take appropriate action in the premises, in accordance with the facts brought to its notice by the testimony given in the trial of J. Elliot Smith, Superintendent of Fire Alarm Telegraph and Electrical Appliances.

Very respectfully, O. H. LaGrange,
Acting President.

"A"

Headquarters

FIRE DEPARTMENT.

New York, 27th Sep^r 1897

O. H. K. K. K.

Comr

Acting President

To Comr^s of Accounts

Copied

(copy)

Office of the
Commissioners of Accounts,
Stewart Building,

Seth Sprague Terry,
Rodney S. Dennis,
Commissioners.

280 Broadway,

New York, September 9, 1897.

Hon. O. H. La Grange,
Acting President Board of Fire Commissioners,
New York City.

Dear Sir:-

Your favor of the 7th inst. received and contents noted.
In reply I would say that I regret that I am unable to give you the
information which you desire, but must respectfully refer you to the
Mayor. I have no doubt that if you explain the purposes for which the
Board of Fire Commissioners desire this information that the matter will
receive his attention.

Yours very truly,

(signed) Rodney S. Dennis,
Commissioner

- "B" -

Rodney S. Heineke
Comm^r of Accounts
to

O. H. Kalrange
Acting President
Board of Fire Commissioners

JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.

Commissioners.

*Headquarters
Fire Department,
157 & 159 East 67th Street,*

New York, Sept. 27th, 1897/1898

Hon. Wm. L. Strong,
City Hall.

Dear Mr. Mayor:

On the 7th inst., as Acting President of this Board (in the absence of President Sheffield on his vacation) I sent to the Commissioners of Accounts a communication, a copy of which is herewith enclosed, marked "A".

On my return from my vacation I find the answer of Commissioner Dennis, of which a copy is herewith enclosed, marked "B".

My object in seeking the information mentioned in my letter to the Commissioner of Accounts was, in case the facts stated in my letter regarding purchases of cables and supplies for the Bureau of Fire Alarm Telegraph under former administrations and the payment of exorbitant or fraudulent prices therefor, had either not been discovered by the Commissioners of Accounts or had not been reported to your Honor, that I might move this Board to submit copies of evidence relating to such purchases and prices to your Honor, and also to the Comptroller and the District Attorney for appropriate action.

I have waited many months since these matters came to my knowledge, relying on the Commissioners of Accounts to report to you the results of their investigations here, but I am unwilling, out of courtesy to another Branch of your administration, to delay longer the performance of what I consider a public duty, unless you already have the information to which I have referred. I therefore beg your

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Honor to advise me in this matter,

and remain, with great respect,

J. H. Lang
Comdr

JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.

Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, _____ *189* _____

Headquarters

FIRE DEPARTMENT.

New York, 27th Sep^r 1897

O. H. LaGrange
Com^r

To Hon^{ble} W^m L. Strong
Mayor
(Two enclosures)

JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.
Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, October 4, 1897/89

Hon. Wm. L. Strong,

Mayor:

Sir:

In conformity with your request I have the honor to submit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 2d inst.

The fire extinguishing force of the Department now consists of
1150 officers and men,

86 Companies, of which 64 are Engine and 22 Hook &
Ladder Companies, in

14 Battalions.

465 horses are now in the Department.

93 fires occurred during the week.

298 Companies were called to respond to these fires.

66 Telegraphic alarms were received.

33 Verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and
penalties for the week-----\$768.00.

Inspections and surveys made for the week----- 77.

Incendiarism- Robert L. Klune, arrested for setting fire to
letter boxes, was indicted on the 30th ult.

John Rolleston, arrested for barn burning, was
indicted on the 1st inst.

Bernard Blumenthal, arrested on Sept. 28th for
setting fire to his store, No. 435 East 82d St.,
was indicted on the 1st inst.

Trials- Four trials of members of the uniformed force, for violations of the rules and regulations, were had on Wednesday, the 29th of Sept. In three of the cases fines aggregating seven days pay were imposed. In the fourth case the charge, which was made by a citizen, was dismissed, there being no proof to support it.

There were no changes in the personnel of the Department during the week covered by this report.

Very respectfully,

James R. Sheppard
President.

JAMES R. SHEFFIELD,
O. H. LA GRANGE
THOMAS STURGIS.

Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, October 6th, 1897 189

Hon. William L. Strong,
City Hall, New York-

My dear Col. Strong:

I take pleasure in informing you that, at a meeting of the Board of Fire Commissioners held this morning, I reported in favor of naming the new fire boat the "William L. Strong," and that the Board unanimously adopted the report. The boat will not be completed for some time, and I will let you know, in advance, of the christening.

Very sincerely yours,

James R. Sheffield

Hon. WILLIAM T. SPRONG,

Headquarters
FIRE DEPARTMENT
New York,

THOMAS ST. CLAIR,
OF THE GRAVE
JAMES R. SULLIVAN

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New York, October 6th, 1881.
The Department
Headquarters

JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.

Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Oct. 11th, 1897. *189*

Hon. Wm. L. Strong,
Mayor.

Sir:

In conformity with your request I have the honor to submit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 9th inst:

The fire extinguishing force of the Department now consists of 1149 officers and men.

86 Companies, of which 64 are Engine and 22 Hook & Ladder Companies, in
14 Battalions.

467 horses are now in the Department.

104 fires occurred during the week.

355 Companies were called to respond to these fires.

78 Telegraphic alarms were received.

27 Verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and penalties for the week-----\$995.00.

Inspections and surveys made for the week-----154.

Trials- Five trials of members of the uniformed force, for violations of the rules and regulations, were had on Wednesday, the 6th inst, resulting in the imposition of fines aggregating sixteen days' pay.

One fireman of the 1st grade, was retired from further service in the Department, on account of physical disability.

There were no other changes in the personnel of the Department during the week covered by this report.

Very respectfully,

James R. Sheffield
President.

JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.

Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Oct. 18th, 1897. 189

Hon. Wm. L. Strong,
Mayor.

Sir:

In conformity with your request I have the honor to submit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 16th inst:

The fire extinguishing force of the Department now consists of
1149 officers and men.

86 Companies, of which 64 are Engine and 22 Hook &
Ladder Companies, in
14 Battalions.

452 horses are now in the Department.

72 fires occurred during the week.

247 Companies were called to respond to these fires.

57 Telegraphic alarms were received.

17 Verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and
penalties for the week,-----\$1,304.35

Inspections and surveys made for the week,-----136.

No trials were had, and there were no changes in the personnel
of the Department during the week covered by this report.

Very respectfully,

James R. Sheffield
President.

Office of the
Commissioners of Accounts,

ROOMS 114 AND 115,

Stewart Building,
250 Broadway

SETH SPRAGUE TERRY,
RODNEY S. DENNIS,
Commissioners.

New York, October 20, 1897.

Hon. William L. Strong,

Mayor.

Sir:-

Pursuant to your request we have made an examination as to the prices paid for supplies purchased under the direction of J. Elliot Smith for the Electrical Bureau of the Fire Department of this City during the period from January 1, 1893, to April 7, 1896. The total of such purchases during that period amounted to \$54,628.80. In order to ascertain whether the prices paid were reasonable we obtained bids upon as many of the articles as possible from reputable dealers in similar goods. For the purposes of obtaining such bids in many cases we were able to submit some of the identical goods purchased by Mr. Smith. A comparison of the prices paid by the Department for such goods with the lowest prices obtained by us is shown upon the table hereto annexed marked "A". In other cases we were unable to obtain any of the identical articles purchased by Mr. Smith, but the description of such articles contained in the vouchers was sufficient to enable persons to bid thereon. The comparison of prices upon such articles is shown in the table hereto annexed marked "B". The prices of some of the articles set forth in such tables have fluctuated from time to time. In all such cases the lowest market prices as contained in price lists published at the time of the purchase of such articles were taken and bids were not obtained. Upon the articles purchased by Mr. Smith which are not shown in either of the tables submitted no comparison can be made, as the articles themselves cannot be found and the descriptions of them contained in the vouchers are so indefinite as not to afford any basis for the obtaining of bids.

Respectfully submitted,

Seth Sprague Terry
Rodney S. Dennis
Commissioners.

Oct 20

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JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.
Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Oct. 25th, 1897, 189

Hon. Wm. L. Strong,

Mayor:

Sir:

In conformity with your request, I have the honor to submit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 23rd inst.

The fire extinguishing force of the Department now consists of 1149 officers and men.

86 Companies, of which 64 are Engine and 22 Hook & Ladder Companies, in 14 Battalions.

452 horses are now in the Department.

79 fires occurred during the week.

417 Companies were called to respond to these fires.

90 Telegraphic alarms were received.

30 Verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and penalties for the week,-----\$842.00.

Inspections and surveys made for the week,-----98.

TRIALS: Six trials of members of the Uniformed Force, for violations of the Rules and Regulations were had, resulting in the imposition of fines aggregating six days' pay, in three of the cases, a reprimand in each of two cases, and a suspension of sentence in the

other case.

John Rolleston, previously indicted for barn-burning, was acquitted on the 18th inst.

The losses in three or four of the fires which occurred during the week were quite heavy, notably so in the case of that which occurred on Hudson Street on the 17th inst. In a fire at No. 773 Broadway, on the 23rd inst., two lives were lost.

There were no changes in the personnel of the Department during the week covered by this report, except the appointment of one Machinist's Apprentice.

Very respectfully,

James R. Sheffield
President.

JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.

Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Nov. 1, 1897. *189*

Hon. Wm. L. Strong,
Mayor.

Sir:

In conformity with your request, I have the honor to transmit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 30th ult.

The fire extinguishing force of the Department now consists of

1148 Officers and men,

86 Companies, of which 64 are Engine and 22 Hook & Ladder Companies, in

14 Battalions.

460 horses are now in the Department.

93 Fires occurred during the week.

330 Companies were called to respond to these fires.

67 Telegraphic alarms were received.

24 Verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and penalties for the week,-----\$755.00.

Inspections and surveys made for the week,----- 81.

TRIALS: Three trials of members of the Uniformed Force, for violations of the Rules and Regulations were had, resulting in the imposition of fines aggregating thirty-four days' pay.

The trial of Geo. W. Holt, Fire Adjuster, is in progress, and will probably be concluded to-day.

There were no changes in the personnel of the Department during the week covered by this report, except the resignation of one Plumber.

Very respectfully,

James H. Sheppard
President.

(COPY):

H. de B. PARSONS, M. E.,
CONSULTING ENGINEER.

22 William Street,
New York, November 1st, '97.

Hon. James Sheffield,
President, New York Fire Department,
New York, N.Y.-

Dear Sir:

In compliance with your request received over the telephone,
it is my opinion that a set of flags for the new fire boat "William L.
Strong" should consist of the following:

American Flag-----12-0 x 7-6;
American Flag (Storm)----- 8-0 x 4-6;
United States Jack-----6-0 x 4-6;
State Flag-----8-0 x 4-6;
City Flag-----8-0 x 4-6;
Fire Department-----4-0 x 8-6;
Burgee (With name)-----15-0 x 7-6 x 3-9.

This set of flags would cost probably between \$50.00 and \$60.00,
the large cost being due to the State Flag and the City Flag being hand-
painted in oil. The time required would probably be one week after the
receipt of the order.

I enclose a card from Rehm & Company, who do most of the work for
the large yacht clubs and is a concern which I believe stands A-No. 1.

(Signed)

Yours very truly,
H. de B. PARSONS.

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Strong" should con

it is my opinion

In com

Dear Sir:

President

Hon. James Shafter

JAMES R. SHEFFIELD.
O. H. LA GRANGE.
THOMAS STURGIS.

Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, November 4th, 1897.

Hon. William L. Strong,

Mayor, City Hall, N. Y.-

My dear Col. Strong:

Enclosed I send you herewith a copy of a letter just received from Mr. H. de B. Parsons, the Marine Engineer who is in charge of the new fire-boat "William L. Strong." I had asked him to give me the number and kind of flags that were necessary to equip the new boat, and this letter is his answer. Please do not feel that your offer to give flags to the boat compels you to furnish this complete set, unless you so desire.

The exact date of the launching has not been positively determined, though it is thought to be some day next week or the week following.

Very sincerely yours,

James R. Sheffield

Headquarters

FIRE DEPARTMENT

New York,

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HON. WILLIAM T. BROWN,

MAYOR, CITY HALL, N. Y.

November 24th, 189.

JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.
Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Nov, 8th, 1897.

Hon. Wm. L. Strong,
Mayor.

Sir:

In conformity with your request I have the honor to transmit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 6th inst.

The fire extinguishing force of the Department now consists of
1146 Officers and men.

86 Companies, of which 64 are Engine and 22 Hook &
Ladder Companies, in
14 Battalions.

460 horses are now in the Department.

82 fires occurred during the week.

287 Companies were called to respond to these fires.

59 Telegraphic Alarms were received,

21 Verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and
penalties for the week,-----\$736.00.

Inspections and surveys made for the week-----45.

TRIALS: Three trials of members of the uniformed force, for
violations of the Rules and Regulations were had, resulting in the

imposition of fines aggregating seven days' pay.

The trial of Geo. W. Holt, Fire Adjuster, resulted in a disagreement of the jury.

The changes in the personnel of the Department during the week covered by this report are as follows: one Foreman and One Engineer retired from all service; one Acting Engineer died; one Groundman and one Machinist appointed.

Very respectfully,

James R. Sheffield
President.

JAMES R. SHEFFIELD.

O. H. LA GRANGE

THOMAS STURGIS.

Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Nov. 15th, 1897

Hon. Wm. L. Strong,

Mayor:

Sir:

In conformity with your request, I have the honor to transmit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 13th inst:

The fire extinguishing force of the Department now consists of 1146 officers and men.

86 Companies, of which 64 are Engine and 22 Hook & Ladder Companies, in

14 Battalions.

464 horses are now in the Department.

67 fires occurred during the week.

232 Companies were called to respond to these fires.

65 telegraphic alarms were received.

22 verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and penalties for the week,-----\$1,379.00.

Inspections and surveys made for the week.

TRIALS: Six trials of members of the uniformed force, for violations of the Rules and Regulations were had, resulting in the imposition of fines aggregating forty-two days' pay.

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There were no changes in the personnel of the Department during the week covered by this report, except the resignation of one laborer.

Very respectfully,

James R. Sheffield
President.

C. R. 4237.
JAMES R. SHEFFIELD.
O. H. LA GRANGE.
THOMAS STURGIS.
Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Nov. 22, 1897. 189

Hon. Wm. L. Strong,
Mayor.

Sir:

In conformity with your request I have the honor to transmit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 20th inst:

The fire extinguishing force of the Department now consists of
1145 officers and men
86 Companies, of which 64 are Engine and 22 Hook &
Ladder Companies, in
14 Battalions.
464 horses are now in the Department.
90 fires occurred during the week.
335 Companies were called to respond to these fires.
70 telegraphic alarms were received.
23 verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and
penalties for the week,-----\$1,061.00
Inspections and surveys made for the week-----123.

TRIALS: Three trials of members of the uniformed force, for violations of the Rules and Regulations, were had, resulting, in one case, in dismissal from the Department, a fine of two days' pay in

another, and a finding of guilty, with suspension of sentence, in the third.

INCENDIARISM: On the 19th inst., John Keyser, who is suspected of being mentally weak, was indicted for setting fire to a barn in the upper part of the city.

There were no changes in the personnel of the Department during the week covered by this report, except the appointment of an Auditor.

Very respectfully,

James R. Sheffield
President.

JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.

Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Nov. 29th, 1897. 189

Hon. Wm. L. Strong,
Mayor.

Sir:

In conformity with your request, I have the honor to transmit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 27th inst.:

The fire extinguishing force of the Department now consists of
1145 officers and men,

86 Companies, of which 64 are Engine and 22 Hook & Ladder Companies, in

14 Battalions.

471 horses are now in the Department.

87 fires occurred during the week.

300 Companies were called to respond to these fires.

61 Telegraphic alarms were received.

30 Verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and penalties for the week,-----\$794.00.

Inspections and surveys made for the week,-----81.

TRIALS: Two trials of members of the uniformed force for violations of the Rules and Regulations were had, resulting in the imposition of fines aggregating three days' pay.

JAMES R. SHEFFIELD.
O. H. LA GRANGE.
THOMAS STURGIS.
Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Dec. 6th, 1897. 189

Hon. Wm. L. Strong,
Mayor.

Sir:

In conformity with your request, I have the honor to transmit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 4th inst:

The fire extinguishing force of the Department now consists of

1144 officers and men,

86 Companies, of which 64 are Engine and 22 Hook &

Ladder Companies, in

14 Battalions.

471 horses are now in the Department.

80 fires occurred during the week.

297 Companies were called to respond to these fires.

66 Telegraphic alarms were received.

21 Verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and

penalties for the week,-----\$925.00.

Inspections and surveys made for the week,-----82.

There were no trials of members of the uniformed force, and no changes in the personnel of the Department during the week covered by this report.

Very respectfully,

A. H. Sulz
Acting President.

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There were no changes in the personnel of the Department during the week covered by this report.

Very respectfully,

James R. Sheffield
President.

JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.
Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Dec. 13th, 1897. 189

Hon. Wm. L. Strong,
Mayor.

Sir:

In conformity with your request I have the honor to transmit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 11th inst.:

The fire extinguishing force of the Department now consists of

1143 officers and men,

86 Companies, of which 64 are Engine and 22 Hook & Ladder Companies, in

14 Battalions.

471 horses are now in the Department.

78 fires occurred during the week.

325 Companies were called to respond to these fires.

69 Telegraphic alarms were received.

18 Verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and penalties for the week,-----\$1122.00.

Inspections and surveys made for the week-----111.

Two or three of the fires which occurred during the week have resulted in losses which exceed the average, while in one, at No. 148 Duane St., they will probably reach \$50,000.

TRIALS:

Eleven trials of members of the uniformed force for violations of the Rules and Regulations were had, resulting in the imposition of fines aggregating twenty-eight days' pay.

There were no changes in the personnel of the Department during the week covered by this report, except the appointment of one climber.

Very respectfully,

James B. Sheppard
President.

JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.
Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, Dec. 20th, 1897. 189

Hon. Wm. L. Strong,
Mayor.

Sir:

In conformity with your request I have the honor to transmit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 18th inst.:

The fire extinguishing force of the Department now consists of

1142 officers and men,

86 Companies, of which 64 are Engine and 22 Hook & Ladder Companies, in

14 Battalions .

471 horses are now in the Department.

87 fires occurred during the week.

324 Companies were called to respond to these fires.

68 Telegraphic Alarms were received.

21 Verbal alarms were received.

Receipts, Bureau of Combustibles, for licenses, permits and penalties for the week,-----\$748.00.

Inspections and surveys made for the week-----84.

One of the fires occurring during the week was caused by the malicious mischief of some unknown person. The damage, however, was slight. In another case the fire was of suspicious origin, and

the matter is being investigated.

TRIALS: There were four trials of members of the uniformed force for violations of the Rules and Regulations, resulting in fines aggregating five days' pay.

There were no changes in the personnel of the Department during the week covered by this report, except the appointment of one Instrument Maker.

Very respectfully,

James R. Sheffield
President.

REPORT
to the
BOARD OF FIRE COMMISSIONERS OF THE CITY OF NEW YORK
UPON A PROPOSED SEA WATER FIRE PIPE LINE.

by
F O S T E R C R O W E L L ,
Consulting Civil Engineer,
December 20, 1897.

(COPY).

FOSTER CROWELL,
Consulting Engineer,
18 Broadway, New York City.

Hon. James R. Sheffield,
President, Board of Fire Commissioners,
New York City.

Dear Sir:-

I submit herewith my report of the investigations which I have made, at the request of your Board, in various cities, in regard to the use and structure of pipe lines for furnishing an auxiliary water supply for fire protection by means of the pumps of the fire boats.

Such pipe lines are already in use in Cleveland, Milwaukee, Detroit and Buffalo, and are now being introduced in Boston. They form distinct underground systems and are primarily for the purpose of utilizing the available power of the fire boats in extinguishing fires at points too remote from the water fronts to be advantageously reached by lines of hose. In company with Chief Bonner, and in the cases of Boston and Cleveland also with yourself, I visited in turn all the cities named, and secured through the kindness and courtesy of the city officials the very full information and data concerning the character, dimensions, efficiency and cost of the pipe lines upon which this report is based. At Cleveland, Milwaukee, Detroit, and Buffalo, actual tests were made to exhibit to us the practical working of the system and at Boston, where the laying of the pipe was not completed, full opportunities were afforded to examine the details of the work. I desire to take this occasion to express my sense of obligation to all the officials whom we met for their valuable aid and cordial reception.

THE EXPERIENCE IN CLEVELAND, O.

Fire pipe lines were first introduced in Cleveland, in 1888; in that year an ordinary 6-inch cast-iron pipe was laid from the river bank to the top of the adjoining bluff, a distance of seven or eight hundred feet only and without any idea of extending the system. But

its advantages became so marked that in 1891 extensions were begun and have continued until at the present time there are four lines in service, comprising a total length of one and one-half miles; the longest distance covered by one line being about 2,400 feet. There are provisions for further extensions. Eight inch pipes were used on all the newer work but the original six inch pipes are still in service and as a necessary consequence large friction losses occur, but notwithstanding that drawback the advantages obtained are very great. The test that we saw made was on that part of the system; it was as follows: Three lines of 3 1/2 inch hose from the Fire Boat "Clevelander" were connected to the 6-inch fire pipe, which contained no water at the time, and at a hydrant 1,800 feet distant connection was established between the pipe line and a "water tower" apparatus, which latter was extended to a height of 65 feet; the elevation of the hydrant above the level of the river is 80 feet, making the total height to the nozzle, 145 feet. The fire boat possesses four pumps, with a combined capacity of 6,000 gallons per minute all of which were used. After the pumps were started 55 seconds were consumed in filling the pipe; 2 two inch fire streams were thrown from the water tower with 140 pounds steam pressure and 260 pounds water pressure in pumps; the gauge at the water tower indicating a pressure of 65 pounds. A second test was made with two lines of hose from the hydrant throwing one 2-inch stream and one 1 3/4 inch stream. Communication is had with the fire boat by means of overhead telegraph wires. There are two fire boats in constant service.

EXPERIENCE AT MILWAUKEE.

Milwaukee introduced its first fire pipe line in 1889. It now has some 24 separate lines with a total length of about seven miles. The first installations were with 6-inch pipe, but this has since been re-laid with 8-inch and 10-inch. The present rule is to proportion each line to its special service, 10-inch being the maximum. Many of the lines are planned for future extension and it may be said that this sys-

tem is destined to be the chief dependence of the city.

On account of the low temperature at the time of our visit it was not deemed desirable to exhibit the working of the system in the heart of the city but a very satisfactory test was made on a line 3,000 feet long consisting of 10-inch and 8-inch pipe, in the south end, from which two powerful streams, one 2 inches and one 1 1/2 inches, were thrown. We were shown photographs of other tests; one being on a 10-inch line 2,158 feet long where a 2 1/2 inch stream was thrown over the statue of Liberty on the Court House, the height of which is 198 feet above the hydrant and 255 1/2 ^{feet} above the river level; in another, 6 1/2 ¹-inch streams were thrown over buildings 150 feet high. There are three fire boats in service, the capacity of each being 6,000 gallons.

EXPERIENCE IN DETROIT.

Detroit had fourteen completed fire pipe lines 8-inch and 10-inch with an aggregate length of nearly five miles, most of which are ^an parallel streets running at right angles to the Detroit river; at present they are served by one fire boat the "Detroiter" with a capacity of 6,000 gallons per minute when working at maximum pressure, but it is now proposed to connect the nine principal lines by means of a 12-inch main parallel and near to the river connected with a permanent pumping station of 5,000 gallons capacity operated with steam from the public electric lighting plant; this will relieve the fire boat and practically double the pipe line efficiency as well as saving time in getting the fire streams started. It is intended to run fully equipped hose companies in connection with the pump service and as soon as they can connect the hose to a pipe line hydrant they can begin playing on the fire. This can be done at any point along the pipe lines and as many streams as are needed can be used. The importance of the saving of the first few minutes at the breaking out of a fire thus accomplished need not be enlarged upon.

The working of the present Detroit system was demonstrated to us by a very satisfactory series of tests on the Shelby Street line,

which consists of an 8-inch steel pipe 2,250 feet long. The "Detrouiter" was connected with the main by five lines of 3 1/2 inch hose.

The first test was made opposite the new Post Office near the corner of Shelby & Lafayette Streets with two 1 3/4 inch streams; the water pressure at pump was 200 lbs. and back of the nozzles 90.

The second test was made with three lines of 3 1/2 inch hose from the hydrant "siamesed" into one 1 3/4 inch nozzle. This made a magnificent and very powerful stream, the gauge back of the point of junction indicating 180 lbs.

The third test, a 2-inch nozzle was substituted the gauge pressure being 180 lbs. as before.

In the fourth test a 2 1/4-inch nozzle was used with a gauge pressure of 150 lbs., and the fifth a 2 1/2-inch nozzle with pressure of 143 lbs.

A record of previous tests made on another of the Detroit lines 4,600 feet in length is as follows:

(a). Three 1 1/2-inch streams through one hundred feet of 3-inch hose each were thrown a distance of 225 feet;

(b). Two 1 3/4-inch streams through same length of 3-inch hose were thrown 250 feet;

(c). Two 2-inch streams same hose, were thrown 325 feet.

The Detroit pipe lines and their appurtenances have been designed with great care and skill; the Shelby Street line is typical and may be advantageously describe here in detail. Steel pipe, such as used by the Standard Oil Company in pumping oil to the sea board, was selected; it is eight inches in diameter; 28 lbs. to the foot lap welded with screw couplings. It is dipped in asphaltum and tested to 1,000 lbs. It is laid on a straight grade, the rise being but 19 feet in 2,000 feet, the result being shown in its very high efficiency as indicated by the low friction losses mentioned in the account of the tests. The slope is toward the river, and is just enough to permit the draining of the pipe by gravity as soon as the pressure is removed. The hydrants have a 6-

inch stand pipe with two 3-inch (hose) and one 4-inch (steamer) outlet. Brick manholes are built opposite each hydrant and a wire is run alongside the pipe to establish telephone connection between each hydrant and the boat. In the manholes at the ends of the pipes are relief valves to guard against excessive pressure, with proper sewer connections to carry off any escaping water from the relief valves. There is a blow off manhole at the lowest point of the pipe also connected with the sewer and by means of a 4-inch gate valve the pipe can be emptied into the sewer. At the end of each line there is an automatic air escape valve and there is a gate in the manhole at each hydrant by which the latter can be cut out.

EXPERIENCE AT BUFFALO.

Buffalo has only recently introduced the fire pipe system and only one line has been constructed; but that one is notable for its greater length, longer diameter and completer equipment, than any other now in service. This line extends along Washington Street, one block from Main Street, from the river to Chippewa Street a distance of 6,200 feet (1 1/5 miles), its highest point being about 50 feet above the river level; it is of wrought iron, 12 inches in diameter weighing 50 lbs. per foot, with screw joints; the pipe sections are tested to 1,000 lbs. per square inch and the line, after laying, to 300 lbs. per square inch. There are 26 special hydrants, each with 4 - 3 1/2-inch openings; the hydrant branches and standing pipes are 8-inches. Opposite each hydrant is a manhole with a cover in two parts, a central one of small diameter through which the turnkey of the valves can be operated and an annular one of larger diameter, which need only be removed when it is necessary to enter the manholes; the valves are three-way so constructed that either any hydrant can be cut out and the line left open, or the line can be shut off at that point. Every hydrant has an automatic air-escape. In the practical working of this line it is proposed to

allow it to remain full of water during eight months of the year; adequate drainage into the sewers is provided by means of two-way valves. Connection with the fire boat is made by means of two short branches which unite a short distance up the line; each branch terminates in a cylindrical chamber, with seven openings for 3 1/2-inch hose; a special coupling which can be instantaneously made or broken by a quarter turn of a spanner without the use of a screw thread is used. There are two fire boats of a combined capacity of 10,000 gallons per minute. With both working together the entirely empty line can be filled ready for fire streams in 3 minutes and 40 seconds. A most satisfactory test of this line was made for our benefit at the corner of Washington Street and Broadway, 6,000, feet ^{distant} from the river, with one fire boat. It is proposed to put in a main along the water front and to adhere in all extensions to the diameter already adopted, viz., 12 inches.

Electric communication with the fire boat is provided close by to each hydrant by means of an independent signal box on an iron pillar, connecting with double wiring laid in a 2-inch iron pipe in the pipe line trench, leading to the river, where a tube leads to the apparatus in the engine room of the boat. By means of a key and bell at each end constant reciprocal communications can be maintained between the two ends.

The Buffalo officials compute that their pipe line, complete with all the appurtenances as above described, has cost about \$3.50 per linear foot, or about \$22,000 for the line.

THE SEA WATER FIRE PIPE LINE AT BOSTON.

The lines heretofore described all being for fresh water service fail to furnish one important element of information needed for New York's guidance, namely, the effect of salt water upon the structures. Boston is now introducing a salt water line which is an instructive example but as it is not yet in service no experience in this respect has been gained, on this particular point. Observation in other fields,

however, as to the effect of salt water upon metals is not lacking and in the light of experience with cast iron water pipe that has for many years conveyed a fresh water supply under salt water, that material has been adopted for the fire pipe, with solid composition metal valves, gates and fittings, with pure rubber inner joints; the diameter of the pipe is 12 inches and the metal is one inch thick; the bells and spigots are extra heavy and cast with two caulking jogs as an additional precaution against leakage. 40 lbs. of lead are used for each joint; the pipe is coated at the foundry inside and out with what is known as the "standard" coating. The line is tested for 400 lbs. per square inch.

I visited the part of the line that was under construction at the time of our visit and examined all the details, including the hydrants, gates and valves. The line is about 3,900 feet long, with both ends at the water side; starting at the Congress Street bridge over Fort Point channel it extends up Congress Street about 2,300 feet through Post Office square to Exchange Place where it makes a right angle turn and goes through Exchange Place and Central Street to the harbor at Central Wharf. About midway on each leg cross-connections are laid for proposed future extensions, and a third branch is at Milk Street. The additional length of the proposed extensions being about two miles, with one or more additional water side connections.

Each end of the present line is to have two fire boat connections so that both boats, each with 3,000 gallon capacity per minute, can connect at either end or one at each end as may be most convenient or expedient. Each connection has six 3 1/2 inch butts. There are eleven post hydrants on the line, each having three ³ inch outlets with independent valves; each hydrant may be gated off from the line; there is a check valve for each and an air-escape valve about 450 feet away. By means of a tank on the roof of the Post Office building which is supplied from the fresh water system, the hydrants can be flushed out whenever the pipe line pressure is taken off; but it is not intended to flush the pipe itself under ordinary circumstances; being below tide level it nor-

mally will remain filled with salt water continuously.

In the pipe trench, above the pipe, is a 4-inch duct through which the electric system communicates between the fire boats and each hydrant, the signal box being contained in a small compartment designed to receive it at the back of the hydrant casing. All the gates and mechanism of the hydrants are of composition metal. Where cross-connections occur special strength in the joints is secured by means of straps and tie rods.

The officials estimate that the 4,000 feet under construction will cost at the rate of \$6.00 per foot including all material, fillings and labor, or \$24,000.

A RECOMMENDATIONS AS TO FIRE PIPE LINE FOR NEW YORK CITY.

In view of the uniformly satisfactory experience and demonstrations of efficiency in these various cities where the system is applied under such a wide range of conditions as to cover almost any that could occur anywhere, the usefulness and substantial value of a fire pipe system as an auxiliary fire protection for New York would seem to require no argument. But it may be appropriate nevertheless to mention briefly some of the more important considerations involved.

FIRST: On economical grounds alone the use of the enormous available power of the City fire boats at fires occurring beyond their limited hose radius would be found to amply justify the expense of installation of the pipe lines.

SECONDLY: The greater size and power of fire streams from this source enable the pipe line to do far more effective work on a fire than is possible with streams from engines. Much of the water of small streams is evaporated in fierce fires as it passes through the flames, and may even in certain situations serve to increase the heat; but a large stream may have sufficient body and momentum to reach the very heart of the fire.

THIRDLY: The opportunity afforded for a roof pipe service which is beyond the reach of the Croton supply; also the ability it will afford if properly designed to reach the top story of the tallest buildings.

FOURTHLY: The saving of time, in many cases, in getting the first streams on a fire.

FIFTHLY: The ability to concentrate practically unlimited quantities of water ^{at} any point on the pipe line, either in connection with the Croton supply or alone.

SIXTHLY: The means it will afford of flushing sewers and streets at little or no apparent cost.

R E C O M M E N D A T I O N S:

It may be said comprehensively that there are no unsolved engineering problems involved in the introduction of the system in New York but the study of the local questions which should determine the extent and character of the first experiment should be very complete in order that it may serve as a useful part of future extension of the system if found desirable.

Careful consideration in planning a system also must be given to the possibility, indeed the probability, of the future establishment of permanent pumping stations, as at Detroit, to supplement the fire boats or displace them altogether from certain localities.

My recommendations must therefore be tentative in regard to the location and scope of the experiment although unqualified as to the desirability of carrying ^{it} out on a broad scale.

The first important question to be determined is the size of the pipe for that affects not only the practical and economical working

of the line but also the extent of the part of the system dependent upon any one pumping station; it is a natural law that the larger the diameter of the pipe the less will be the friction losses and as this is a vital question it would be desirable to have the pipe as large as possible, consistent with strength and economy, provided that it could be kept constantly filled so that no time should be lost in filling it for a fire; but for obvious reasons it is preferable to drain the pipe in freezing weather and therefore the time required to fill it should not be so great as to be a cause of delay after the arrival of the firemen and the extension of the hose; the length of the main also enters in.

From careful consideration of the experiences gained on this point in the other cities, and calculations based upon the greater capacity of the New York fire boats, I should recommend,

1st. That 14 inches be adopted as the inner diameter of main pipe lines, 12 inches for street branches and 8 inches for hydrant branches, with gates at all intersections for the purpose of restricting the length of pipe to be filled to the necessities of each case.

2d. That an experimental 14 inch pipe be laid in some convenient locality adjacent to the "dry goods district", say from the foot of Franklin Street North River; through Franklin Street to Broadway with an intersecting 14 inch line on Church Street from Worth Street to Canal Street and a 12 inch branch on Worth Street from Church Street to Broadway; these pipes forming part of a future system to be extended, if found desirable, by means of 12 inch pipes south on Church Street to Grand Street and Broadway with east and west branches on intermediate Streets.

3d. That a fixed stand pipe be provided at a convenient street intersection so designed as not to occupy any of the roadway, to connect the pipe line with a roof service.

4th. That the river end of the pipe be provided with suitable connections for two fire boats.

5th. That the line be provided with the best and most approved hydrants, gates, valves and other appurtenances, built of com-

position metal; that it be drained into the sewers at the crossings of West Broadway and West Streets. Also that it be furnished with the Buffalo type of electro communication with duplex wiring between each hydrant and the fire boats.

6th. That a positively controlled communication be made between the Croton water mains and the hydrants so that whenever necessary the latter can be flushed out with fresh water.

7th. All pipe to be of lap welded tubes capable of withstanding a water pressure of 1,000 lbs. per square inch and coated by the Sabin japanning process before cutting the threads for screw joints; the sleeves also to be japanned; all joints and the completed line to sustain a water pressure of 400 lbs. per square inch without leakage.

8th. The pipe lines should be laid as near the street surface as practicable, consistent with the avoidance of vertical bends on account of other pipes on sewers.

The above specifications are general; before preparing definite plans careful detailed surveys and explorations of the streets to be occupied will be necessary.

PROBABLE COST.

I have estimated the cost of the proposed installation on Franklin Street to Broadway, on Church Street to Canal Street and to Worth Street, and on Worth Street from Church Street to Broadway, based on the experience in building the lines in Buffalo and Boston, and taking into consideration also the probable greater difficulties of construction to be encountered in New York Streets, as follows:

PROVISIONAL ESTIMATE.

For fire pipe line, complete ready for service, including mains, hydrants, telegraph and all other equipments, excluding proposed stand pipe and roof system.

- (a). For a 14 inch line on Franklin Street
from North River to Broadway,
2,800 linear feet at \$6.....\$16,800.
- (b). For a 14 inch line on Church Street,
from Canal Street to Worth Street
1,500 linear feet at \$6..... 9,000.
- (c). For a 12 inch line on Worth Street,
Church Street to Broadway,
500 linear feet at \$5..... 2,500.
- Engineering and contingencies,..... 1,700.
- \$30,000.

ESTIMATED CAPACITY OF THE PROPOSED SERVICE.

From the data at hand and in the absence of direct tests, I have computed that the fire boat "New Yorker" working only one of its two boilers and half its pumps can deliver 5,000 gallons per minute at the end of the pipe at Broadway while maintaining a constant hydrant pressure of 90 pounds for the fire streams; this should furnish 8 effective fire streams through 1 3/4 inch nozzles or 12 streams through 1 1/2 inch nozzles; this delivery could, of course, be increased by working the "New Yorker" to its full capacity or by using two boats.

TIME REQUIRED TO FILL THE PIPE.

With the line gated to close the Church Street branch, it would require 3 1/2 minutes for the "New Yorker" working at half its capacity to fill the Franklin Street pipe to Broadway; with the gates adjusted for Worth Street about 1 minute longer would be required; if both lines were open at one and the same time, but the Church Street line to Canal

Street closed, about 5 1/4 minutes would be required; and if the entire system was open 7 minutes would be required; the time being reckoned of course from the starting of the pumps at full pressure.

The above figures I regard as conservative and easily attainable in regular operation; but they are predicated upon a very high standard of perfection in the construction of the line and all its appurtenances.

Respectfully submitted,

(COPY)

(Signed) FOSTER CROWELL,

Consulting Engineer.

18 Broadway, New York,

December 20, 1897.

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HEADQUARTERS
FIRE DEPARTMENT
BUREAU CHIEF OF DEPARTMENT

New York, December 22nd, 1897.

Hon. James R. Sheffield,
President.

Dear Sir:--

I have the honor to submit the following report of an inspection made of the underground pipe system, used in conjunction with the Fire Boat service, and at present used by the cities of Cleveland, Milwaukee, Detroit, and Buffalo, and laid in the city of Boston, but not as yet accepted, together with an opinion on the utility of this system for the city of New York, and such recommendations as are deemed necessary for the betterment of the department, with the view of preventing conflagrations in the future, in this City.

Mr. Foster Crowell, Consulting Engineer, will furnish you with all the data of cost, etc. which he is fully competent to handle.

I find that the city of Boston has recently laid about 4000 feet of extra heavy 12 inch cast iron pipe, and laid with great care and at considerable expense, with an approved fire hydrant attached, about 200 feet apart, with two 3 1/2 inch discharges, with a separate valve for each discharge. A separate tube is laid near the pipe line, for the use of electrical conductor, to be used in communicating between the boat and at any part of the line where used, and will be used as a dry system during the winter season, and at all other times it will be charged with fresh water and which will be maintained in its position by the use of check valves at either end. It has not been put in practical operation as yet, but they expect to have it in use within a short time. It is laid with the intention of extending the system throughout the entire district, where the fire risk is considered the greatest, in the near future.

The City of Cleveland has several of its important streets equipped with cast iron pipes, lines varying in size from 8 to 10 inches, and connected to improved hydrants with separate valves for each discharge; also separate tubes for the use of an electrical conductor, connecting the boat with the pipe. At a test given on land, two elegant streams, with 1 3/4 and

2 inch nozzles were thrown a long distance and forcing over a bluff having an elevation of about 100 feet--It was also connected to stand pipe and deck pipe on water tower and did excellent work with one boat to work on pipe line.

Chicago has no pipe line laid as yet, but has a large appropriation to expend on laying this system at an early date.

Milwaukee has about 7 1/2 miles of cast iron pipe laid, varying in size from 6 to 8 to 10 inches and runs through the important sections of the City, branching off to points of danger. The hydrants are of the improved pattern with cut-offs from main, and separate tube for electric conductor, and is the dry system, drainage by gravity to sewer. At a test given two lines with 2 inch and 1 3/4 inch nozzles were taken from the same hydrant and thrown to a great distance. This is the most extensive of any line yet seen or in use in any city yet visited. It has been used most successfully on more than one occasion and was mainly instrumental in preventing the extension of fires, during the occurrence of several large fires which recently have visited the city. The system is so highly appreciated by the authorities that it is proposed to extend it yearly until the system is laid throughout the district where great fires are likely to occur, and I fully believe that this method is the only safe one that would tend to prevent the extension of conflagrations in the future.

Detroit has about five miles laid of wrought iron pipe with sleeve screw joints, tested to 1000 pounds to the square inch, varying in size from 8 to 10 inches, is the dry system, and supplied with air valves and cut-offs at various points on the line, elevation about 50 feet, with improved pattern of hydrant, separate tube for electric conductors. At a test witnessed from one hydrant--two streams with 2 inch and 1 3/4 inch nozzles were thrown a great distance. They were then Siamesed, with two & a half inch nozzle and thrown to a height of about 150 feet, with only one boat working on the line. This is the best stream that I have ever seen and was forced from a distance of a mile and a quarter; a more powerful and greater stream could not be obtained by the concentration of a half dozen of our heaviest land engines. It is expected to extend this line yearly and mainly to the commercial and other sections where most required, and also on the river fronts. It is also now under consideration to place a permanent pumping plant, located on the river front, so that if necessary the boat could be relieved and allowed to perform duty elsewhere.

Buffalo has about 6200 feet of wrought iron pipe laid, sleeve screw joint, tested to 1000 pounds, with the dry system, drainage by gravity to sewer; elevation through the centre of the city, about 50 feet at the highest point, air valves and cut-offs at various points on the line, with the most improved hydrant, four way, 3 1/2 inch discharge, with separate tube for electric conductor connecting to post, adjoining the hydrant on sidewalk. The exhibition of two streams at the end of line with two inch and 1 3/4 inch nozzle was excellent, when the great distance from the boat is considered, and the amount of power utilized in forcing a distance of nearly a mile and a quarter. When siamesed to a 2 1/2 inch nozzle the stream was thrown to a great height and distance, and is one of the most powerful streams that I have ever witnessed, and far greater than could possibly be obtained from the power of our largest engines when concentrated at any given point, and would certainly hold in check, if not entirely subdue, a fire of more than ordinary magnitude, and the result of this was entirely due to the operation of one boat, which was on duty forcing water through the line.

The line in the City of Buffalo is probably the best of its kind laid up to date. Together with Boston they have had the experience of many other cities, and have used it to good advantage, by cutting out defects, and adding improvements, which when laid with the improved hydrants, cut-offs, and valves, gives these cities the most superior system of any yet in use. It is the intention of the authorities to extend this system through out their commercial centres and to all danger points on the water fronts, where this system is so much needed to enable the Department to successfully compete with fires when they occur among their immense grain elevators.

After a careful study of the underground pipe system as now used by the above cities, there can be no question as to its practical utility, and the most economical auxiliary plant that any city could apply to its protection against fires. The streams of water that those pipe lines can deliver is far greater in power than could possibly be obtained from a number of our largest calibre engines on land, and with a number of such lines well located on the front of a fire, as well as on the rear, I think it would be safe to say that no fire could possibly extend beyond the effective points of those streams, and those cities have certainly taken advantage of a system that will prevent great conflagrations in the future, as well as utilizing a power in the fire boats, that is usually lying idle during the

progress of great fires in the hearts of their cities.

The system is so highly appreciated by the authorities of every city that have it in use, that they propose to continue adding to it yearly, until the entire danger section of their cities, shall be entirely encircled by the pipe line system, and in some instances this system will be operated by a permanent pumping plant located near the river front, which would operate in conjunction with the fire boat or relieve the boat at any time when called elsewhere.

The defective points in the system as now operated lies in the fact, that as laid out they have omitted to protect the roofs and rears of buildings, either of which position during the progress of fires is just as important as the street in front of the fire. Great fires extend by the roof, and strip roofs of buildings hundreds of feet ahead from the seat of the fire, and generally follows the currents and direction of the wind, in carrying on its attack. With this pipe line extended to the roof and continuing in a circuit around each block, with discharge gates for hose connections at about every 200 feet apart, or less, and the main pipe to roof connected to the underground system, or to an auxilliary pump located in the vicinity, would render ample protection for the roofs and rears of buildings from the same system, and that, without any delay in hauling great quantities of hose to the roof, which in the absence of this system, must be done, if it is desired to protect the roofs at any time during the progress of a fire.

This is the only point of demerit that I have noticed in the pipe line system as examined, and I think its continuance to the roof would be but a trifling additional expense and would protect that part of a building which is so easily stripped and fired during the progress of great fires.

I find that there is no city of all those that I have visited that is better adapted for the use of the underground pipe system than that of our own city, owing to its peculiar geographical lines. There are but a few points where the total length would exceed much greater than a mile and a half in length, and surrounded with an abundant supply of water and with a pumping capacity in power of about 23,500 gallons per minute, that is rarely, if ever used, for fires in our commercial centre, there is no possible reason why this system should not be utilized to a greater advantage in our city than at any of the cities now having such a system in use.

We must realize the fact that the capacity of land engines to force water to great heights has been reached. When greater power is required to force water to meet conflagrations, and to great heights, it must be obtained from other sources than the steam fire engine now in use; there is no system that I could sooner recommend, and with less hesitation, than the one that is now so successfully in use in the cities of Cleveland, Milwaukee, Detroit and Buffalo.

It must also be considered that we have high buildings in this city that are entirely beyond the ability of the machinery of the Fire Department to force water to the upper stories. It should also be considered that the tall buildings of the present day, as well as the mercantile buildings are of greater heights and cover larger areas than ever before attained, and that when fires occur, if not promptly checked, will entail great loss, and if the Department is not competent to manage and surround those structures with great quantities of water, there is a possibility that such fires will extend and terminate in great conflagrations. This source of danger **can** be obviated by adding an auxilliary plant for the use of the Department in the form of the underground pipe line, connected to a roof line system, as well as an aerial line which should connect to each of our tall buildings, and be fed from the underground system, also from our city mains, with the aid of an auxilliary pump, electric or steam, located at different points in the city. By the use of the auxilliary pumps water could then be forced to the topmost story of any building, no matter how high, as well as to the circuit on the roof line and would render positive protection against any extensive fire which might possibly occur in any section of the city where used.

The system I would therefore recommend, and which I submit without the slightest hesitation as being the most reliable and the best adapted for the use of this City, consists as follows: To lay large mains from the East and North Rivers to the line of Broadway, as well as a line from the Battery running parallel with Broadway, with cut-offs at different points, to encircle every danger point, including the dry goods, and commercial districts, high buildings, Department stores, and factory districts, and the entire water fronts on the East & North Rivers, and to connect the roof line with the underground system, and the aerial line for the use of the high buildings to the city mains, as well as to the underground system, with auxilliary pumps, electric or steam, to be utilized for the use of the aerial

pipe line, and the whole system to be so arranged that connections could be made to our city water works at any time, if necessary.

Respectfully submitted,

Hugh Bonner,

Chief of Department.

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JAMES R. SHEFFIELD.
O. H. LA GRANGE
THOMAS STURGIS.
Commissioners.

Headquarters
Fire Department,
157 & 159 East 67th Street,

New York, December 23d, 1897.

Hon. William L. Strong,
City Hall, N.Y.-

Dear Sir:

I have the honor to transmit herewith ^{Copies of} the reports of Chief Bonner and Mr. Foster Crowell upon a proposed sea water fire pipe line, and making certain recommendations with reference to the adoption of such a system by the city of New York.

In sending these reports I desire to add my hearty commendation of the recommendations therein contained, and to state that from such personal observation as I was able to make in the cities of Boston and Cleveland, I have no doubt of its practical utility for fire service in the city of New York.

There is little need for me to enlarge upon the details of the plan, for they have been most ably set forth in the reports which I enclose. I wish, however, to call your particular attention to the statements of Chief Bonner regarding the efficiency of this auxiliary system in arresting great conflagrations, as well as its general utility for ordinary fire service, and also to the statements of Mr. Crowell regarding the very small cost of introducing, experimentally, the system in a small section of the dry goods district. I believe that New York should avail itself of the enormous natural advantages afforded by the East and North Rivers for furnishing an unlimited supply of water, and

I trust that the time is not distant when this proposed system will be made use of for the better protection of our city.

May I ask that you will lay this letter and the accompanying reports before the Board of Estimate and Apportionment, in order that the recommendations may have a permanent place in the official records of the city.

Very respectfully yours,

James R. Sheffield

President.

I trust that the
made use of for

23

JAMES R. SHEFFIELD.
O. H. LA GRANGE.
THOMAS STURGIS.
Commissioners.

Headquarters
Fire Department,

157 & 159 East 67th Street,

New York, Dec. 27th, 1897/89

Hon. Wm. L. Strong,
Mayor.

Sir:

In conformity with your request, I have the honor to transmit herewith a statement showing, in brief, the operations of this Department for the week ending at noon on Saturday, the 25th inst:

The fire extinguishing force of the Department now consists of
1140 officers and men,

86 Companies, of which 64 are Engine and 22 Hook &
Ladder Companies, in
14 Battalions.

471 horses are now in the Department.

104 fires occurred during the week.

380 Companies were called to respond to these fires.

76 telegraphic alarms were received.

32 verbal alarms were received.

Receipts, Bureau of Combustibles, for licences, permits and
penalties for the week,-----\$590

Inspections and surveys made for the week,-----79.

TRIALS: Four trials of members of the uniformed force for
violations of the Rules and Regulations were had, resulting in the
imposition of fines aggregating 30 days' pay.

-2-

There were no changes in the personnel of the Department during the week covered by this report, except the appointment of an Assistant Storekeeper.

Very respectfully,

James R. Sheppard
President.

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PROPOSED INCREASE OF SALARIES.

RESOLVED

That the salaries of the following named employees of this Department be, and the same hereby are, increased from and after this date as follows:

	Carl Jussen, Secretary,	from \$4,000 to \$4,500 per annum.	500
	Louis O. Winkelbach, B'kpr	1,200 to 1,500	" " 300
	Wm. W. Graham, Clerk,	2,000 to 2,400	" " 400
C.S.	David Graham,	1,500 to 1,750	" "
	D. F. Verdenal, Conf. Clerk	1,500 to 1,750	" "
P.S.	Wm. P. Allen, clk Chf's Dept.	2,000 to 2,250	" "
	Joseph McGrade	1,200 to 1,500	" "
	Saul J. Rosenthal, Stenographer	1,200 to 1,500	" "
	Michael H. Underwood	1,200 to 1,500	" "
	Fred'k Meyer, Jr. Supt. Stables	2,200 to 2,650	" "
	Ed. R. Teller, Deputy	1,600 to 1,800	" "

\$19,600 \$23,100
19,600

Total increase proposed.....\$ 3,500

Telegraph Bureau estimated,

Smith \$500, Henderson \$250, others

Say \$750, \$1,500.....\$ 1,500

\$ 5,000

Jewell, Sec'y Relief Fund..... 500 X 500

\$ 5,500

Balance this year - \$7,000

Less outlay for

this month,..... 460.

Balance..... \$6,540. (estimated.)

12/5500 (458)
48
70
60
100

57



#196 Waverly Place, New York.

Hon. William L. Strong,
City Hall, New York.

Dear Sir:-

In compliance with the request of your Mr. Burrows, I submit for your consideration a statement of facts relative to matters in the Repair Shop of the Fire Department, in order to enable you to form a correct opinion as to its present condition and future needs.

Captain Ryan, whose political affiliations are with Tammany, is in charge. I understand that he is a Machinist by trade. The Foreman, or Superintendent, of the shop is Mr. Lavine of San Francisco. He is sometimes drunk and sometimes sober, but drunk or sober he is wholly unfitted for the duties he is required to perform. He claims to be a carpenter by trade, but, having never built a wheeled vehicle of any kind, he is dependent upon the foremen upon the various floors, and such dependency and inefficiency has resulted in creating a sub-general foreman, a man by the name of Martin, formerly a cigarmaker, now foreman of the machine floor, who has been authorized to assume the authority and perform the duties of Mr. Lavine.

This Mr. Martin is a typical Tammanyite, - sagacious about those things of which he is totally ignorant, assertive of his authority, and is the butt for ridicule of the whole shop. He has kindly informed

me that the people have had all the "Reform" they want, and that your administration will be succeeded by a Tammany one; that "The City is rich," and that "We may as well have some of it as to have the big ones have it all."

I had inadvertently questioned the wisdom of some labor at which he was engaged, hence, this exhibition of Tammany logic and Tammany morals. I could not see why the taxpayers should pay a man a dollar or a dollar and a half for taking a broken axle from a light Battalion wagon, a smith and helper three or four dollars more for turning up the arm and fitting box and nut, two or three more for welding and setting axle, another dollar and a half for putting it in, or about four times the cost of a better axle.

The only reason I have heard for making the axles in the shop is uniformity. The reasons why the shop ought not to make its axles are several and weighty: First, because there is not a mechanic in the shop competent to make a good axle; second, because axles made in the shop cost about five times what better axles can be purchased for; third, because a first class case-hardened axle will outlast three sets of those axles made in the shop.

It is probably necessary to have some of the Engine axles made in the shop by reason of their peculiar construction, and for that work a first class axlemaker should be employed. Another point relative to axles - all the boxes on all the axles on the Battalion wagons, hose wagons and tenders and the Hook & Ladder trucks are made of "Composition," a metal composed chief-

3.

ly of zinc and copper usually in the proportion of 8 of the former to 1 of the latter. I inquired of the Foreman of the price paid, and he informed me that it was from twenty-five to thirty cents per pound. Upon expressing surprise that it should cost the City such an excessive price while I could get the same casting for seventeen cents per pound, he told me that he had found out that it was a good plan for a person employed in the shop to attend to his own business and let the people who were paid for doing it find out those things.

I venture the assertion that on the thousands of Express wagons used in this City not a single "Composition" or Brass axle-box can be found, and that not a single set of light axles can be purchased in this City of dealers which have not iron boxes. It does not require a mechanic to understand that a soft metal made of zinc and copper cannot compare for durability with Iron. Abrasion and compression are the distinctive forces which work in an axle-box. The difference in cost is about five or six to one between composition and iron and the durability nearly the same ratio.

If a pole to a fire apparatus breaks in use a man or beast is liable to injury. If you should have a competent wood-worker examining the many poles in use that have been made in the shop, you would discover that not one in twenty was made of good timber. All that I have made or seen made here have been of soft western ash that no reputable carriage or wagon maker in the City would think of using for such a purpose. It has

3.

these advantages, however, IT WORKS EASY, BREAKS EASY, AND MAKES WORK FOR THE MEN.

On the wood shop floor are six wheelwrights, five carpenters and one laborer. An ex-Tammany saloon-keeper is Foreman. He was formerly employed in the Fire Department fixing benches. He is neither fitted by knowledge or experience for the position. To illustrate his value to the Department will state that he put in two weeks time repairing the carriage used by Commissioner Sheffield. The repairs consisted of new reaches, shaft box, whiffle-tree bed piece and minor repairs to body. If you had had the same work done outside, you would have received an itemized bill therefor about as follows:-

1 bed piece.....	\$1.50
2 new reaches.....	2.50
1 whiffle-tree.....	1.50
1 shaft box.....	1.50
Repairing body.....	.75
Straightening bow iron.....	.25

\$8.00

The wheels he had me repair, and I took out some good rims and put in some poor ones. He received for his labor \$42. In justice to him will state that he spent a small portion of his time in directing others what to do. On the 1st of May he began to make a box to fasten under a hose-wagon to hold tools and a net, on the 9th of May he had the box ready for a coat of paint having had the assistance of a carpenter for two days. The labor of the box to that date had been \$27. On the 11th he had a carpenter put on hinges and fastenings and

4.

sent it down to be fastened to the body, when he discovered that in turning the forward wheels would strike it, consequently he is now engaged in reducing its size, what it will cost before he gets through I cannot say. Perhaps I ought to add that in laying out the box he had the benefit of the knowledge and experience of both Capt. Ryan and Foreman Lavine.

This Foreman, Mr. Schmidt, is an inoffensive person. If one of his Tammany workmen refuses to do any work that he directs them to do, a common occurrence, he immediately does it himself. Only last week one of them was rimming an Engine wheel improperly. Mr. Schmidt remonstrated with him and was given a verbal thrashing for his rashness and threatened with a discharge. Of course, as soon as a wheel is put into service it will come back to be done over by someone else. I have seen this same Tammanyite spend the entire day in putting in one spoke and one short fellowe in a wheel, and two and three-quarters of a day in putting in two spokes and two short fellowes in a wheel at a labor cost to the City of over \$8., when the same work, material included, would only have cost \$2. in an outside shop.

I have seen another Tammany man spend five days rimming four light wheels and putting in three spokes, at the cost to the City therefor was

Rimming four wheels, 5 days labor.....	\$15.
1 set rims, estimated.....	3.
3 spokes, estimated.....	30
Total cost repairing wheels in shop.....	\$18.30
Price of a new set of wheels.....	14...
Difference.....	4.30

5.

It is customary for these men to put in three days time rimming an Engine or a Hose-wagon wheel, labor cost \$9, 8 fellows at twenty cents each, \$1.60, multiplied by four, the number of wheels in a set, and we have a total cost of \$42.40 for rimming a set of wheels.

Two days and a half is the usual time spent in making a pole, labor cost \$7.50, this is a loss of a hundred per cent to the City.

There are eight men on the paint floor, four could do the work, and yet I am informed that these men have had their wages increased by the present Commissioners. This morning at a quarter of nine o'clock not one of them had touched a brush or done a particle of work. There is no system anywhere in the whole shop, and less in the office. There is a superfluity of bosses and a paucity of brains. There can be no change for the better until there is a change of authority. The system is wrong. Some of the poorest men in the shop are recent appointments. There are not ten men out of the seventy or more employed there who are in harmony with your administration. The shop is in charge of a man who owes his position to Tammany. Every man exercising any authority in the shop owes his position to Tammany, except Lavine, who is a nonentity, and is so regarded. Every one of these men would place obstacles in the way of any contemplated reform. The more its cost to the City, the better they like it, -any little scandal affecting your administration is profoundly satisfactory to them, and Lavine as a "Reformer" around the shop drunk is mightily amusing to them.

6.

To illustrate the attitude of Captain Ryan relative to expenditures, will state that some little time ago the carpenters were seeking an increase in salary from \$3. to \$3.50 per day, the man who was pushing the matter at headquarters was a man who didn't earn a dollar a day. I heard Captain Ryan tell this man that he (Ryan) was out for all he could get and was with him for the increase. He favored it and the President of the Board had promised it, and was to notify the men after the next meeting of the Board of the increase. I became so disgusted at the absurdity of the proposition that I lost a half a day, called on Commissioner Sheffield and requested him to defer action on it until he could have time to have a talk with me relative to the shop. I met Commissioner La Grange a few days afterwards and he inquired of me concerning the men, and I told him that it would be ridiculous to grant the increase. It would have involved an additional expenditure of \$1,700. per year on that floor alone, 7/11 of which would have been paid to enemies of your administration.

If there is any Department in the City that should purchase first class material, it is the Fire Department. All the work and material should be the best obtainable, but I have put in a good many spokes that were hardly good enough for firewood, and the same with rims. The Foreman informs me that they order the best.

I will allude to one other matter.

7.

The Department received from Messrs' Abbot, Downing & Co., this City, a few days ago, a new Battalion wagon, No. 14, the shop supplied the axles for it. I told Mr. Lavine that Abbot, Downing & Company could not have made a cheaper wagon. There was not a spot about the wagon where they could have saved any labor and expense, and he agreed with me, but said that they charged the highest kind of a price. I informed him that I would be pleased to make such a wagon for \$200., and I am satisfied that I can get the same job done for less than that sum. If you will follow up that wagon you will get an idea of the size and kind of official management of the entire Department.

I am somewhat averse to mixing in a matter that concerns those in authority and would not do so now were I not satisfied that the people are not getting the kind of reform they sought. Mr. Hass, Foreman of the Harness shop has told me and others that he has given out twice as much stock under the present regime as he did under Tammany, and related instances where Foremen of Companies had called for absurdly large quantities. When I told him that the object of that was to discredit your administration, he frankly conceded it. Just previous to the last election I saw a statement in the press relative to purchase of supplies by Commissioner Sheehan, and much ado was made over the excessive prices paid therefor. It is possible that someone might work the deadly ~~parallel~~ parallel against your administration

8.

in reference to the Fire Department. It is not for me to suggest remedies for any abuses that may exist, nor to volunteer advice. I have confidence in the official integrity of Commissioner Sheffield, but existing conditions admonish me that any criticism of present methods on my part will only serve to create personal antagonism.

Very truly yours,

(Signed.) W. H. MESICK.

90

SICK.

present method
• main object is to

Speech of Captain Thomas A. Speck, Aug 9, 1894, before the Mayor William C. Hoag on the measure to increase the salaries of the officers of the Fire Department City of N.Y.

Your Honor:--

I come before you to-day as a representative of the Officers of the Fire Department of the City of New York--the best Fire Department in the World--to try and say a few words that might induce you to give the measure at present under consideration, the sanction of your approval.

Opponents of the measure, if any exist-- may argue that I come here solely from interested motives, if they do, I will plead guilty and throw myself on your mercy, I am interested because, I am one of the officers who will benefit, I am interested because ¹⁹⁵all the officers of the department will benefit and I am interested because through the passage of this act the people of the City of New York will benefit in that the increased remuneration will spur the department on to greater efficiency and nobler effort.

Mr. Mayor: All the people of this great City are interested in this matter; they believe the laborer is worthy of his hire, and they feel that the officers of the Fire Department are entitled to the slight increase of salary provided for in this measure, and if the matter was submitted to a popular vote to-morrow, it would receive such a hearty indorsement as to leave no doubt in the minds of our citizens as to what your action on the measure would be.

It may be possible that a few persons who do not know your Honor's kindly interest in our department, and who know absolutely less of our department's history and progress, may think the task set for me is a hopeless one. We of the Fire Department do not think so, we have always understood, that it is only necessary to show you the justice of a claim to have you indorse it, and of the justice of this claim there can be no doubt.

The Fire Department is one of public department of our City whose officers and men are required to be on duty constantly, day and night. The officers of the service remain on duty continuously, six days out of seven, devoting themselves wholly and exclusively to the service, always subject to the call of the alarm, remote from their homes and kindred, with no opportunities to enjoy the comforts of home or the society of their families, except one day in the week, which is accorded them, for the purpose of rest, recreation and the transaction of business

The officers of the department in addition to the duty of preventing and distinguishing fire, are charged with the duty of seeing that the laws and ordinances relating to buildings, exposures, combustibles, fire escapes, scuttles, iron shutters, wall holes, hatchways, etc. are complied with. They are also required to make inspections of business buildings, factories, manufactories, mills, workshops, schools, Asylums, hospitals, institutions, theatres, halls, apartments, flat and tenement houses to see that the laws are carried out and that good and sufficient means of escape are provided and kept free from incumbrance, ready for immediate use in case of fire. A literal interpretation of the rules means that the officers of our department shall remain in their quarters constantly while on duty, except when responding to or working at fires or transacting public business.

The history of the Fire Department is a long history of progress and improvement, of continued effort to add the worth, efficiency and discipline of the service, which effort has by hard work, untrying energy, and unflinching bravery, been crowned with success, so that to-day we have a fine service, as near perfection as an organized body can be brought.

Some figures to show the progress of the department, may bet at this time be inappropriate.

Last year the department responded to 3963 alarms, the total loss was 3,519,801.00, the average loss was 888.16 per fire, and the cost of maintaining the service to the tax payers was 522.72 per fire.

In 1864, there was 370 fires, the total loss was \$2,935,054, the average loss was \$7,932.57 per fire, and the cost of maintainence in 1865 was \$759.50. The figures show that the average loss per fire was 7,044.41, less in 1895, than in 1865, further comment is unnecessary.

There is one thing in connection with the figures just read specioiely to--- In 1895, the average loss per fire for the first time in fifty years dropped below the \$1000 mark, when it fell to \$888.16 a decrease of \$170.71, less than the previous year. By a coincidence it was the first year of your administration and by another coincident it was the year you approved the bill in increasing the pay of the Firemen

and Engineers of our department.

In 1865 we had a total of 964 Officers and men and covered a territory of 12,097 acres, on which were 64000 buildings and a population of 770,000 persons.

To-day with a total of 1113 officers and men we cover an area of 38619 acres on which there are 120000 buildings and a population of 2,000,000 so that with an increase of 149 officers and men we cover an area three times greater than was covered in 1865, protect twice as many buildings and nearly three times as many people, and that such is the efficiency of the service that the average loss is reduced \$7,044.41 and the cost of the maintenance reduced to 236.48 per fire.

As to the accuracy of the figures, I need only say they have been compiled by me from the official reports of the department.

Regarding the hazardous nature of our calling, I feel it is unnecessary for me to speak at length. Ours is conceded to be the most hazardous occupation in the public service.

It is unnecessary to depict the scenes incident to the service ---the alarm---the ride through the streets at breakneck speed---the work at the fire---the fearful heat---the suffocating smoke--- the perils and dangers to life and limb.

It is unnecessary to recount the 2566 accidents to members of the department within the last 10 years or to tell of the men who were maimed and crippled for life in the discharge of duty.

It is unnecessary to allude to the large number of our men who died of pneumonia and lung trouble brought on and induced by hardships and exposure incident to the service.

Need I allude to the sad accident of last week, by which a brave man lost his life, while in the discharge of his duty, and through which the department sustains the loss of one of its bravest, and most proficient chief officer, while the widow and orphans mourn for him who left them but an hour before full of life, health and manly vigor and was brought back cold and dead.

Need I allude to the sad occurrence of Dec. 29th, 1894, when death in its most frightful form overtook the predecessor of the late Chief Shaw. (Chief John J. Bresnan), and Asst Foreman, John L. Rooney,

brave, fearless and capable officers, both of whom had deeds of heroism credited to them, that will live long in the history of the department.

Need I call your Honor's attention to the deaths *Godfrey, Reilly, Murphy, Dunn, McKee, Conlon and Walsh* all *from injuries received* ~~all killed~~ in the discharge of duty, within *the* few years.

Need I call your memory back to an exhibition drill of the department, less than a year ago, when you saw for yourself what hazards and danger firemen had to face.

It is necessary to speak of the rescue, from time to time, made by members of the service, in the face of danger, almost sufficient to appal the bravest and most courageous of men. Rescues, a recital of the circumstances surrounding which cause brave men to shudder, women to weep, and cool, sensible business men, like yourself to write commendatory letters to the heads of the department.

Rescues that cause the general public to sink down on their knees and thank God that in our City we have a service of men, who when great danger threatens, throw themselves into the breach, with no thought for personal safety, no thought of the fearful risks taken, actuated only by the best and noblest of motives--the desire to save life and succor suffering humanity.

Mr. Mayor: The history of our Fire Department teems with the accounts of rescued, made in the face of almost certain death.

It is not necessary, to speak of these matters, to show and have you understand the hazardous nature of our calling, and the duties falling on us, or our worthiness to receive this additional remuneration. No! You are the chief Executor of our City, a typical New York business man, active, alert and vigilant, a man of the people, having the best interests of the people at heart, fully informed on all matters pertaining to the public welfare, and filled only with a desire to do that which is right, just and proper. You know that the Firemen of New York City are the one class of public servants who live in the hearts of our citizens, you know that no place in the affections of the public has been won by merit and devotion and duty, and knowing all this we feel that you cannot consistently do aught but sign this measure.

At the outset of my address, I stated that we represented the best Fire Department in the World, let me read you a Newspaper clipping, that has a direct bearing on that statement. Chief Vardict of the Paris Fire Department, states; "We have visited New York, Boston, Montreal, Cleveland, Chicago, St. Louis, New Orleans, Cincinnati, Pittsburgh and Washington, we have been received everywhere with the greatest kindness and our trip has been a complete success. In every City that we visited a Fire alarm was sent in and a portion of the Department turned out and showed us their method of work. The New York Department is farther ahead of any other that we have seen in this country, both in equipment and discipline. Not I should name Boston, and although Montreal is not far behind. Chicago and San Francisco are also good but I do not see how the Chicago department could fight a fire in their numerous high building

That is a free, unbiased and unprejudiced statement, coming from a man, whose opinion should have great value for by reason of his experience, he knows what he is talking about.

I A man famous in his day had for his motto the words, "Be sure you're right, then go ahead," I feel that if you act up to the principle of that motto there will be no uncertainty as to the meaning of the words that will precede your signature on this measure. You will put the one word approved before the signature William L. Strong. Do this and thereby you will merit and receive the approval of all good citizens who have the welfare of New York City at heart.

Do this and when you go home this evening you can greet your wife and family with a smile and tell them that you performed a pleasant duty in doing a simply act of justice to the boys who protect us when fire rages.

Do this, and in the days to come, when in the sere and yellow leaf, when tired of fighting the battles of the world, when enjoying the comforts of a well earned rest, when nothing is left but contemplation and retrospect, you will be able to look back and say "Thank God I done my duty to the Fireman of New York/

A man with
experience, he knows what
from a man, whose opinion
that is a

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Chicago Department
for behind. Chicago
and discipline. Not
spared of any other
and showed us that in

BEFORE THE MAYOR.

In re An Act authorizing the Board of
Fire Commissioners of the City of New
York to inquire into the facts relating
to the claim to be placed on the Pen-
sion Roll of the Fire Department of the
City of New York of any officer who has
served as Chief of Battalion of the
uniformed force of said Department,
whose term of office, etc.

MEMORANDUM IN OPPOSITION TO SAID BILL,
by Noah H. Swayne 2nd, of Counsel for the Officers of the
Fire Department of New York.

1. THE PURPOSE OF SAID BILL.

The purpose of the bill is to allow the Com-
missioners of the Fire Department of New York City to place
on the pension rolls of the department those men who were
acting as battalion chiefs, then called District Engineers,
and who were legislated out of office, along with a large
number of officers and heads of bureaus by the adoption of
the Charter of this City; and which was Chapter 335 of the
Laws of 1873.

The Bill affects three men:- Benham, Brandon
and Sullivan.

Immediately after the passage of the Act, Sullivan was employed as a foreman of the telegraph bureau in the Fire Department; and after serving in that capacity for several years was appointed a foreman of the uniformed force, which position he now occupies. He is not a claimant for pension under this bill.

Pensions are allowed, under the rules of the Department, only to those men who have been disabled in the service or who have been retired from active duty after twenty years of service in the Department.

The Department was organized in 1865, and this Act was passed in 1873; so that Benham and Brandon were only engaged in the service for eight years. They were neither of them disabled in the service, nor had either of them grown old in the service.

Immediately after the passage of the Act, Benham was employed in the Fire Marshal's office for several years. He was then appointed Inspector in the United States Customs House, and served in that capacity for eight years. He has been lately Watchman on duty at the Post Office Building in this City.

Brandon, immediately after the passage of the Act was employed as a Surveyor in the Home Insurance Company, at a good salary, and still holds that position.

It will be seen therefore that neither of these men was incapacitated for remunerative employment, and that they have each been profitably employed during the twenty-four years which have elapsed since the Act in question. They are both of them now employed and in good health.

They are, therefore, neither of them entitled to receive the pensions which the City, in its gratitude, provides for those brave men who are incapacitated through injuries or through length of time spent in its service.

Mr. J. J. Sullivan, Member of Assembly, and sponsor of this Bill, is a relative of Brandon; and this fact alone would seem to be responsible for the Bill.

The income of the Pension Fund of the present City of New York is but very slightly larger than its disbursements; and if the proposed Charter goes into effect will be cut down, by a Section of that Charter which limits the amount to be received by this Pension Fund, from the Excise moneys, to \$150,000.

The Pension Fund of the Brooklyn Fire Department is small, and hardly self-sustaining, and has recently been cut down by an Act of the Legislature, which reduces the amount of the Foreign Insurance Tax, received by that Fund, from 100% to 45%.

The consolidation of the two funds, therefore, will not strengthen the New York fund, but will rather weaken it.

Under the new Charter, a large number of men now members of the Brooklyn and Long Island City departments will become members of the New York department at largely increased salaries, a large number of whom, after the expiration of three years, will be entitled to be retired, at will, at an annual pension of one half the amount of their salaries at that time, and the drain upon the New York pension fund will be largely increased.

To allow this Bill to become law would be to establish a bad precedent, and open the door to numbers of other bills of similar nature.

The argument against this Bill may be summed up as follows:

The beneficiaries under the Bill are not worthy to receive its benefits;

The fund which it seeks to draw on is barely sufficient for the legitimate demands of the present and of the immediate future;

The example set by the approval of this Bill would be pernicious.

On behalf of the present members of the Fire Department who have earned the right to share in this Fund, when their need comes, I would respectfully request your Honor to withhold your approval of this Bill.

Noah H. Swaine 2nd
Chairman of Officers, N.Y. Fire Dept.

BEFORE THE MAYOR.

A R G U M E N T
in opposition to Assembly Bill
1 5 7 2 .

91.

SWAYNE & SWAYNE,
Attorneys for *John F. D. N.Y.*
120 BROADWAY,
NEW YORK.

The 13th Battalion (complained of in the accompanying newspaper article) is composed of 8 Engine and 2 H. & L. Companies, as follows:

Eng. Co's.	Nos.	41, 45 & 60	with a total of 12 each
"	"	" 42 & 48	" " " " 9 "
"	Co. No.	46 & H. & L. Co.	19 with a total of 10 each
"	"	" 52 " " " "	" 17 " " " " 13 "
"	"	" 50	" " " " 15

making a total of 115 Officers & Men. Of this number, 2 officers and 2 Firemen are detailed from the battalion, and an average of about 12 each day are on leaves of absence. All other absences are for the purpose of obtaining meals.

Eng. Cos. Nos. 45, 50 & 52 are equipped with small H. & L. trucks, in addition to the Engines and Hose Tenders. H. & L. Co. 19 is equipped with a Hose Wagon, in addition to the H. & L. Truck.

Eng. Cos. Nos. 41, 42, 46, 48 and 60 are equipped with an Engine and a Hose Tender each, and H. & L. Co. No. 17 with a H. & L. Truck, in the same manner as companies in other sections of the City.

There is no truth in the statement that Eng. Cos. Nos. 42, 46 and 48, have H. & L. Trucks in addition to the Engines and Hose Tenders.

As to the statement that the officers are not familiar with the routes to the different boxes, or that they do not know where new hydrants are located, the commanding officers of the companies all forward reports on the first day of each month, showing the locations of all alarm boxes in their districts, and the keys for

the same. Also reports from time to time of all hydrants which are placed, and their locations. These reports are received at Headquarters and kept on file.

In comparison with the 13th Battalion, the 12th Battalion, which covers the territory from 59th Street, all west of 8th Avenue, to Spuyten Duyvil (the lower portion of which is very thickly populated) is composed of only 5 Engine Companies and 1 H. & L. Company with a total of 81 officers and Men. One of the Eng. Cos. (38) is equipped with a H. & L. Truck, in addition to the Engine & Hose Tender, and the H. & L. Company (22) is equipped with a chemical engine, in addition to the H. & L. Truck.

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with a chemical engine, in addition to the Engine & Hose Tender, and the H. & Eng. Cos. (38) is equipped with a H. & H. & L. Company with a total of 81 officers thickly populated) is composed of only 8th Avenue, to Spruften Drivall (the lower Battalion which covers the territory in comparison with the 13th

Headquarters
Fire Department,
Board of Commissioners,
157 & 159 East 67th Street,
New York.

Sept 21

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Hon W^m L. Strong

Mayor

City Hall
NY

discuss it more. I am glad you too

vice of it, and why all of the papers and taxpayers' associations up here don't demand better protection. I can't understand. They advocate all other improvements and get them, but they never think of demanding any improvements in the Fire Department.

I have a number of friends in the department up here and I am well posted in regards to it, and I think the law should compel the Fire Commissioners to keep ten men in all single and twenty men in all double companies, for a company is not fit for duty with less. There are ten companies up here and only three of them have ten men, and each one of them has one or two men detailed away every day to help fill up other companies that are short, so that leaves them short, too, and then the other companies have only four or five men in them.

There is Hook and Ladder No. 19 most of the time has only four men, and they have a hose-wagon besides the truck. Now, what kind of fire duty can they do without the aid of citizens?

It is the same with Engine Companies Nos. 42, 46, 48, 45, 50 and 52. They have an engine tender and truck, and most of the time they have only one officer and five men to do both engine and truck duty, and anyone that knows anything about fire duty knows that it takes at least one officer and five men to work one piece of apparatus at a fire.

If it wasn't for the citizens helping the firemen every time they could never get along. Every fire they have the citizens kick about the Fire Department, but at the same time they help the men for their own protection. The companies are not only unfit for fire duty, but it is a wonder they ever get to fires, for sometimes they don't have enough men in quarters to hitch up the horses, and when they do get out half of them don't know where they are going, because the companies are so short that they can't get out to get familiar with the routes to the different boxes. There are new hydrants being put in all the time and new streets laid out, but the firemen don't know anything about them as they can't spare a man to go around the districts. As it is now the men only get one or two meals a day. Now, if you and the taxpayers' associations would only take a hold of this matter, you would surely make the Commissioners put more men up here, and not only gain the gratitude of the citizens, but of the firemen as well.

Respectfully yours,

A CITIZEN.