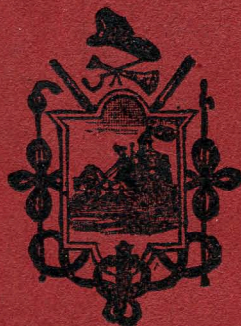


ANNUAL REPORT
...OF...
THE CHIEF ENGINEER
OF THE
HOBOKEN
FIRE DEPARTMENT



DATED MAY 1st, 1913

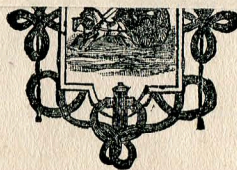
Hudson Observer Job Print

ANNUAL REPORT
...OF...
THE CHIEF ENGINEER
OF THE

COMPLIMENTS OF

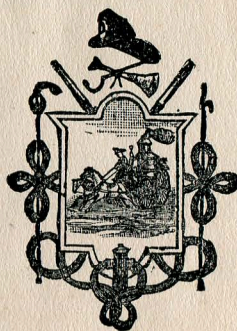
MICHAEL A. DUNN

Chief Engineer



DATED MAY 1st, 1913

ANNUAL REPORT
...OF...
THE CHIEF ENGINEER
OF THE
HOBOKEN
FIRE DEPARTMENT



DATED MAY 1st, 1913

*BOARD OF
FIRE COMMISSIONERS*

JAMES WHALEN, President
DIEDERICH BAHRENBURG
WILLIAM L. DRAFFIN
PATRICK J. BARRY
WILLIAM McGRATH

D. A. HAGGERTY, Clerk

MICHAEL A. DUNN, Chief Engineer.

Fire Department Headquarters,

Hoboken, N. J., May 1, 1913.

To the Honorable the Board of Fire Commissioners of the City of Hoboken

Gentlemen—I have the honor to submit to your Honorable Body, the twenty-second annual report of the Hoboken Fire Department for the year ending May 1, 1913, it being my seventh annual report submitted.

Therein will be found a complete list of the officers and men in the employ of the Fire Department, the location of the several fire houses and the officers and men stationed therein, a description of the apparatus of the various companies, the number of alarms received and the losses as near as could be ascertained, the location of fire alarm stations, and such recommendations and information as may be of interest to your Honorable Body.

MANUAL FORCE:

The manual force consists of:

One Chief Engineer

One Assistant Chief Engineer.

One Clerk.

One Veterinary Surgeon.

Nine Captains of Companies.

Eight Lieutenants of Companies.

Seven Engineers.

(One detailed as Storekeeper.)

Two Relieving Engineers.

Five Stokers.

Fourteen Drivers.

One assigned as Assistant Chief's Driver.

Two Tillermen.

Twenty-nine Hosemen.

Fourteen Laddermen.

One Chief Engineer's Chauffeur.

One Stableman, (Detailed.)

*Gen
Nine*

Three

Making a total of ninety-five men, divided into five engine companies, one chemical engine company and two hook and ladder companies.

FIRE HEADQUARTERS.

Are situated at 128 Hudson street, in which is located the office of the Board of Fire Commissioners, and where the meetings of the Board are held on the second and fourth Mondays of the month.

STAFF:

MICHAEL A. DUNN.....	Chief Engineer
THOMAS F. DAVIN.....	Assistant Chief Engineer
(Stationed in House of Engine No. 2.)	
DANIEL A. HAGGERTY.....	Clerk
GEORGE W. SMITH.....	Veterinary Surgeon
JOHN REGAN.....	Captain
(Detailed as Inspector of Telephone and Telegraph Systems.)	
ROBERT ROBINSON, Badge No. 1.....	Relieving Engineer
CHARLES DARR, Badge No. 41.....	Relieving Engineer
THOMAS BENNETT, Badge No. 3.....	Storekeeper
(Detailed.)	
CARL A. NESTLER, Badge No. 28.....	Chief's Chauffeur
MARTIN BEHAN, Badge No. 70.....	Assistant Chief's Driver
JOHN KING, Badge No. 4.....	Stableman
(Detailed at Department's Veterinary Hospital, Engine House No. 5.)	

ENGINE COMPANY NO. 1

Is located at 128 Hudson street, between First and Second streets.

This company is manned by twelve men. The engine is a first size Metropolitan type, was purchased from the American-LaFrance Fire Engine Company, in 1909, and is drawn by three horses.

The tender is a combination chemical engine and hose wagon, built by the American-LaFrance Fire Engine Company, and placed in service in 1911. It carries one thousand feet of two and one-half inch hose, two hundred feet of chemical hose, two three-gallon Rex fire extinguishers, together with two Pompier ladders and life belts, all of which are in good condition.

COMPANY ROLL

HERMAN BROCKMANN.....	Captain	
LOUIS GRAVES.....	Lieutenant	
LOUIS KRAPELS.....	Engineer	Badge No. 2 ✓
ISSAC M. DRIESEN.....	Stoker	Badge No. 36 ✓
JOSEPH HAYDEN.....	Driver of Engine.....	Badge No. 62 ✓
CHARLES ROSENBAUM.....	Driver of Tender.....	Badge No. 19 ✓
ROBERT DOWNING.....	Hoseman	Badge No. 69 ✓
JOHN BLOHM.....	Hoseman	Badge No. 5 ✓
MICHAEL M. FITZPATRICK.....	Hoseman	Badge No. 75 ✓
THOMAS MICKENS.....	Hoseman	Badge No. 72 ✓
PHILIP KANE.....	Hoseman	Badge No. 77 ✓
EDWARD DELANEY.....	Hoseman	Badge No. 78 ✓

ENGINE COMPANY NO 2.

In located 1313 Washington street, between Thirteenth and Fourteenth streets.

This company is manned by ten men. The engine is a second size American-LaFrance, purchased in 1894; was rebuilt by the same company at Elmira, N. Y., in June, 1903, and is drawn by two horses.

The hose wagon was built by Messrs. Brinckmann & Hauck, of Jersey City, in 1900. It carries one thousand feet of two and one-half inch hose, two three-gallon Rex fire extinguishers, two Pompier ladders and life belts, all in good order.

COMPANY ROLL

FREDERICK KOENIG.....	Captain	
EUGENE SEVILLE.....	Lieutenant	
MICHAEL KENNEDY.....	Engineer	Badge No. 8 ✓
ARTHUR SCOTT.....	Stoker	Badge No. 50 ✓
JOHN J. MALLEY, JR.....	Driver of Engine.....	Badge No. 26 ✓
THOMAS PLUNKETT.....	Driver of Tender.....	Badge No. 37 ✓
DANIEL McDONNELL.....	Hoseman	Badge No. 71 ✓
ANDREW KELLER.....	Hoseman	Badge No. 57 ✓
ANDREW GRANELLI.....	Hoseman	Badge No. 18 ✓
FRANK DREWES.....	Hoseman	Badge No. 39 ✓

ENGINE COMPANY NO. 3.

Is located in Madison street, between Newark and Ferry streets.
This company is manned by ten men. The engine is a second

size Amoskeag, purchased in 1897; was overhauled and repainted in 1908.

The tender is a combination chemical engine and hose wagon with a single sixty-gallon chemical tank; was built by the Combination Ladder Company, and installed in 1908. It carries one thousand feet of two and one-half inch hose, two hundred feet of chemical hose, two three-gallon Standard fire extinguishers, two Pompiers ladders and life belts, all in good order.

COMPANY ROLL

BENJAMIN KINSEY.....	Captain	
RICHARD BAMBURY.....	Lieutenant	
JAMES P. TANNER.....	Engineer	Badge No. 47 ✓
ANTHONY J. GILDAY.....	Stoker	Badge No. 9 ✓
JOHN F. REILLY.....	Driver of Engine.....	Badge No. 12 ✓
JAMES McGRATH.....	Driver of Tender.....	Badge No. 51 ✓
JOSEPH HAGGERTY.....	Hoseman	Badge No. 61 ✓
CHARLES CONWAY.....	Hoseman	Badge No. 55 ✓
AUGUST WEDEMEYER.....	Hoseman	Badge No. 6 ✓
AUGUST ROCHI.....	Hoseman	Badge No. 64 ✓

Balt *in hand*

ENGINE COMPANY NO. 4.

In located at 212 Park avenue, between Second and Third streets.

This company is manned by six men. The engine is a double sixty-gallon tank chemical engine, carries two hundred feet of chemical hose, was purchased from the Halloway Company, of Baltimore, in 1890, and rebuilt by the same company in 1903, and is now in good condition.

COMPANY ROLL

SIMON DONOHUE.....	Captain	
JAMES F. GUIDER.....	Lieutenant	
JOHN H. JOHNSON.....	Engineer	Badge No. 31 ✓
CHARLES GERRITY.....	Driver of Engine.....	Badge No. 44 ✓
FRANK DOLAN.....	Hoseman	Badge No. 33 ✓
JAMES J. BOYLSON.....	Hoseman	Badge No. 21 ✓

Koenig *29 ✓* *39 ✓* *58 ✓*

Thomas Connors.

ENGINE COMPANY NO. 5.

Is located at 412 Grand street, between Fourth and Fifth streets.

This company is manned by eleven men. The engine is a second size Amoskeag, purchased in 1897. The machinery was overhauled by the Consolidated Iron Works, of Hoboken, in 1908, and the apparatus was repainted by Brede Brothers, of this city.

The tender is a combination chemical engine and hose wagon, built by the American-LaFrance Fire Engine Company, of Elmira, N. Y., equipped with a single sixty-gallon chemical tank, and placed in service in 1908. It carries one thousand feet of two and one-half inch fire hose, two hundred feet of chemical hose, two three-gallon Rex fire extinguishers, together with two Pompier ladders and life belts, all in good order.

COMPANY ROLL

Plunkett
JOHN J. GILDAY..... Captain
~~ARTHUR McMAHON.....~~ Lieutenant
WILLIAM E. CAHILL.....Engineer Badge No. 48
WILLIAM KERRIGAN.....Stoker Badge No. 63 ✓
WILLIAM De SOMBRE.....Driver of Engine.....Badge No. 35 ✓
JOHN J. McDONALD.....Driver of Tender.....Badge No. 42 ✓
McMahon PETER L. DUFFY.....Hoseman Badge No. 52 ✓
DENNIS O'LEARY.....Hoseman Badge No. 20 ✓
EDWARD TORPEY.....Hoseman Badge No. 15 ✓
GEORGE J. CASAZZA.....Hoseman Badge No. 30 ✓
O. Andrew Brasil OTTO J. KRUSE.....Hoseman Badge No. 60 ✓

ENGINE COMPANY NO. 6.

Is located at 801 Clinton street, on the northeast corner of Clinton and Eighth streets.

This company is manned by twelve men. The engine is a first size Amoskeag, purchased in 1908, is drawn by three horses, and is in first class order.

The tender is a combination chemical engine and hose wagon, built by the Combination Ladder Company, and installed in 1908. It carries one thousand feet of two and one-half inch hose, two hundred feet of chemical hose, equipped with a single sixty-gallon chemical tank, and two three-gallon Standard fire extinguishers,

together with two Pompier ladders and life belts, all are in good order.

COMPANY ROLL

PATRICK A. FOLEY.....	Captain	
THOMAS SULLIVAN.....	Lieutenant	
OSCAR PALMER.....	Engineer	Badge No. 16 ✓
ANTHONY J. GNECCO.....	Stoker	Badge No. 54 ✓
WILLIAM SCHMIDT.....	Driver of Engine	Badge No. 45 ✓
JOSEPH SCOTT.....	Driver of Tender	Badge No. 59 ✓
HENRY VOLMER.....	Hoseman	Badge No. 17 ✓
JOHN MURPHY.....	Hoseman	Badge No. 66 ✓
MICHAEL CONNORS.....	Hoseman	Badge No. 52 ✓
GEORGE A. COUGHLIN.....	Hoseman	Badge No. 74 ✓
FREDERICK GRUBE, JR.....	Hoseman	Badge No. 14 ✓
ANDREW McCORMACK.....	Hoseman	Badge No. 27 ✓

HOOK AND LADDER COMPANY NO. 1.

Is located at 1313 Washington stret, between Thirteenth and Fourteenth streets.

This company is manned by ten men. The apparatus is an aerial turn-table truck, built by the Babcock Manufacturing Company, of Chicago, Ill., in 1889; was remodelled into a Hayes truck by the American-LaFrance Fire Engine Company, of Elmira, N. Y., in 1898, and again overhauled and repainted by the same company in 1909. It carries a Browder life net, a water tower attachment and two three-gallon fire extinguishers, all in good order. This apparatus is drawn by three horses.

COMPANY ROLL

JOHN DOORLEY.....	Captain	
SETH JOHNSON.....	Lieutenant	
HENRY ERION.....	Driver	Badge No. 22 ✓
JOHN J. MURPHY.....	Tillerman	Badge No. 23 ✓
THEODORE W. GOERIG.....	Ladderman	Badge No. 46 ✓
LAWRENCE J. RYAN.....	Ladderman	Badge No. 34 ✓
WILLIAM N. FITZPATRICK.....	Ladderman	Badge No. 24 ✓
~~MICHAEL McMAHON~~	Ladderman	Badge No. 73 ✓
CHARLES KIERNAN.....	Ladderman	Badge No. 49 ✓
PETER PANTOLIANO.....	Ladderman	Badge No. 13 ✓

H. Schield muller

HOOK AND LADDER COMPANY NO. 2.

Is located at the junction of Newark and Ferry streets.

This company is manned by twelve men. The apparatus is a 75-foot, quick, self-raising American automatic aerial truck, equipped with Firestone side wire rubber tires, was purchased from the American-LaFrance Fire Engine Company, of Elmira, N. Y., in 1909. It carries a Browder life net, two Pompier ladders and life belts, a Hart ladder pipe, two three-gallon fire extinguishers, all of which are in good order.

In Motion COMPANY ROLL

GEORGE WASSON.....	Captain	
JAMES D. SINCLAIR.....	Lieutenant	
HERMAN J. FREUHOLZ.....	Driver	Badge No. 7
JOHN ROBINSON.....	Tillerman	Badge No. 65
BERNARD HAGEN.....	Ladderman	Badge No. 43
① WILLIAM H. WILLIG.....	Ladderman	Badge No. 40
CHARLES WOLF, JR.....	Ladderman	Badge No. 68
MICHAEL J. KILEY.....	Ladderman	Badge No. 11
① JOSEPH CARROLL.....	Ladderman	Badge No. 56
JOHN J. MCGREEVY.....	Ladderman	Badge No. 67
THOMAS T. CONNORS.....	Ladderman	Badge No. 53
MARTIN J. BROCKSTEDT.....	Ladderman	Badge No. 25

RESERVE APPARATUS.

The Department has two spare engines, one of which is a second size Clapp & Jones, rebuilt in 1898, is now in fair condition, and kept in quarters of Engine Company No. 5. The other is a second size Amoskeag, rebuilt in 1904, and is housed in quarters of Engine Company No. 6. There are three extra wagons; one is kept loaded with coal for the engines, one is used for delivering supplies and exercising horses, these two are kept in the yard of Engine Company No. 5. The other is used as an extra wagon, and kept in the house of Engine Company No. 4. The extra truck is an aerial turn-table apparatus, built by the American-LaFrance Fire Engine Company, in 1890, and is also kept in the yard of Engine No. 5.

APPARATUS.

The apparatus of the Department consists of the following:

One Chief's Automobile equipped with one three-gallon fire extinguisher.

Two first size and five second size steam fire engines.

One double and four single sixty-gallon chemical engines.

Five hose wagons, one being a straight hose wagon.

Three aerial turn-table trucks.

One fuel wagon, and two extra wagons.

Twenty three-gallon hand extinguishers.

HOSE.

During the past year 300 feet of two and one-half inch hose were damaged to such extent as to make it unfit for fire service and were condemned. One length was returned to manufacturers on account of pin holes developing before the expiration of guarantee, and was replaced by new length by the manufacturers. At present there are 11,100 feet of first class two and one-half inch hose, and 1,000 feet of three-quarter inch hose (chemical,) in the Department, as follows:

Engine Company No. 1—2,000 feet of two and one-half inch hose and 200 feet of chemical hose.

Engine Company No. 2—2,000 feet of two and one-half inch hose.

Engine Company No. 3—2,000 feet of two and one-half inch hose and 200 feet of chemical hose.

Engine Company No. 4—200 feet of chemical hose.

Engine Company No. 5—2,000 feet of two and one-half inch hose and 200 feet of chemical hose.

Engine Company No. 6—2,000 feet of two and one-half inch hose and 200 feet of chemical hose.

Storeroom—1,100 feet of new two and one-half inch hose.

HORSES.

There are thirty-two horses in the Department, and at the present time are in good physical condition, excepting two which are beginning to show the effects of age; and should an appropriation be allowed for an auto-combination chemical engine and hose wagon, we will not be obliged to purchase any horses during the coming year. During the past year one horse was disposed of and one horse was purchased.

The horses of the Department are placed as follows:

Engine Company No. 1, three; tender, two.

Engine Company No. 2, two; tender, two.

Engine Company No. 3, two; tender, two.

Engine Company No. 4, two; (chemical company.)

Engine Company No. 5, two; tender, two.

Engine Company No. 6, three; tender, two.

Truck Company No. 1, three.

Truck Company No. 2, three.

Assistant Chief's wagon, one.

Extra, one.

FIRE ALARM SYSTEM.

The fire alarm system of the Department, though anti-quated, is in good working order. I again call your attention to the necessity of installing a storage battery system, to take the place of the present primary battery system, and urge you to impress upon the Tax Commissioners the importance of this change, not alone for economical, but practical reasons. The present system was installed some twenty years ago, and as you no doubt understand with the additional boxes and bells added during these years, our lines are now loaded down to their fullest capacity.

During the past year our Inspector of Telegraph and Telephone systems has built signal and "phone" lines around Washington street, in order that our lines now on this street may be removed at a moment's notice, whenever the Mayor and Council may order the removal of all overhead wires from this street.

I would advise that a new cable consisting of signal and 'phone wires be purchased and placed in one of the conduits of the Telephone Company, running the entire length of Washington street, this would allow us to install another circuit, thereby relieving the overloaded circuits.

I would advise that ten of the present old type boxes be transformed into non-interfering succession boxes, and two new signal boxes be purchased and added to the system.

LOCATION OF FIRE ALARM BOXES.

Box No.	4—	Empire Theatre.
" "	5—	Clinton and Second streets.
" "	6—	Hamburg Docks, First street.
" "	7—	Willow avenue and Ferry street.
" "	8—	Garden and Seventh streets.
" "	9—	Jackson and Second streets.
" "	12—	River and Second streets.
" "	13—	Bloomfield and Fifth streets.
" "	14—	Hudson and Newark streets.
" "	15—	Adams and Sixth streets.
" "	16—	Bloomfield and First streets.
" "	17—	Clinton and Eighth streets.
" "	18—	Garden and Third streets.
" "	19—	Park avenue and Second street.
" "	112—	Park avenue and Newark street.
" "	114—	Lyric Theatre.
" "	21—	Hudson and Ninth streets.
" "	23—	Washington and Third streets.
" "	24—	Washington and Thirteenth streets.
" "	25—	Hudson and Fifth streets.
" "	26—	Bloomfield and Eighth streets.
" "	27—	Washington and Seventh streets.
" "	28—	Bloomfield and Fifteenth streets, (Electric Light Station.)
" "	29—	River Road and Tenth street.

- Box No. 212—American Warehouse, Hudson street, between
Twelfth and Thirteenth streets.
- " " x 213—Savannah S. S. Docks, Hudson street, between
Eleventh and Twelfth streets.
- " " 214—Hudson and Eleventh streets.
- " " x 215—Gayety Theatre.
- " " 216—Bloomfield and Eleventh streets.
- " " 31—Monroe and Fourth streets.
- " " 32—St. Mary's Hospital.
- " " 34—Grand and Fourth streets.
- " " 35—Willow avenue and Sixth street.
- " " 36—Garden and Ninth streets.
- " " 37—Jefferson and Seventh streets.
- " " 38—Monroe and Sixth streets.
- " " 39—Monroe and Eighth streets.
- " " 41—Monroe and Ferry streets.
- " " 42—Jefferson and Third streets.
- " " 43—Willow avenue and First street.
- " " 45—Adams and Second streets.
- " " 46—Adams and First street.
- " " 47—Jefferson and Newark streets.
- " " 48—Monroe and First streets.
- " " 49—Harrison and First streets.
- " " 412—Grand and Newark streets.
- " " 51—Garden and Twelfth streets.
- " " 52—Park avenue and Seventeenth street.
- " " 53—Park avenue and Fourteenth street.
- " " 54—Willow avenue and Tenth street.
- " " 56—Grand and Fourteenth streets.
- " " 57—Willow avenue and Fifteenth street.
- " " 58—Jefferson and Eleventh streets.
- " " 59—Clinton and Twelfth streets.
- " " x 512—Tietjen and Lang's Dry Docks, Seventeenth street
and River front.
- " " x 71—Scandinavian S. S. Docks, Hudson and Sixteenth
streets.
- " " x 72—Campbell's Stores, foot of Sixth street.

- Box No. X 73—Lower Ferry.
 " " X 74—Car Barns, Garden and Ferry streets.
 " " X 75—North German Lloyd S. S. Docks, Third street.
 " " X 76—Fourteenth Street Ferry.
 " " X 78—American Lead Pencil Factory, Clinton and Fifth streets.
 " " X 79—Lackawanna Railroad, Washington and Ferry streets.

Total 63.

RESIGNATION.

Edward J. Ryan, Hoseman of Engine Company No. 5, resigned October 19, 1912..

PENSION ROLL.

Mrs. S. Nodyne, \$240 per annum, granted February 27, 1894.
 Mrs. A. K. Stanton, \$600 per annum, granted March 1, 1903.
 Mrs. Mary Reidy, \$500 per annum, granted March 1, 1903.
 Charles Soffel, \$600 per annum, granted May 1, 1904.
 Estate W. J. Buckley, deceased, \$500 per annum, granted April 25, 1906, expired March 29, 1913.
 Ivins D. Applegate, \$1,250 per annum, granted December 1, 1906.

"Paid Firemen's Pension Fund of Hoboken"—Laws of 1905.
 Frederick Koch, \$630 per annum, granted February 1, 1908.
 James S. Dunn, \$577.50 per annum, granted March 1, 1908.
 Died February 11, 1909.
 James Hanley, \$600 per annum, granted June 16, 1909.
 Thomas Walsh, \$600 per annum, granted June 1, 1909.
 Mrs. Carrie Godfrey, \$600 per annum, granted May 1, 1910.
 Estate Charles J. Dunne, \$650 per annum, granted November 4, 1910.

Mrs. Rudolph Una, \$600 per annum, granted February 10, 1911.

John Green, \$700 per annum, granted July 1, 1911. Died April 22, 1913.

Mrs. Edmund Deady, \$650 per annum, granted January 1, 1912.

In Memoriam.

MICHAEL DUNNE,
Hoseman, Engine No. 4,
Died June 19, 1912.

EDWARD QUERIPLE,
Hoseman, Engine No. 4,
Died April 9, 1913.

RECOMMENDATIONS.

I respectfully submit to your Honorable Body, the following recommendations for your consideration:

First—That you endeavor to have the Honorable Mayor and Common Council procure land in the central section of the city to erect thereon a house for another truck company.

Second—That an auto-combination chemical engine and hose wagon be purchased for Engine Company No. 2.

Third—It has come to my notice that the Honorable Mayor and Common Council have taken up the matter of acquiring land in the westerly section of the Fourth Ward and erecting a building thereon for Engine Company No. 3. This is a move in the right direction, and one that is long looked for by this Department, as conditions in the building now housing Engine Company No. 3 and Truck Company No. 2, are such that the separation of these companies is an absolute necessity, and I hope no delay will be experienced in the completion of same.

While on this subject let me respectfully suggest that before the plans for this building are approved, that you cause to have made a part thereof, provisions for building a coal tower or pocket with the necessary chutes, on the rear of the lot, suitable for storing 50 tons of steaming coal for the engines, with a driveway on either side of the building, allowing the coal supply wagon to be driven under the tower or pocket and loaded quickly, thus effecting a big saving of men and time, and enabling us to have an adequate supply of fuel at a hard working fire, preventing a recurrence of shutting down some of the engines for want of fuel as happened on one occasion during the year.

Another feature that I suggest to you which is none the less important before the adoption of the plans is, that the hose hoist on the proposed new building be made large enough to permit of stairs being built inside of same, with windows on the outside; this would give the Department a very good drilling school where the men could become proficient in the handling of scaling and other ladders, and give the men a thorough feeling of self-possession in the saving of life and property.

Fourth—That you take up with His Honor, Mayor Cooke and the Common Council, the matter of drafting an ordinance giving this Department power to enter any building in this city, and make inspection of the cellar, area, lightshafts and yard, so as to prevent a hazardous condition to exist by the accumulation of paper, rubbish or inflammable material. Our present ordinance limits our right to inspection.

I have had the several Captains make inspections of their districts, and have received very good results by the elimination of and have received very good results by the elimination of existing existing hazardous conditions.

Fifth—That you take up with the members of the Board of Education, the matter of installing fire alarm boxes in the several school buildings in this city. I think if the matter was properly presented to the School Board, provisions would be made by it for the installation of signal boxes, in the several school buildings.

Sixth—That one of our engines be equipped with a motor tractor, this method of propulsion is proving a great saving over the horse drawn apparatus.

FIRES.

There were 277 alarms of fires during the past year, of which 133 were received from fire alarm signal stations, and 144 were telephone or verbal alarms. Of the former 7 were second alarms, 1 was a third alarm, and 14 were false alarms.

Number of brick or stone buildings in which fires occurred, 118.

Number of frame buildings in which fires occurred, 104.

Number of fires other than in buildings, 54.

Number of fires confined to place of origin, 266.

Number of fires extended to adjoining buildings, 10.

Number of fires extended beyond adjoining buildings, 1.

Number of fires extended to other floors, 3.

Total value of property involved where fires occurred,
\$1,289,280.

On this property there was an insurance of \$949,850.

Out of which there were paid for damage done by fire and water, \$76,764.32.

Amount of damage to uninsured property, \$11,819.

Making in all a total loss of \$88,583.32.

CONCLUSION.

Permit me to thank you for the interest taken by you in all matters pertaining to the Department, and for the ever ready and willing disposition manifested to advance the interest of the men, and to better the conditions of the Department in general.

I wish also to thank the officers and men of the uniformed force of the Department for the efficient services rendered; and also the officers and men of the Police Department for the valuable assistance given me in various ways.

Very respectfully yours,

MICHAEL A. DUNN,

Chief Engineer, Hoboken Fire Department.