

ment, was the admitted want of Firemen. The whole number of regular efficient Firemen, in the city, does not exceed one hundred, whereas, in the opinion of this Committee, there ought to be, at least, four hundred. Less than that number will not suffice for the proper working of the Engines. It then becomes a question whether the present Engine Company should be enlarged, or a new Company formed, with a different set of duties. The Committee incline to the latter view.

If the business of the Union Engine Company were confined, solely, or chiefly, to the charge of the Engines, the Hose, and the Gear,—as, indeed, it should be,—it is the opinion of the most experienced Firemen, that the present Union Engine Company is strong enough for that purpose; all that is required, is a Company of able-bodied men to assist in working the Engines, after they are brought to the scene of action. Without any doubt, such a Company could be raised in the city; but a difficulty arose, as to the question of compensation. The Union Engine Company, as is well known, receive compensation by the remission of road money, and exemption from certain civic duties. A similar rule is followed in other cities, and in some—such as Boston, for instance—Firemen receive a direct remuneration in money.—In the last named city, in the year 1851, the amount paid for services of Firemen alone, without reference to any other expense of the Fire Department, exceeded fifteen thousand pounds,—a sum greater, in fact, than the whole revenue of our city. The pay of ordinary members of the Fire Companies in Boston, is one hundred dollars *per annum*, for each man.

It is obvious, that we cannot venture to imitate such liberality as that. Neither is it to be forgotten, that the payment of three or four hundred men, either by remission of taxes, or by wages in money, would withdraw just so much, from our available resources. Take, for instance, the lowest sum