

# Weekly Report of the Superintendent of the Dexter Asylum.

To the Honorable Mayor and the Honorable the City Council of the City of Providence

The Superintendent of the Dexter Asylum herewith reports on admissions and discharges for the week ending April 17, 1955

Admitted, 0 Discharged, 0 Remaining, 30

## ADMISSIONS

DATE	NAME	AGE	BIRTHPLACE	ADMITTED BY DIRECTOR OF PUBLIC WELFARE

## DISCHARGES

NAME	DISCHARGED BY	NO.

Respectfully submitted,

*James T. McGovern* Superintendent  
Director of Public Welfare

MAY 5 - 1955

In City Council, .....

Read, whereupon it is ordered that the same be received.

*Everett Whelan* Clerk.

WEEKLY REPORT

OF THE

DEXTER ASYLUM

WEEK ENDING

April 17, 1955

# Weekly Report of the Superintendent of the Dexter Asylum.

To the Honorable Mayor and the Honorable the City Council of the City of Providence

The Superintendent of the Dexter Asylum herewith reports on admissions and discharges for the week ending April 24, 1955

Admitted, 0 Discharged, 1 Remaining, 29

## ADMISSIONS

DATE	NAME	AGE	BIRTHPLACE	ADMITTED BY DIRECTOR OF PUBLIC WELFARE

## DISCHARGES

NAME	DISCHARGED BY	NO.
Mabel Prentiss	Died April 22, 1955	#4128


Respectfully submitted,

  
Superintendent  
Director of Public Welfare

MAY 5 - 1955

In City Council, .....

Read, whereupon it is ordered that the same be received.

  
Clerk.

WEEKLY REPORT

OF THE

DEXTER ASYLUM

WEEK ENDING

April 24, 1955

# Weekly Report of the Superintendent of the Dexter Asylum.

To the Honorable Mayor and the Honorable the City Council of the City of Providence

The Superintendent of the Dexter Asylum herewith reports on admissions and discharges for the week ending May 1, 1955

Admitted, 0 Discharged, 0 Remaining, 29

## ADMISSIONS

DATE	NAME	AGE	BIRTHPLACE	ADMITTED BY DIRECTOR OF PUBLIC WELFARE

## DISCHARGES

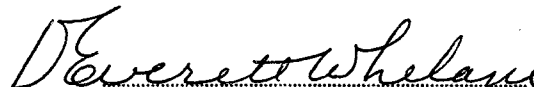
NAME	DISCHARGED BY	NO.

Respectfully submitted,

 Superintendent  
Director of Public Welfare

In City Council, MAY 5 - 1955

Read, whereupon it is ordered that the same be received.

 Clerk.

WEEKLY REPORT

OF THE

DEXTER ASYLUM

WEEK ENDING

May 1,

1955



THE CITY COUNCIL OF THE CITY OF PROVIDENCE  
PROVIDENCE, RHODE ISLAND

April 25, 1955

Mr. D. Everett Whelan  
City Clerk  
City Hall  
Providence, Rhode Island

Dear Sir:

In accordance with the provisions of Resolution No. 291 of the City Council, approved April 22, 1955, I hereby make the following appointments to attend the annual meeting of the National Chamber of Commerce at Washington, D.C., Tuesday, May 3, 1955.

Councilman John Ferreira  
Councilman Joseph F. Prete  
Councilman Lee A. Worrell

Very sincerely yours,

Angelo Aiello,  
President, City Council

IN CITY COUNCIL  
MAY 5 - 1955

READ:  
WHEREUPON IT IS ORDERED THAT  
THE SAME BE RECEIVED.

  
CLERK

JAMES P. MURPHY  
CHAIRMAN  
ARTHUR W. DREW  
ALBERT F. DAIGNEAULT



350

JOHN L. McELROY  
SECRETARY

BOARD OF TAX ASSESSMENT REVIEW  
CITY HALL, PROVIDENCE 3, RHODE ISLAND

December 26, 1955

To the Honorable City Council of the City of Providence:

The undersigned, the Board of Tax Assessment Review of the City of Providence, respectfully reports to the City Council of the City of Providence that pursuant to the provisions of Section 12 of Chapter 1665 of the Public Laws of 1945, as amended, said Board of Tax Assessment Review has reviewed taxes and has made changes authorized by said act, as follows:

Board of Review Meeting of April 25, 1955.

<u>Original</u>	Plat	Lot	Land	Bldg.	Total	Tax
1954,03-457-475						
Victor D. Colantino	83	194	760	8 000	8 760	271.56
& wf. Madeline						<u>31.00-ex.cr.</u>
14 Trinity Pkwy						240.56

<u>Correction No. 54-2</u>	Plat	Lot	Land	Bldg.	Total	Tax
1954,03-457-475						
Victor D. Colantino	83	194	760	7 200	7 960	246.76
& wf. Madeline						<u>31.00-ex.cr.</u>
14 Trinity Pkwy						215.76

<u>Original</u>	Plat	Lot	Land	Bldg.	Total	Tax
1954,06-237-340						
Aniello D. Forte & wf.						
Livia C.	99	412	560	6 200	6 760	209.56
59 Messina St.						<u>26.66 ex.cr.</u>
						182.90

<u>Correction No. 54-3</u>	Plat	Lot	Land	Bldg.	Total	Tax
1954, 06-237-340						
Aniello D. Forte & wf.						
Livia C.	99	412	560	5 200	5 760	178.56
59 Messina St.						<u>26.66 ex.cr.</u>
						151.90

see next page



JAMES P. MURPHY  
CHAIRMAN  
ARTHUR W. DREW  
ALBERT F. DAIGNEAULT



JOHN L. McELROY  
SECRETARY

BOARD OF TAX ASSESSMENT REVIEW  
CITY HALL, PROVIDENCE 3, RHODE ISLAND

Original	Plat	Lot	Land	Bldg.	Total	Tax
1954, 12-099-832						
James J. Lauro	85	413	580	7 000	7 580	234.98
& wf. Frances						<u>16.74</u> ex.cr.
62 Rome Av.						218.24

Correction No. 54-4	Plat	Lot	Land	Bldg.	Total	Tax
1954, 12-099-832						
James J. Lauro	85	413	580	6 500	7 080	219.48
& wf. Frances						<u>16.74</u> ex.cr.
62 Rome Av.						202.74

Original	Plat	Lot	Land	Bldg.	Total	Tax
1954, 19-537-243						
Gwenneth J. Stewart	68	612	1 040	6 710	7 750	240.25
191 Orms St.						

Correction No. 54-5	Plat	Lot	Land	Bldg.	Total	Tax
1954, 19-537-243						
Gwenneth J. Stewart	68	612	1 040	5 710	6 750	209.25
191 Orms St.						

Respectfully submitted,

*James P. Murphy*

*Arthur W. Drew*

IN CITY COUNCIL  
MAY 5 - 1955

READ:

WHEREUPON IT IS ORDERED THAT  
THE SAME BE RECEIVED.

*Deverett Whelan*  
CLERK

*Albert F. Daigneault*

BOARD OF TAX ASSESSMENT REVIEW.

JOHN B. DUNN  
COMMISSIONER



ERIC PARKER  
ADMINISTRATIVE  
ASSISTANT

COMMISSIONER OF PUBLIC SAFETY  
209 FOUNTAIN ST.  
PROVIDENCE 3, RHODE ISLAND

April 20, 1955

Honorable City Council

City Hall, Providence, R. I.

Attention: D. Everett Whelan, City Clerk

Gentlemen:

Re: Resolution #249

Since I received the above cited Resolution of the Council, Chief Marshall and I have given additional thought and consideration to the actual work performed by Ladder Co. 7 over the last four years. The result of this further study only convinces us that deactivating this company was entirely justifiable.

For your information, the original action was the culmination of over two years deliberation with the National Board of Fire Underwriters, the Battalion Chiefs of the department and the Executive Committee of the Local Fire Fighters Union.

The National Board of Fire Underwriters, a private outside organization, has set up definite standards by which the fire protection by the city is measured. The premium rates charged by fire insurance companies are governed in part by the quality of fire protection provided at public expense, because these rates are based to some extent upon the grading of the city's fire defense. There is no city in the United States that has better rating than the City of Providence.

In March of 1954, I sent Chief Marshall to New York City to discuss thoroughly the matter of deactivating Ladder Co. 7 with the engineers of the National Board of Fire Underwriters. They, naturally, would be the first to condemn any move that would lower the fire defenses of this city.

The appended letter indicates that in their opinion, this move would not effect fire protection in the area or the city as a whole, providing 35 ft. extension ladders were provided for Engine Co. 2, Brook and Power Sts., Engine 4 - Rochambeau Ave. and Morris Ave. and Engine Co. 5, Humboldt Ave., Opp. Cole Avenue. This provision has been complied with.

The appended day by day breakdown of service by Ladder Co. 7 for year of 1954 shows that the aerial ladder was used three times, once for a chimney fire, twice for ventilating purposes. The 50 ft. and 40 ft. extension ladders were not used one time during the entire year. The 35 ft. extension was used five times, 14 ft. extension five times, 25 ft. wall ladder two times, 20 ft. roof ladder two times, 18 ft. ladder three times, 16 ft. roof ladder two times and an 8 ft. ladder seven times.

The service to be provided by installations of 35 ft. ladders on the three Engine Companies in addition to a 20 ft. extension, 12 ft. roof and 8 ft. ladders normally carried will provide some 225 ft. of ladders, in addition to be backed up by the response of a ladder truck from North Main Street and Meeting Street or North Main and Branch Avenue, both of these ladder trucks meeting the requirements of the National Board for ladder company distribution. Therefore, with the ladders normally used in this area, on three engine companies, usually going to the same fire response as the deactivated Ladder 7, the service in no area has been lessened but in many areas has been considerably improved.

The extinguishing force of the Providence Fire Department formerly totalled 37 engine and ladder companies. Today this force comprises 26 engine and ladder companies. Thirty stations were required to house the 37 companies. The number of stations has been reduced to sixteen. Thus, eleven companies and twenty three old stations have been eliminated. To maintain the eleven companies deactivated, with a reduction of the work from 84 hours to 56 hours would have necessitated a need of approximately 150 men - cost over \$500,000. In addition, the cost of upkeep and maintenance of some twenty three old buildings and apparatus has been eliminated.

The excessive number of operating units had led to a fundamental inefficiency because of undermanning of each company. By eliminating the eleven companies, the manpower was available to distribute to other companies. It seems better indeed to have two companies responding to an alarm of fire, each with five or six men, than four companies with only two men aboard each piece.

The basic operating unit in a fire department is the company. Undermanning of the individual company is a more serious deficiency than having inadequate total manpower on duty.

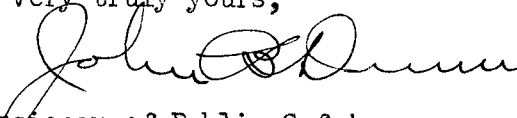
There has been a marked increase in multiple alarm fires in many large cities. Loss figures show that many of these multiple alarms should not have occurred. There is only one explanation. Individual companies have been so undermanned that Chief Officers sound additional alarms, not for equipment; but, for manpower. The general undermanning of fire departments has come about gradually. It has been due primarily to granting a shorter work week. We have avoided this shortage of manpower by our physical reorganization plan which has and is being adopted by many large cities in the United States.

It is a well known fact in fire circles that 70% of all fires are put out with a loss of less than \$100, that one per cent of all fires are serious and that one tenth of one per cent are very serious, and the fire service must be based on that one tenth of one per cent.

Our record speaks for itself. Of over 3,000 fires in 1954, only six required an additional alarm and none a so-called third alarm. That we could have a fire that would require all our apparatus; and, indeed, possibly our 17 reserve pieces, is a possibility but not a probability.

I again feel, from a fire protection viewpoint and an economical viewpoint in Chief Marshall's conclusion, that the continued operation of this company, where indeed some men in the company have not been to a serious fire since its existence, in 1950, is not justified.

Very truly yours,

  
Commissioner of Public Safety.

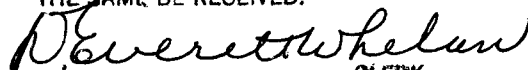
IN CITY COUNCIL

bt

MAY 5 - 1955

READ:

WHEREUPON IT IS ORDERED THAT  
THE SAME BE RECEIVED.

  
CLERK

OFFICERS

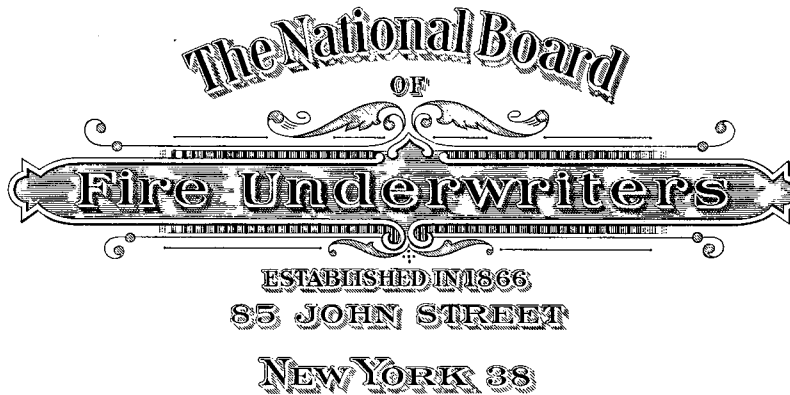
H. C. CONICK, PRESIDENT,  
NEW YORK

J. VICTOR HERD, VICE-PRESIDENT,  
NEW YORK

BARRY TRUSCOTT, SECRETARY,  
CAMDEN

HAROLD V. SMITH, TREASURER,  
NEW YORK

L. A. VINCENT, GENERAL MANAGER,  
NEW YORK



COMMITTEE ON FIRE  
PREVENTION AND ENGINEERING  
STANDARDS

H. W. MILLER, CHAIRMAN,  
NEW YORK

W. W. CORRY, HARTFORD  
H. LLOYD JONES, NEW YORK  
OLAF NORDENG, HARTFORD  
CLARKE SMITH, NEW YORK  
R. R. WILDE, NEW YORK  
M. T. WILSON, HARTFORD  
F. W. WRENN, NEW YORK  
H. C. EDMUNDSON, SAN FRANCISCO  
WILLIAM B. REARDEN, NEWARK  
C. A. SNOW, HARTFORD  
R. T. SWEENEY, HARTFORD  
J. V. WARD, NEW YORK  
FRANK J. CAREY, BOSTON  
F. H. CHEGWIDDEN, CAMDEN  
H. C. DAVIS, NEW YORK  
CHARLES E. DOX, CHICAGO  
J. L. MAGENHEIMER, NEW YORK  
WALTER MEISS, NEW YORK  
LINCOLN M. MICHEL, PHILADELPHIA  
GEORGE E. STROUB, SAN FRANCISCO  
JOHN A. NEALE, CHIEF ENGINEER

March 17, 1954.

Chief Lewis A. Marshall  
Fire Department Headquarters  
209 Fountain Street  
Providence 3, Rhode Island

Dear Chief:

This is in reply to your letter of March 4 concerning the possible elimination of Engine Company 16 and Ladder Companies 7 and 8 of the Providence Fire Department.

This is, as I recall it, in line with our discussion of the matter on the occasion of your last visit to this office. We are in accord with your thought that the elimination of these companies would not reduce the protection below that required for the areas involved and for the city as a whole, provided 35-foot extension ladders are provided on Engines 2, 4, 5 and 19, as you propose.

We were interested to learn that contract has been awarded for an 85-foot aerial ladder for Ladder 6.

With kindest personal regards, I am

Very truly yours,

*George L. Swan*  
George L. Swan  
Assistant Chief Engineer

GLS:MW  
c.c. NEFIRA

ALARMS ANSWERED BY LADDER 7 DURING 1954

[illegible]

[illegible]

[illegible]



[illegible]

DATE	ALARM	REMARKS	AERIAL	EXTENSION				WALL		ROOF		FOLDING
			75'	50'	45'	35'	14'	25'	20'	18'	16'	8'
Nov. 22	Still	No Service										
Nov. 24	Still	Out 30 min.						1	1			
Nov. 25	Still	No Service										
Dec. 4	Box 2157	Out 18 min.										1
Dec. 6	Still	No Service Needless										
Dec. 8	Box 2152	No Service Mattress										
Dec. 15	Still	Out 2:04				1				1		1
Dec. 17	Box 2516	Out 59 min. Ventilation	1							1		1
Dec, 18	Box 2157	False Alarm										
Dec. 20	Still	No Service Washing Machine										
Dec. 24	Box 2146	Out 1:05 No Ladders										
Dec. 24	Still	No Service										
TOTALS FOR THE YEAR 1954			3			5	5	2	2	3	2	7



## TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER

Traffic Engineer

EDWIN F. COLBY

Assistant Traffic Engineer

147 Fountain Street

Providence 3, R. I.

April 19, 1955

The Honorable City Council  
City Hall  
Providence, Rhode Island

Gentlemen:

The Traffic Engineering Department has investigated the complaint contained in the Petition to the City Council requesting a prohibition of truck and bus traffic on Sackett Street between Broad Street and Elmwood Avenue.

The investigation indicates that the number of heavy trucks, including trailer trucks, using Sackett Street amount to less than 10 per cent of the vehicles using the street during daylight hours. In this classification a heavy truck includes all vehicles with three or more axles. Many home delivery oil trucks will be found to be classified in this group.

The need for trucking in purely residential areas is increasing daily with the constant demand for services such as oil delivery, local construction work requiring lumber, concrete, and similar heavy trucks, as well as all the services requiring lighter trucks such as plumbers, electricians, radio and television, heating service, laundry, landscape service, carpentry, furniture, automobile service, utility maintenance, and public service maintenance.

In considering the layout of the street pattern, Sackett Street is the first street connecting Elmwood Avenue with Broad Street as a direct connection north of the City line. From a traffic circulation standpoint, this makes Sackett Street a very important link in the street system. As a further consideration--the location of both the Narragansett Electric plant and the United Transit Company--both of these companies have a direct plant access problem from the Broad Street, South Providence, and Washington Park areas of the City, which Sackett Street satisfies very satisfactorily.

In view of these factors, it is the considered opinion of this department that it is not in the public interest to establish any truck prohibitions on Sackett Street.

IN CITY COUNCIL

MAY 5 - 1955

READ:

WHEREUPON IT IS ORDERED THAT  
THE SAME BE RECEIVED.

RTC:EM

CLERK

Very truly yours,

*Roger T. Chandler*  
Roger T. Chandler  
Traffic Engineer

FILED

APR 20 9 19 AM '55

CITY CLERK'S OFFICE  
PROVIDENCE, R.I.



## Office of the Port Agent -- Harbor Master

James J. Fisher  
Port Agent  
Harbor Master

CITY HALL

April 18, 1955

From: Harbor Master  
To: The Honorable City Council  
Subject: Harbor Master's report for the three months beginning  
January 1, 1955 and ending March 31, 1955

NUMBER OF VESSELS ARRIVED

Steamers	136
Motor Vessels	75
Tug Boats	164
Barges	70
Yacht	1
Scows	2
Dredge	1
Destroyers	3
Total	452

Bituminous	141,001	Tons
Gasoline	370,904	"
Oil	1,319,172	"
Frozen Fish	1,923	"
Lumber	37,078	"
Chemical	4,650	"
Fish Meal	443	"
Cod Livers	1	3/4 Tons
General Freight	2	"
Canned Goods	3,122	"
Tar	6,704	"
Fish Skins	40	"
Asphalt	23,907	"
Total	1,908,947	3/4 Tons

IN CITY COUNCIL

MAY 5 - 1955

READ:

WHEREUPON IT IS ORDERED THAT  
THE SAME BE RECEIVED.

*Everett Whelan*  
CLERK

Very truly yours,

*James J. Fisher*  
JAMES J. FISHER  
HARBOR MASTER