

1895.

THE FORTY-THIRD

ANNUAL REPORT

OF THE

RECEIPTS AND EXPENDITURES

OF THE

CITY OF CONCORD

FOR THE YEAR ENDING

DECEMBER 31, 1895.

TOGETHER WITH OTHER ANNUAL REPORTS AND PAPERS RELATING  
TO THE AFFAIRS OF THE CITY.



CONCORD, N. H. :  
IRA C. EVANS, PRINTER, 12 SCHOOL STREET.  
1896.

C. 382.  
C. 42.  
V. 42  
C. 2, 1895

## MUNICIPAL REGULATIONS

FOR PAYMENT OF BILLS AGAINST THE CITY.

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All persons furnishing materials or service for the city, or aid to the city poor, should be particular to take the name of the person ordering such service, material, or aid, and should *know* that the person is duly authorized to contract said liability.

The city will not be holden for merchandise sold or delivered on city pauper account, except on the written order of the Overseer of the Poor, and for no longer time than until his successor shall have been appointed and qualified.

Duplicate copies will be required of all bills payable by the city, furnished on county pauper account.

All bills against the city must be approved by the person authorizing the charge; and unless this is done, no action can be had upon the bill by the Committee on Accounts, and no order will be given for its payment.

When bills are certified to as above, and left with the city clerk before 12 o'clock of the day of meeting of the Committee on Accounts, they will be audited by them, and, if approved, be ready for payment on the Thursday following.

Meetings of the Committee are held on the Thursday next preceding the second Tuesday in each month, at 2 o'clock P. M.

JOSEPH A. COCHRAN, *City Clerk.*

## MAYOR ROBINSON'S ADDRESS.

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*To the Honorable City Council:*

The unbroken custom of forty years is my apology for this address.

It affords opportunity to express my gratitude for the high honor given me, and my profound sense of responsibility in assuming the onerous duties of this important office.

I have been repeatedly favored with public position, but have held no place of which I could be prouder than that of chief executive of Concord,—my native city, the home of my parents and my children, the beautiful capital of the Granite State.

It is with much gratification that I find myself surrounded in this organization with so able an association of my fellow-citizens. It is not flattery when I say that your combined ability, comprehensive experience, and ripened judgment are the greatest assurance that the mayor could have in the outset of his administration. Coming from the different walks of life, and representing, as you do, different localities and varying interests, you comprise a diversity of strength, and together constitute an almost insurmountable barrier to error.

We have amongst us those who were also members of the last city government, and their guidance and advice will be invaluable.

\* \* \*

Our administration may not be so brilliant in achievement, but it can be diligent, sensible, and upright. No huge pile of masonry, at public cost, may insure our names to posterity, no pretentious statuary in bronze or stone may mark the little hour of our official service, no imposing dedications emblazon our fame, but we shall have won a grander success, a higher

encomium, if we administer municipal affairs quietly and in the most efficient and economical way consistent with the preservation of the city and the welfare of its people.

Parsimony is not always economy. If, however, upon a reasonable assessment of valuation, in conjunction with a salutary reduction of the city's indebtedness, we could succeed in cutting down the present high tax rate,—that would be the positive evidence, the practical proof, that the taxpayer has been actually benefited. Keeping in mind always the fact that the efficiency of the necessary municipal machinery must not be impaired at any point, there could be no opportunity better than the present for real retrenchment. It may be the popular thing for mayors to recommend, as a matter of mere administrative policy, but in our case the fact is that it is fast becoming an absolute necessity of municipal prosperity.

Suffering, as we are, in common with other communities, from the wave of general business depression, and with a city debt upon us that has rounded rapidly into a million, the problem that confronts us is indeed a serious one, especially for the larger taxpayers; and an earnest beginning should immediately be made in thrifty management of our city affairs.

I do not advocate the policy of niggardly salaries, or inadequate wages, nor do I believe in paying more than the same character of work would command in private business, but we are just now confronted with an unfortunate condition of things which requires, temporarily at least, that all public expenditures be brought to the lowest point that will insure proper protection against fire, and the maintenance of good highways, and such other facilities as are essential to our best well-being and uniform progress. We must scrupulously discriminate between wants and needs. The city's sound financial basis has been the rock of its stability and success.

Almost every department of our local government is asking for appropriations exceeding those heretofore granted, and, while these petitions are not to be peremptorily refused,<sup>1</sup> they certainly, under the circumstances call for the most cautious scrutiny and consideration. The people are willing to be

assessed for public expenditures, but whether it be tax upon real estate or a mere poll-tax, the taxpayer wishes to feel assured that the assessment is judicious and seasonable, and that an equivalent is being rendered for the money paid, and that it is being prudently, consistently, and wisely expended. I wish that not only the several committees that will be appointed from your body, for convenience in the conduct of public business, but that every one of you would feel, individually, the burden of responsibility that must rest upon us all.

\* \* \*

The reports of the several heads of departments are in press, and will soon be in your hands for your edification and instruction. To anticipate them might be presumptuous; to criticise them would certainly be premature. I would urge that you give to them in every detail the closest examination, comparing them, item by item, with similar reports of former years, to the end that we may enter upon our duties with all the information available as to the different subjects upon which we may act.

The ordinances of the city have been revised for convenience, and these also will be in your hands to guide and instruct you. They contain eliminations, changes, and additions, including slight increases in some salaries, and should be carefully read and thoroughly understood by every member of the council, in order to facilitate to the best advantage our formal proceedings.

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While we should have a conservative administration as to expenditures, we must strive to have an energetic and progressive one in other respects. The people expect much, and have a right to expect much, of us. Concord is not yet a back number. The proverbial grass is not to grow in our streets. We must be ready to do our part on public occasions, and encourage such visitations to our city as are, to its advantage, and carry forward, as far as within our mission lies, any worthy enterprise that our people may believe to be for their legitimate enjoyment and best material interests. Our term

of office falls at a time when advancing civilization will admit of no old-fogyism. The watchword of the hour is progress, and this city must take no backward step. If it is to be kept in the fore-front of the van of progressive municipalities, it must have in its city council, as well as in command of its various departments, men of energy, of willingness, and adaptability, of courage, qualification, integrity, and conviction,—thoroughly awake to modern methods and appliances, and all that pertains to the substantial progress of the very intelligent community which has preferred them.

\* \* \*

We come upon the stage at a time when the great problem of correct municipal government is receiving conspicuous attention. A third of the population of the country reside in the cities, and the four largest municipalities contain nearly one tenth of the population of the United States. In 1790, only one thirtieth of the population lived in cities of 8,000 inhabitants and over, and this increased till, in 1880, when 22.5 per cent., or nearly one fourth, resided in cities. From 1790 to 1880, the total population increased twelve fold, the urban population eighty-six fold. From 1830 to 1880, the whole population increased a little less than four fold, the urban population thirteen fold. From 1870 to 1880, the whole population increased 30 per cent., the urban population 40 per cent. During the half-century next preceding 1880, city population increased more than four times as rapidly as that of the village and country. In 1800, there were only six cities in the United States which had a population of 8,000 or more. In 1880, there were 286, and in 1890, 437. It has been estimated from reports and semi-official data that the increase of rural population from 1880 to 1890 was only 8 per cent., while that of the urban population was more than 57 per cent.

\* \* \*

This remarkably rapid increase of population in the great nerve centres of civilization has brought us face to face suddenly with the momentous problem of civic management, which has only recently become a burning subject in popular

consideration. It is a vital national question. Upon the conduct of the affairs of our cities must depend very largely the government of the whole country. While they are the storage batteries of science, literature, and art, they are also the storm centres of dangerous elements.

During the recent political campaign thousands of men, in different states, associated themselves together in good government leagues and clubs. Many of these were partisan organizations which will now become disbanded, perhaps to reconvene when political exigency suggests; and the loud agitators who led in the spasmodic movement, whether for personal popularity or party control, will remain quiescent for a time, or devote themselves to other fields of labor; but good civic government will prevail. The agitation that has been brought about, the changes that have been accomplished, the lessons that have been taught, the reforms that have been wrought, the interest that has been incited, have had a marked effect for good, and hereafter, in every city of the Union, the management of its municipal affairs will be watched with a keenness of interest never before so universally felt.

The reformation in the larger cities should be to our benefit. We should learn wherever there is anything to be taught, and adopt any improvements that might be to our advantage and within the purview of a reasonable economy.

\* \* \*

The problem of municipal government is perhaps second in importance only to the labor question, a correct settlement of which I believe to be vital both to the peace of society and the prosperity of business. You will pardon me for reminding you that whatever of majority or plurality you and I may have received at the recent election, was due largely to the votes of the wage-earners of this city, and it is not only their right and our duty, but imperative, that we keep steadily in mind the truth that the credit for whatever of success this city has attained, rests very largely upon the broad shoulders of the workingmen. They have been its mainstay and dependence in the past, and to them we must look more especially for the development of its industrial enterprises, its granite

quarries, and other resources, in the future. Our administration would gain in dignity and power by being kept close in touch with those valiant souls who have been kindly styled, "the plain people." The deluge of taxation, wherever it may seem to rest, will sooner or later trickle down onto their backs, and be paid in the sweat of their brows.

\* \* \*

I hope that the mechanics and the laboring classes generally will take an interest deeper than they have heretofore, in the conduct of the city business, and feel that our local government is not for any political party exclusively, or for any faction, or clique, or man, but for every resident of the city, high and low. We are the agents and servants of the whole people,—anxious to inspire their confidence, to heed their advice, to hold their respect, and to win their commendation.

They must remember that the matters with which we shall have to deal are not of concern to us alone, but pertain alike to our constituents, whose sympathy and co-operation we solicit and have the right to expect and rely upon. Somebody has well said that a municipality, to thrive, needs the vivifying and uplifting force of every citizen. When the attention of our people is once fully attracted to a question of municipal concern, and they set to thinking earnestly upon it, they very soon evolve something desirable, and the difficulty is overcome.

\* \* \*

The city contracts should be let to, and all work here done by, resident workmen, as far as practicable, an equal opportunity being given all responsible bidders. If the street department, or other branches of our local government, could give the deserving unemployed of our own city, work that would be useful to us, it would be a happy consummation.

There will undoubtedly be manufacturing and other industrial enterprises which we can foster and encourage, not perhaps with appropriations, but with co-operative sympathy and that cordial public-spiritedness which is so valuable and effective when evinced by persons in authority, especially members of a city government.

An unvarying courtesy toward one another, and a generous hospitality toward strangers will be very helpful. Nothing characterizes a city more favorably than gentlemanly and obliging conduct in its officers and employés, and I earnestly invoke the heads of all departments to insist upon decorum and politeness on the part of every employé of the city. There is nothing in the past to complain of in this respect, but I should be pleased to have our administration conspicuous for its courteousness and our evident desire to accommodate the public, and serve the people promptly and faithfully in every position of trust and confidence.

\* \* \*

It will be my duty, from time to time, to give the council information relative to the state of the city, and I shall recommend to their consideration such measures as I may deem expedient, and as occasion may seem to require.

Calling upon the heads of the several departments, I have found them cheerful and obliging, willing to furnish any data within their power, and seemingly anxious to co-operate with us for the public advantage.

Mayor Cogswell has been exceedingly courteous. The relations between us are very amicable, and I hope to be able to retire from this office in the popular favor in which he is held, as an upright, cultured gentleman, a loyal citizen, and a painstaking and industrious officer.

\* \* \*

I do not assume now to understand the city's affairs in detail, but my first great duty and chief study will be to acquaint myself thoroughly with them.

I am informed that, of the very large expenses incurred by our city precinct for the rebuilding of the state house, all of the debt has been liquidated, with the exception of a balance of \$17,000.

Of the general city debt, there are bonds outstanding, issued for various purposes, and which mature in 1895, \$3,000; and bonds issued for building the police station, \$17,000; for widening Pleasant street, \$13,800; for memorial arch, \$20,000;

for lower bridge, \$20,000; for public land adjacent to state library building, \$25,000. These mature at different times.

The building of the Loudon bridge, or what is generally known as the Free bridge, was provided for by issuing notes of the city amounting to \$17,850, of which \$9,600 matured in 1894, and have been paid; \$8,250 will mature during the present year.

The building of the Horse Hill bridge was provided for by the issuing of notes amounting to \$10,000, which will mature in 1896.

There are outstanding water-works bonds amounting to \$675,000 and a temporary loan of \$15,000.

\* \* \*

The income derived from the water-works is more than sufficient to meet the current expenses of the service and to pay the interest on the total debt. In many cities the water-works are owned and controlled by private corporations, while we own our entire system, subject to the bonds outstanding. It is estimated by individuals that our water-works could be sold at a sum that would exceed the entire indebtedness of the city, but this is an unsafe premise, and certainly not one upon which to predicate extravagance. The water rates are none too low, and the probability of further expenditures in the water-works is too imminent for a speculative valuation.

The outstanding bonds which have been issued on account of sewers by the city precinct amount to \$41,000.

Of the \$116,000 of bonds issued in 1889 for the purpose of building the High and Kimball school-houses, there remain unpaid \$106,000.

Of the bonds issued on account of building the school-house at Penacook, \$2,500 remain unpaid.

The bonds which were issued on account of sewers in Penacook will mature on different dates between 1898-1900, and amount to \$24,000. Provision is made to meet these bonds as they mature by a sinking fund which now amounts, with interest, to \$3,289.60.

There is also a bonded indebtedness for constructing sewers at West Concord, which amounts to \$17,000, with similar provisions for a sinking fund as in the case of the Penacook sewer bonds.

I do not propose to annoy you at present with any tables of statistics, but for the year last past the total receipts, including the balance on hand January 1, 1894 (not including the water-works), amount to \$422,518.17. This includes bonds, notes, and cash on hand. Of this amount has been expended for various purposes \$404,033.78, leaving a balance in the hands of the treasurer of \$18,484.39.

\* \* \*

From these figures it may be learned that the entire bonded indebtedness of the city, including the water-works, precinct, and school district bonds, amounts to \$986,300.

The last issue of bonds has been sold at the rate of three and one half per cent. per annum, which shows the credit of our city to be unimpaired, for there are only few places in New England that have been enabled to place their bonds at so low a rate of interest.

It would, perhaps, be interesting in this connection to mention the fact that ten years ago there were only sixteen trust funds, while the city treasurer's report for 1894 shows that the number has now reached eighty-two, which indicates that our citizens appreciate the opportunity afforded by the city for the perpetual care of funds intrusted to it. Many of these are mortuary funds for the purpose of keeping cemetery lots in good condition, and such precautions on the part of testators should be encouraged.

\* \* \*

While our valuation increased only \$867,744 from 1883 to 1893 (8 per cent.), and our ratable polls gained in number only 564 (14.75 per cent.), the amount of tax jumped from \$169,498.95 to \$204,585.27 (20.7 per cent.), and the total expenditures advanced almost uniformly, step by step, year by

year, in almost every department and item, from \$200,715.80 in 1884 to \$404,033.78 in 1894, an increase of \$203,317.98 (101 per cent.).

The city pauper account was changed, and the interest on the state house loan lessened by payment or other arrangement, but otherwise the current expenses have grown startlingly, the cost per capita for local government in Concord being now \$12.03 per year; and if an average were made of the precinct alone, it would be still greater.

\* \* \*

	1884.	1894.	Increase.	Per cent.
County Paupers.....	\$1,998.46	\$4,700.00	\$2,001.54	135
Fire Department.....	12,385 31	15,668.94	3,283.63	26
Highways.....	24,186.84	39,200.00	15,013.96	62
Police and Watch.....	5,495.07	12,770.18	7,275.11	132
Committee Service.....	1,140.00	1,410.00	270.00	23
Public Library.....	2,000.00	6,500.00	4,500.00	225
Printing and Stationery.....	1,061.65	3,310.43	2,248.78	211
Salaries.....	5,578.03	8,781.34	3,203.31	57
Precinct.....	10,923.73	17,944.46	7,350.47	69
Included in Precinct:				
Gas and Electric Light.....	3,123.65	8,776.14	2,528.84	181
Fire Hydrants.....	4,000.00	6,000.00	2,000.00	50
Schools.....	32,442.47	52,536.32	20,093.85	62
Decoration Day.....	150.00	320.00	170.00	113
Parks.....	276.00	4,014.63	3,738.63	
Interest.....	8,595.00	24,000.00	15,405.00	179
Lighting Streets, Ward 1.....	500.00	1,150.00	650.00	130
State Tax.....	25,370.00	31,650.00	6,278.00	25
County Tax.....	24,965.00	32,260.00	7,294.14	29
Total Expenditures.....	\$200,715.80	\$404,033.78	\$203,317.98	101

Sewers varies from \$1,709.01 in 1884 to \$31,652.83 in 1892, and was \$19,870.36 in 1894.

Since the recent election the retiring city council has passed a very important and comprehensive fire ordinance, which reorganizes the fire department throughout, and puts its membership and management under the control of a permanent chief, who is under obligation to devote himself exclusively to the duties of his office, receiving a salary therefor of \$1,200.

Although this ordinance is probably modeled after similar enactments in other cities, yet its practical adaptation here, under the circumstances, is, of course, problematic.

This ordinance has been supplemented by an ordinance creating an electrical department, with an expert at a salary of \$1,000. The high character of the gentlemen who have introduced these measures entitle them to impartial consideration, but the maintenance of the fire department, under their provisions, will increase the running expenses very largely, — to such an extent that the taxpayers have begun to regard them with evident distrust, and we are beset with the expression of a general dissatisfaction that cannot properly be ignored.

\* \* \*

The matter of the appointment of a permanent chief has long been in contemplation, and has met with general approval, and the pay of the firemen was considered inadequate, but whether there was a sufficient demand for the additional legislation, and for the summary reduction and reorganization of the whole fire department, eliminating without the formality of discharge, some of its best and most experienced members, is a matter upon which I do not feel called upon, at the very outset of my administration, to express an inconsiderate opinion. Many thought that it was not too large in membership, being a call department in a city of very wide territory.

I do not learn that the insurance companies demanded so sweeping and radical a change just at this time; and it is a well-recognized fact in every community, that there is no point of touch in municipal affairs more delicate and dangerous than an unwarranted interference with the fire depart-

ment. To have anything of inharmony amongst its members, or a spirit of discontent toward it on the part of the public, might result disastrously to the material interests of the city.

\* \* \*

The permanent chief is to superintend the department, and is expected to make a business of familiarizing himself with the construction of our public buildings, workshops, and business blocks, fixing in his mind the location of boiler rooms, gas cocks, electric light switches, combustibles, etc., visiting frequently the houses of the department in the different sections of the city, and acquainting himself fully with the qualifications of the firemen, and with the condition of all their equipments; thus becoming inestimably useful to the department and to the public. A gentleman fully qualified in experience, and otherwise, has been appointed to this responsible position, and it is to be regretted that the harmony of the department should have been ruffled, or the public mind disturbed, by appurtenant legislation, the responsibility of providing for the heavy expense of which rests unfortunately upon the present city administration.

I believe most emphatically in an efficient and well paid department, and I hope it will be found that the large unexpected expenditures for which we must provide are not without an adequate corresponding benefit. Having satisfied the people, as we may be able to do, that such is the fact, all complaint will be allayed.

\* \* \*

Somebody has kindly provided me with a memorandum of the salary list under the old regime, as follows:

Steward . . . . .	\$800
Assistant Steward . . . . .	660
Engineers . . . . .	500
Three drivers . . . . .	2,040
Kearsarge Steam Fire Engine Company . . . . .	1,196
Eagle Steam Fire Engine Company . . . . .	1,021

Alerts . . . . .	\$926
Good Wills . . . . .	926
Hook and Ladder . . . . .	1,206
	<u>\$9,275</u>
From which deduct amount saved to city for labor on highways . . . . .	3,120
Actual cost . . . . .	<u>\$6,155</u>

A summary of the salary list anticipated under the new fire ordinance has also been given me :

Chief Engineer . . . . .	\$1,200
Two assistants . . . . .	200
Electrical Engineer . . . . .	1,000
Five drivers . . . . .	3,640
Drivers at north and south ends. . . . .	1,200
Kearsarge Steamer Company . . . . .	995
Eagle Steamer Company . . . . .	995
Governor Hill Steamer . . . . .	195
Hook and Ladder . . . . .	1,200
Alerts . . . . .	800
Good Wills . . . . .	800
	<u>\$12,225</u>

To which it is proposed to add,—

Steward . . . . .	\$800
Two permanent men, Chemical Company	1,600
Driver, Chemical . . . . .	728
	<u>\$15,353</u>

This computation does not take into account the new chemical engine, which has been contracted for at an expense reported to be \$2,200, nor does it include the anticipated alterations at the central fire station, which, if carried out as originally discussed, will, it is said, reach a cost not less than

\$8,000 or \$10,000. Even then the station will be cramped and unsatisfactory in some respects, without the purchase, for the purposes of the stable, of the lot in the rear of the station, the original price of which, at the time the building was erected, was \$7,000. Excluding this from the estimate, if the present city government carry out what seems to have been the elaborate intentions of their predecessors, in the matter of the fire department, you will be obliged to provide a total appropriation for the fire department of possibly \$30,000 or \$40,000 during the year.

\* \* \*

It has been anticipated that, as the city grows, the department would not be so closely concentrated in the location of its apparatus, and the fire committee should look into the needs of the city at the north end, south end, west end, and in all populous localities, including East Concord, West Concord, and Penacook, so that there may be no appearance of favoritism in this matter.

The fire department of this city has always been very effective and well organized. I admire it and commend it. As private citizen or public officer, I am its friend and champion. As boy and man I have watched its operations on many occasions for the last thirty years, and I can testify to the courage and self-sacrifice of its members, and have been an eye-witness to its skillful conquests; and I bespeak for it in the future, and certainly throughout our administration, a success as creditable as that which has characterized it during these many years.

\* \* \*

It has been anticipated that an electrical department, with an acknowledged adept at its head, would become a necessity in this city, but it was not expected that the expense of maintaining it would be so considerable at the outset. Electrical development has been so rapid and comprehensive that it certainly should be authoritatively regulated and controlled in a progressive city like ours, where a little forest of electrical

poles is being reared, through our business centres, blanketed with a rapidly thickening net-work of conflicting wires. With a growing electrical light plant in operation, a telephone system increasing in usefulness, an extending street railway, with the lines of the telegraph companies, and the various other wires, alive and dead, with which our streets and buildings are bestrung, we certainly require the superintendence of a skilled practical electrical expert, who can give to the subject such attention as the safety of our people, and the preservation of our property, demand. Whether the ordinance that has so recently been passed meets the requirements of the case, is a matter that should have your early consideration.

There will, of course, as our city grows, come a time when a uniform system of underground conduits for wires must be adopted, but happily this is a problem that will not probably embarrass the city for some years, and cannot be expected to arise during our administration.

\* \* \*

There is another perplexing question that may come to our attention. It is the perpetual problem of the liquor laws. The legislature now in session has pending before it so many plans for the repeal, revision, and amendment of the prohibitory statutes of the State, and the sentiment of the people in reference to the best temperance methods is so unsettled, that it is impracticable to discuss the subject at this time with any certainty or satisfaction. It is safe for me to say, however, that in this, as in all matters where the responsibility rests in any degree upon you, I shall be pleased, as your chief executive officer, to follow explicitly your direction. While I am not myself in favor of the spasmodic and vindictive enforcement of any particular law or ordinance, I do believe in an honest, reasonable, and constant enforcement of all laws and ordinances, and in such a manner as will secure the best possible results.

If the exigencies of a heated political canvass have led anybody to believe that the advent of this administration is to mark the unrestricted traffic in spirituous liquor in this

goodly city, to give free vent to vice and crime, the error should be corrected. On the contrary, extraordinary precautions will be taken to preserve order, to prevent drunkenness, and to uphold righteousness. At no point and in no particular, as far as I have power and authority, will municipal discipline be relaxed.

\* \* \*

There are numerous other subjects that must have our consideration, but upon which you will not expect me to take your time now in addressing you at length. No one of them presents itself to the every-day attention of our people with greater force than that of good streets and sidewalks. I am a firm believer in the "gospel of good roads." Somebody has said that the enlightenment of a community may be measured by the excellence of its highways. Thousands and thousands of dollars have been expended upon our streets, but somehow or another the real secret of road-making eludes us. There is a knack or a science in it that we do not grasp. The appropriations seem to be sufficient, and unquestionably they are honestly expended, but the mud and the wheel-ruts seem inevitable. We need a steam road-roller and other such modern apparatus. The friction of bad highways is a detriment to trade greater than is generally thought, and certainly it is a great annoyance to pleasure riders. Now that bicycles and other such vehicles are coming into general use, it is especially desirable that our streets be put in the best practical condition. We have temporized year after year, and it is time that we began permanent work in the line of the latest and most improved paving, such as is comparatively inexpensive and yet durable. Concord has more extent of highway than almost any other city of no larger population in the United States; and while the streets and sidewalks at Penacook should be kept in proper condition, and the suburban roads must be repaired and cared for, it would be poor economy indeed to allow the business streets and pleasure drives to become depleted. There has been a strong hope to make Concord an attractive

home for commercial travelers and a large class of other desirable men who do business elsewhere, but who can never be drawn here to make their residence until the drives are put in a condition comporting with the dignity of our standing otherwise.

\* \* \*

With the state institutions here and the St. Paul's School, it should be a matter of personal pride, as well as of official obligation, to have the large expenditures in the street department made to the best and most lasting advantage, and this is the popular desire and demand.

The highway department, as you well know, is under a commissioner, but over him you are expected to exert a control and an influence, and it does not relieve one department of responsibility by merely referring a matter to another. Whatever may be the theory of our local government in the division of responsibility, the fact remains that in the public mind we shall all be held together to a rigid accountability for the conduct of the several branches of the city government.

I wish that some feasible plan might be devised whereby the people may be better informed, from time to time, what are the plans of operation in this department, and how the expenditures are divided in paying for work in different sections of the city.

\* \* \*

I find the police force apparently in splendid condition. This is under a competent commission. No department of the city has made more rapid progress during the few years last past, and none is deserving of higher praise. Formerly, for many years, the police force of the city was small and inadequate, out of all proportion to the interests to be protected, and without system or method in patrolling the streets, or discipline at the station, and it is only recently that it has assumed the standing and the strength that the advancement of our city in population and wealth warrants.

The expenditure for police protection being thus suddenly increased to a point where the efficiency of the force compares more favorably with that of other cities, has made the expense seem large; and if it is unnecessarily so, it should be reduced. Everybody believes in maintaining a good fire department and an efficient police force for guarding the city, and that it would be a mistaken policy indeed to curtail either of these branches disproportionately; but in all these matters you will see the necessity of exercising a consistent and reasonable economy. If we can afford it, I hope the force will be provided with a patrol wagon, which would be very useful, and meet the respectful recommendation of the city marshal.

\* \* \*

The cemeteries will be entitled to the usual attention. These quiet rival cities of the dead, becoming more and more sacred year after year in the commingling of beloved dust, are assuming the grace and beauty that make them an important feature in the rounded growth of our interests here.

You may be asked to build a neat chapel of architectural beauty at Blossom Hill, an appropriation to lay the foundation for which has already been granted. Every now and then someone whose early home was with us, is brought back for burial, and having lost touch with old friends and acquaintances here, there is no place in which to perform the funeral rites, except perhaps in the inhospitable atmosphere of a hired hall or an undertaker's shop; and such a chapel, on such occasions, would certainly be a very gracious convenience. You will please keep the project in mind, but whether, under the thrifty principle of our administration, we can assume such an undertaking just now, is a matter for your determination.

\* \* \*

The sanitary condition of the city seems to be good. Something of alarm was felt at the lowness of the water in Penacook lake, the source of our supply, but taking into con-

sideration that all water sources and supplies throughout New England are unusually low, I do not apprehend any trouble.

I am informed that, perhaps fourteen years ago, the water in Penacook lake was as low, within two feet, as it is now, and it has been much higher than it was ever known to be before within the few years last past. Should the supply there threaten to fail us, we should probably feel obliged to extend our water-works from the Penacook branch to Long pond in Webster, a distance stated at ten or twelve miles. This pond, understood to be thirty feet higher than the surface of Penacook lake, is a body of water as pure and good as that with which we have been supplied. The possibility that the city will be forced to make another large expenditure in the maintenance of the water-works, is another reason why we should preserve a prudent policy.

\* \* \*

Our health department is doing efficient work, and is invaluable to the community. With increased isolation and disinfection it will be second to that of no city of the number of inhabitants that Concord has, and appears to be able to cope promptly and effectively with any epidemic that might arise.

An important object of your care will be all the conditions affecting public health. This will call into requisition common sense and modern science, which latter has made especial strides during the last decade. The streets have been kept cleanly, the ashes and garbage have been carefully disposed of, but I wish that there might be even a more scrupulous cleanliness in the case of the one and a more cautious disposition of the other.

\* \* \*

It has been suggested that there should be a special inspector of buildings and of plumbing, who would overlook the construction of business blocks and dwelling-houses, and thus avert the dangers of defective plumbing and drainage. Defective sewer traps in other cities are said to be the cause of much sickness, and if these matters here could, without

considerable expense, be put under the control of a competent inspector, who should see to it that all such work is carried out in detail scientifically and safely, the result might redound to the benefit of the public health.

\* \* \*

We shall be asked to enlarge the central sewerage system during the year, at a large expense. There will undoubtedly be a demand for the extension of the south end sewer, from its terminus at the junction of Allison and South streets, into and through the Bow Brook valley, which is expected to meet the growing needs of the territory west of Bow brook and that near the jail and west of Auburn street. There will also be a request for a sewer in Hall street, another in Hammond street, and for others in different localities.

The growth of the city, the laying out of new streets, and the building of new residences make the demand for sewerage, for water mains, for highway outlays, larger each year.

\* \* \*

I should be glad if there were time to speak of our educational facilities, which are very creditable. Our schools, however, are dealt with so directly by the people, who elect the members of the school board, and make appropriations for school purposes, that our interference is largely nominal, but it is a subject in which we, in the capacity of "city fathers," should take the liveliest interest. While the public schools are managed by a board of education responsible directly to the people, and by them through a superintendent, they are institutions from which are to come the men and women who are to control our city affairs and constitute our social fabric within the next few years.

\* \* \*

Any rounded mention of the city's advancement would be incomplete without reference to our street railway. The gentlemen in the management of this enterprising local corporation have even exceeded the popular demand for such a road, and the facilities which they have afforded our people

are perhaps superior to those of the kind enjoyed by any other New England city of our size. The stock of the corporation is owned almost exclusively by the citizens of Concord, and it is a home project, which has done much to develop other property, and is very closely identified with our material interests.

The road is now eleven and a half miles long. Its capital stock is \$100,000, of which one half is preferred; its funded debt is \$100,000. For the year ending June 30 last, it carried 846,676 passengers. The total income was \$43,339.40 and the expenses \$32,980.85, giving a net income of \$10,358.55. It paid six per cent. upon the preferred stock, and carried a balance to surplus:

\* \* \*

If time would admit, I should be pleased to dwell upon the development of our public parks, the condition of our city hospital, our benevolent societies, our public library, and upon various other subjects familiar to you, any one of which would, of itself, furnish material for an address, and all of which, collectively and severally as to their needs, I respectfully commend to your careful consideration.

The corporation that dispenses an approximation to a half-million dollars annually, comprising a surprising multiplicity of detail, should have an auditor, at the expense of a few hundred dollars, who could be an assistant to the mayor and invaluable to the committee on accounts and claims and to every department; and there are other recommendations of improvement that I should be pleased to make, if I were satisfied that they would not violate our resolutions of economy. As we become informed more in detail of the demands that will be made upon the city treasury, we shall undoubtedly be better able to discriminate wisely in our preferences.

\* \* \*

The legal interests of the city have been ably and very successfully conducted by the solicitor, and we are fortunately comparatively free from litigation, and in this and in many other respects the municipal outlook is auspicious.

It was the policy of a former administration to strip the chief executive of all patronage, and I have not attempted to interfere with the canvass of any of the several aspirants for election to any of the various city offices to be filled, the responsibility of these elections resting wholly with you. Nor shall I assume to interfere in your capacity as legislators.

You will remember that you are legislating not alone for your respective wards, but for the city as a consistent whole.

I shall deal from the standpoint of a practical man with such questions as come within my province, comprising the grievances of the people, the rights of the people, and the privileges of the people. One great reason why public work of all kinds has not been conducted on business principles is because it is done so much for the benefit of the politician, and it will be my effort to eschew partisanship and treat municipal government as a business. The city should be regarded as a business corporation and we as its directors or trustees.

\* \* \*

We shall expect the criticism of the public, and shall court the assistance of the newspaper press in our efforts for the public good.

I am not, and shall not be, a candidate for re-election. I have no political ambition to foster, no prejudice or pique to subserve, and no end, aim, or object in this position beyond doing just what is right and proper. We may make errors, but they will not be those of insincerity. There is a right and wrong touching every public question, and having discerned that nice dividing line, we must hew to it, wherever the chips may fly, and whoever may be displeased. We shall not be expected to instigate any startling changes in a municipal policy that has been the growth of years, the outcome of many strong intellects, but with the exercise of sturdy common sense and sterling persistence in the right, we may be enabled to be worthy guardians of the public interests, and so considerately, faithfully, and conscientiously do our duty as to hold a warm and lasting place in the hearts of our fellow-citizens, and be no innovation in the city's long roll of honor.

I cannot omit the opportunity of referring to that estimable gentleman who formerly occupied the place of mayor, Hon. Stillman Humphrey, who has only within the last few days joined the silent majority ; and in speaking to you, as I have to-day, my heart goes back to another man who stood in this place, whose splendid example I shall try to emulate, one with whom I had close association during his official term as mayor, the late Hon. Edgar H. Woodman, a man, as was said of Ralph Waldo Emerson, of the loftiest ideal, a perfect model of integrity, whose mind was like a placid lake, and reflected truths like stars.

Some gratuitous prophet has foretold dreadful things for various cities, including Concord in his dire and sweeping prediction, but the inspiration of a Christian people will prevail against such fanatical prating.

Almost a quarter-century ago an accomplished poet, Mrs. Abba Gould Woolson, sung of our city :

“Such Concord is! but who may see  
A vision of the town to be,  
When wealth shall leave its selfish aim  
To bless the public whence it came,  
And, leaping o'er each social ban,  
Her men shall seek the good of man?

Then parks will spread their breadths of green  
To add new beauty to the scene ;  
And Art her statued forms shall raise,  
Teaching our youth to know and praise  
The names that History enshrines  
Upon her page in living lines.

\* \* \* \* \*

Guard well your schools with zealous care,  
And share the work entrusted there ;  
Nor leave to others' words to preach  
What your example best can teach ;  
Thus may your children learn to prize  
A noble life, a temper wise,

Serene and generous, more than gains  
Won for themselves with endless pains,  
Where self-respect and peace are lost,  
And honor is the price they cost.

And thus shall our beloved town  
Add to its wealth of old renown  
A name for strength and sterling worth,  
Borne, like her coaches, round the earth!"

A handwritten signature in black ink, reading "Henry Robinson". The signature is written in a cursive style with a prominent flourish at the end.

CONCORD, N. H., January 22, 1895.

# CITY GOVERNMENT.

CONCORD, N. H.

Inaugurated fourth Tuesday in January, biennially.

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1895.

## EXECUTIVE DEPARTMENT.

MAYOR.

Elected biennially in November by the people. Salary, \$1,000 per annum.

HENRY ROBINSON.

Office: 3 Depot Street.

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ALDERMEN.

Elected biennially in November by voters of each ward. No salary as such, but an allowance for committee service.

- Ward 1* — DAVID F. DUDLEY.  
EDDIE C. DURGIN.
- Ward 2* — FRANK P. CURTIS.
- Ward 3* — LOUIS A. ENGEL.
- Ward 4* — HENRY W. HAYDEN.  
JOHN G. McQUILKIN.  
JOHN F. WEBSTER.
- Ward 5* — HOWARD A. DODGE.  
JAMES H. ROWELL.
- Ward 6* — ARTHUR E. DOLE.  
SAMUEL F. PATTERSON.
- Ward 7* — HENRY E. CONANT.  
JOHN H. MERCER.
- Ward 8* — WILLIAM A. LEE.
- Ward 9* — JOHN JORDAN.

## CITY CLERK.

Elected biennially in January by City Council. Salary, \$800 per annum.

JOSEPH A. COCHRAN.

Office: City Hall Building.

## COMMON COUNCIL.

Elected biennially in November by voters of each ward. No salary as such, but an allowance for committee service.

PRESIDENT — HARRY R. HOOD.

*Ward 1* — WILLIAM C. ACKERMAN.  
JOHN HARRIS.

*Ward 2* — GEORGE A. HOIT.

*Ward 3* — FRANK E. DIMOND.

*Ward 4* — HARRY R. HOOD.

FRED W. SCOTT.

FRANK H. SMITH.

*Ward 5* — HENRY O. ADAMS.

GEORGE W. BUNKER.

*Ward 6* — HOWARD A. KIMBALL.

ARTHUR F. STURTEVANT.

*Ward 7* — ARTHUR W. PRESCOTT.\*

CHARLES S. PIPER.†

FRANK G. PROCTOR.

*Ward 8* — CHARLES L. NORRIS.

*Ward 9* — ALBERT GRANT.

CLERK OF COMMON COUNCIL.

Elected biennially in January by Common Council. Salary, \$50 per annum.

HARVEY P. SANBORN.

Office: 54 Centre Street.

\*Resigned. †Elected to fill vacancy.

## JOINT STANDING COMMITTEES OF THE CITY COUNCIL.

Aldermen appointed by Mayor, and Councilmen appointed by President of Common Council, biennially in January.

*On Finance* — The Mayor; Aldermen Webster and Dudley; Councilmen Adams and Piper.

*On Accounts and Claims* — Aldermen Dole and Jordan; Councilmen Kimball and Bunker.

*On Lands and Buildings* — Aldermen Mercer and Curtis; Councilmen Scott and Harris.

*On Public Instruction* — Aldermen Dodge and Engel; Councilmen Harris and Bunker.

*On Parks and Commons* — Aldermen Conant and Durgin; Councilmen Smith and Proctor.

*On Roads and Bridges* — Aldermen Rowell and Patterson; Councilmen Dimond and Smith.

*On Fire Department* — Aldermen Patterson and Lee; Councilmen Ackerman and Scott.

*On Lighting Streets* — Aldermen Hayden and Rowell; Councilmen Sturtevant and Adams.

*On Cemeteries* — Aldermen McQuilkin and Engel; Councilmen Proctor and Grant.

## STANDING COMMITTEES IN BOARD OF MAYOR AND ALDERMEN.

Appointed biennially in January by Mayor.

*On Elections and Returns* — Aldermen Dudley and Lee.

*On Engrossed Ordinances* — Aldermen Curtis and Dodge.

*On Bills, Second Reading* — Aldermen Durgin and Rowell.

*On Police and Licenses* — Aldermen Webster and McQuilkin.

## ON SEWERS AND DRAINS.

Elected biennially in January by Board of Aldermen.

The Mayor; Aldermen Lee, Dodge, Engel, and Durgin.

## ON STREETS AND SIDEWALKS.

Elected biennially in January by Board of Aldermen.

The Mayor; Aldermen Rowell, Dudley, and Conant.

## STANDING COMMITTEES IN COMMON COUNCIL.

Appointed biennially in January by President of Common Council.

*On Elections and Returns* — Councilmen Norris and Kimball.

*On Bills, Second Reading* — Councilmen Sturtevant and Grant.

*On Engrossed Ordinances* — Councilmen Hoit and Ackerman.

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CITY TREASURER.

Elected biennially in January by City Council. Bond to the acceptance of Board of Mayor and Aldermen. Salary, \$250 per annum.

WILLIAM F. THAYER.

Office: First National Bank.

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CITY ENGINEER.

Elected biennially in January by City Council. Salary, \$1,500 per annum.

WILL B. HOWE.

Office: 17 Dutton's Block, North Main Street.

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CITY MESSENGER.

Elected biennially in January by City Council. Salary, \$600 per annum.

EDWARD H. DIXON.

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COLLECTOR OF TAXES.

Elected annually in January by Board of Mayor and Aldermen. Bond within six days to satisfaction of the Board. Salary, five mills for each dollar of first \$60,000; seven and one half mills for each dollar over \$60,000.

ALBERT I. FOSTER.

Office: 3 Depot Street.

## PUBLIC SCHOOLS.

## BOARD OF EDUCATION.

## UNION SCHOOL DISTRICT.

Three elected annually in March by voters of Union School District. Salary, \$250 per annum for the Board.

HARRY P. DEWEY,	Term expires March, 1896.
MARY P. WOODWORTH,	“ “ “ 1896.
ELIPHALET F. PHILBRICK,	“ “ “ 1896.
PARSONS B. COGSWELL,*	“ “ “ 1897.
SUSAN J. WOODWARD,†	“ “ “ 1897.
SHADRACH C. MORRILL,	“ “ “ 1897.
JOHN C. ORDWAY,	“ “ “ 1897.
WILLIAM M. CHASE,	“ “ “ 1898.
AUSTIN S. RANNEY,	“ “ “ 1898.
HENRY C. BROWN,	“ “ “ 1898.

## SUPERINTENDENT OF SCHOOLS.

## UNION SCHOOL DISTRICT.

Appointed annually in July by Board of Education. Salary, \$1,800 per annum.

LOUIS J. RUNDLETT.

Office: High School Building, School Street.

## PENACOOK—DISTRICT No. 20.

One member of Board of Education elected annually in March by voters of district. Salary, \$27 per annum for the Board.

HENRY ROLFE,	Term expires March, 1896.
IRA PHILLIPS,	“ “ “ 1897.
JOHN CARTER,	“ “ “ 1898.

## TOWN DISTRICT.

Comprising all districts in the city except Union School District and No. 20. Elected annually in March by voters of district. Salary, \$125 per annum for the Board.

ALBERT SALTMARSH,	Term expires March, 1896.
FALES P. VIRGIN,	“ “ “ 1897.
GEORGE T. ABBOTT,	“ “ “ 1898.

\*Deceased. †Elected to fill vacancy.

## TRUANT OFFICERS.

Appointed biennially in January by Board of Mayor and Aldermen. Salary as such, none.

GEORGE S. LOCKE.  
 JAMES E. RAND.  
 DANIEL S. FLANDERS.  
 HORACE ROBINSON.\*  
 JOHN E. BAKER.\*  
 FRED M. EATON.  
 WHITNEY D. BARRETT.  
 JAMES KELLEY.  
 CHARLES E. KELLEY.  
 IRVING B. ROBINSON.  
 CHARLES P. WEBSTER.\*  
 CHARLES HALL.

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 PUBLIC LIBRARY.

## TRUSTEES.

Elected biennially in January by City Council. Salary, none.

*Ward 1*—CHARLES H. SANDERS.  
*Ward 2*—JOHN E. FRYE.  
*Ward 3*—PAUL R. HOLDEN.  
*Ward 4*—WILLIAM L. FOSTER.  
*Ward 5*—AMOS J. SHURTLEFF.  
*Ward 6*—JAMES S. NORRIS.  
*Ward 7*—WILLIAM W. FLINT.  
*Ward 8*—EDSON J. HILL.  
*Ward 9*—MOSES H. BRADLEY.

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 LIBRARIAN.

Appointed annually by Trustees of Library. Salary, \$800 per annum.

DANIEL F. SECOMB.†  
 GRACE BLANCHARD.

\*Resigned. †Deceased.

## ASSISTANTS.

Salary, \$450 per annum.

CLARA F. BROWN.

ADAH M. COLBY.

WINNIE I. JAMES.

Fowler Library Building.

## ASSESSORS.

Elected biennially by voters of each ward. Salary, \$3 per day of actual service.

Ward 1—FRANKLIN A. ABBOTT.

Ward 2—FRANK P. TALLANT.

Ward 3—ALBERT W. HOBBS.

Ward 4—WENDELL P. LADD.

Ward 5—GEORGE F. UNDERHILL.

Ward 6—GEORGE S. DENNETT.

Ward 7—JONATHAN B. WEEKS.

Ward 8—JOHN J. LEE.

Ward 9—JAMES AHERN.

## CITY WATER-WORKS.

## WATER COMMISSIONERS.

Two appointed annually in March, for four years, by Board of Mayor and Aldermen. Salary, none.

HENRY ROBINSON, MAYOR, *ex officio*.

JOHN WHITAKER,	Term expires March 31, 1896.
HENRY E. CONANT,*	“ “ 1896.
EBENEZER B. HUTCHINSON,†	“ “ 1896.
SOLON A. CARTER,	“ “ 1897.
FRANK D. ABBOT,	“ “ 1897.
WILLIAM P. FISKE,	“ “ 1898.

\*Resigned.

†Elected to fill vacancy.

WILLIAM E. HOOD, Term expires March 31, 1898.  
 WILLIAM M. MASON, " " 1899.  
 EDSON J. HILL, " " 1899.

President — WILLIAM P. FISKE.

Clerk — ARTHUR H. CHASE.

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### SUPERINTENDENT OF WATER-WORKS.

Elected annually in April by Water Commissioners. Salary, \$1,800 per annum.

V. CHARLES HASTINGS.

Office: White's Block, Capitol Street.

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## FIRE DEPARTMENT.

### CHIEF ENGINEER.

Appointed by Board of Mayor and Aldermen. Term unlimited. Salary, \$950 per annum, and rent of house.

WILLIAM C. GREEN.

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### ASSISTANT ENGINEERS.

Appointed by Board of Mayor and Aldermen. Term unlimited.

#### FOR PRECINCT.

Salary, \$125 each per annum.

JOHN J. McNULTY.

WILLIAM E. DOW.

#### FOR PENACOOK.

Salary, \$25 per annum.

ABIAL W. ROLFE.

#### FOR EAST CONCORD.

Salary, \$10 per annum.

JOHN E. FRYE.

#### FOR WEST CONCORD.

Salary, \$10 per annum.

GEORGE W. KEMP.

STEWARD FIRE STATION, PENACOOK.

Appointed by Board of Mayor and Aldermen.

LESLIE H. CROWTHER.

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STEWARD FIRE STATION, EAST CONCORD.

JOSEPH E. PLUMER.

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STEWARD FIRE STATION, WEST CONCORD.

PATRICK CONWAY.

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SUPERINTENDENT OF CITY CLOCKS.

Appointed by Board of Mayor and Aldermen. Salary, \$85 per annum.

EDWARD H. DIXON.

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INSPECTOR OF ELECTRIC WIRES.

Elected annually on or before April 1. Salary, 40 cents per hour for actual service rendered, paid by the person or company owning the wires.

FRED W. LANDON.

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POLICE DEPARTMENT.

POLICE JUSTICE.

Appointed by Governor and Council. Salary, \$800 per annum, fixed by City Council.

BENJAMIN E. BADGER.

Office: Police Station.

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SPECIAL POLICE JUSTICE.

Appointed by Governor and Council. Salary, \$2 per day of actual service.

AMOS J. SHURTLEFF.

## CITY OF CONCORD.

## CITY SOLICITOR.

Elected biennially in January by City Council. Salary, \$500 per annum.

HARRY G. SARGENT.

Office: 60 North Main Street.

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## CLERK OF POLICE COURT.

Appointed by Police Justice. Salary, \$200 per annum, fixed by Legislature.

GEORGE M. FLETCHER.

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## CITY MARSHAL.

Appointed by Police Commissioners. Term unlimited. Bond of \$300 required.  
Salary, \$1,200 per annum.

GEORGE S. LOCKE.

Office: Police Station.

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## ASSISTANT CITY MARSHAL.

Appointed by Police Commissioners. Term unlimited. Salary, \$900 per annum.

JAMES E. RAND.

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## REGULAR POLICE AND NIGHT WATCH.

Appointed by Police Commissioners. Salary, \$800 each per annum.

DANIEL S. FLANDERS, Captain of Night Watch.

John E. Baker,\*  
Fred M. Eaton,  
Whitney D. Barrett,  
Charles P. Webster,\*  
James Kelley,  
Charles E. Kelley,

John E. Gay,  
Charles W. Hall,  
Elmer J. Brown,  
Irving B. Robinson,  
Charles H. Rowe.

\* Resigned.

**SPECIAL RESERVE OFFICERS.**

CHARLES L. GILMORE, Captain and Drill Master.

Orrin H. Bean,	Elmer J. Brown,*
George W. Chesley,	Thomas P. Davis,
Amos B. Sanborn,	Eugene H. Davis,
George H. Silsby,	Eri A. Poor,
John T. Batchelder,	George D. Richardson,
William A. Flanders,	Willie A. Little,
Irving B. Robinson,*	Horace Robinson,
W. H. H. Patch,	William E. Greene,
J. P. W. Roach,*	George D. Worth,
Hoyt Robinson,	Charlie E. Plummer.

**SPECIAL POLICE OFFICERS.**

Appointed by Police Commissioners. Salary, \$2 each per day for actual service.

Robert Crowther,	Eli Hanson,
Alvin H. Urann,	Clark D. Stevens,
Moody S. Farnum,	Almah C. Leavitt,
Abiel C. Abbott,	Oscar F. Richardson,
Richard P. Sanborn,	Orlando I. Godfrey,
William J. Ahern,	Edward H. Dixon,
Henry A. Rowell,	George W. Waters,
Napoleon B. Burleigh,	Joseph C. Eaton,
Edward H. Haskell,	John H. Carr,
Edward M. Nason,	James M. Jones,
Charles H. Dudley,	Albert F. Smith,
Robert P. Blake,	George E. Davis,
Alphonso Venne,	Charles M. Norris,
John T. Kimball,	John J. Crowley,
Horace Plummer,	Robert Hill,
Charles E. Palmer,	James F. Ward,
Justus O. Clark,	Henry C. Mace,
William H. Richardson,	Daniel K. Abbott,
Ira C. Phillips,	Patrick McGuire,
Lewis C. Stevenson,	Eri A. Poor,
Moses T. Rowell,	Robert McKerley,
David J. O'Brien,	W. H. Meserve.

\*Resigned.

## RAILROAD POLICE.

Appointed on petition of the Boston & Maine Railroad Company. Compensation for services paid by the Corporation.

## CONCORD DIVISION.

F. W. Barney, Grafton . . . . . Station Agent.  
 F. L. Bartlett, Hillsborough . . . . . Station Agent.  
 H. Batchelder, Sunapee . . . . . Station Agent.  
 A. E. Bean, West Lebanon . . . . . Passenger Conductor.  
 G. E. Brockway, Lake Sunapee . . . . . Station Agent.  
 V. C. Brockway, Newbury . . . . . Station Agent.  
 F. O. Brown, Concord . . . . . Spare Passenger Conductor.  
 D. W. Chandler, Concord . . . . . Spare Passenger Conductor.  
 Scott Colby, West Henniker . . . . . Station Agent.  
 A. B. Cole, Concord . . . . . Passenger Conductor.  
 A. H. Currier, Contoocook . . . . . Station Agent.  
 Roswell Cutler, Bristol . . . . . Station Agent.  
 H. C. Dimond, West Lebanon . . . . . Passenger Conductor.  
 J. H. Drake, Concord . . . . . Passenger Conductor.  
 W. B. Durgin, East Andover . . . . . Station Agent.  
 F. A. Eastman, Franklin . . . . . Station Agent.  
 H. B. Eaton, Claremont Junction . . . . . Passenger Conductor.  
 J. F. Fitzgerald, Concord . . . . . Yardmaster.  
 Jerry Follansbee, Concord . . . . . Passenger Conductor.  
 R. S. Gage, Waterloo . . . . . Station Agent.  
 F. L. Gillingham, West Concord . . . . . Station Agent.  
 G. H. Gordon, Canaan . . . . . Station Agent.  
 F. P. Goss, Potter Place . . . . . Station Agent.  
 A. C. Graves, Henniker . . . . . Station Agent.  
 G. A. Hackett, Claremont Junction . . . . . Spare Passenger Conductor.  
 G. A. Hall, Boscawen . . . . . Station Agent.  
 W. E. Hoyt, West Canaan . . . . . Station Agent.  
 T. S. Holland, North Boscawen . . . . . Station Agent.  
 J. M. Holman, Warner . . . . . Station Agent.  
 A. L. Howe, Concord . . . . . Passenger Conductor.  
 H. M. Hoyt, Concord . . . . . Passenger Brakeman.  
 T. M. Hoyt, Grafton Centre . . . . . Station Agent.  
 A. H. Ingram, Antrim . . . . . Station Agent.  
 A. S. Jones, West Andover . . . . . Station Agent.  
 C. H. Long, Claremont . . . . . Station Agent.  
 S. H. Long, Peterborough . . . . . Passenger Conductor.  
 F. K. Longley, Peterborough . . . . . Station Agent.



A. R. Brown, Goffstown..... Station Agent.  
 L. P. Brown, Candia ..... Station Agent.  
 J. H. Burns, Concord..... Freight Conductor.  
 C. J. Byron, Henniker ..... Passenger Conductor.  
 C. H. Carroll, Concord..... Spare Passenger Conductor.  
 H. A. Caswell, Manchester ..... Assistant Yardmaster.  
 J. E. Chesley, Epsom..... Station Agent.  
 C. W. Cross, Concord..... Freight Conductor.  
 G. K. Crowell, Concord ..... Yardmaster.  
 J. J. Crowley, Concord ..... Station Baggage Master.  
 C. M. Denno, Manchester..... Station Baggage Master.  
 D. Dinwoodie, Auburn. .... Station Agent.  
 D. J. Donovan, Concord..... Passenger Conductor.  
 J. J. Donovan, Concord..... Spare Passenger Conductor.  
 J. W. Drake..... Passenger Conductor.  
 F. C. Earle ..... Passenger Conductor.  
 Natt P. Eastman, Nashua. .... Station Baggage Master.  
 A. J. Edmunds, Stratham ..... Station Agent.  
 H. P. Gage, Thornton's Ferry..... Station Agent.  
 H. A. Gagnon, Riverdale ... Station Agent.  
 A. H. George, Goffstown..... Station Agent.  
 C. A. Gile, Concord. .... Freight Conductor.  
 C. L. Gilmore, Concord. .... Ticket Agent.  
 A. N. Goodhue..... Passenger Conductor.  
 J. L. Gordon, Concord ..... Foreman Round House.  
 P. K. Gould, Manchester ..... Baggage Master.  
 G. W. Griffin, East Candia..... Station Agent.  
 Moses Hamel, Nashua..... Station Baggage Master.  
 J. H. Hamilton, Concord..... General Yardmaster.  
 E. W. Harvey, Manchester ..... Station Agent.  
 C. G. Hastings, Manchester ..... Yardmaster.  
 A. W. Head, Concord .. . Passenger Conductor.  
 L. L. Heath, Concord..... Spare Passenger Conductor.  
 G. E. Hill..... Passenger Conductor.  
 A. B. Johnson, Weare..... Station Agent.  
 W. N. Johnston, Pembroke ..... Station Agent.  
 A. Jones, Nashua ..... Foreman Round House.  
 F. C. Jones, Concord..... Passenger Conductor.  
 James M. Jones, Concord..... General Baggage Agent.  
 J. T. Jones, Merrimack..... Station Agent.  
 E. B. Kelley, Barnstead ..... Station Agent.  
 W. S. Kidder..... Passenger Conductor.  
 George C. Kimball, Hooksett ..... Bridge Watchman.

F. P. Knox, Epping . . . . . Station Agent.  
 H. G. Lamb, Concord . . . . . Spare Freight Conductor.  
 R. A. Lantry, Hooksett . . . . . Station Agent.  
 George A. Law, Portsmouth . . . . . Passenger Conductor.  
 C. W. Leach . . . . . Passenger Conductor.  
 C. H. Leavitt, Rockingham Junction . . . . . Station Agent.  
 E. A. Loomis, Goff's Falls . . . . . Bridge Watchman.  
 J. B. Lyons, Manchester . . . . . Freight Conductor.  
 Philip Martelle, Nashua . . . . . Station Baggage Master.  
 W. Martin, Allenstown . . . . . Station Agent.  
 W. P. Martin, New Boston . . . . . Passenger Conductor.  
 L. L. McIntire, Goff's Falls . . . . . Station Agent.  
 Robert H. McKerley, Concord . . . . . Janitor.  
 J. S. Merrill, Chichester . . . . . Station Agent.  
 F. H. Moore, Nashua . . . . . Passenger Conductor.  
 G. A. Moore, Nashua . . . . . Freight Conductor.  
 M. W. Morgan, Bow . . . . . Station Agent.  
 S. F. Murray . . . . . Passenger Conductor.  
 Frank C. Nault, Manchester . . . . . Freight Conductor.  
 J. F. Nichols, Reed's Ferry . . . . . Station Agent.  
 Charles M. Norris, Concord . . . . . Station Baggage Master.  
 W. C. Norris, Nashua . . . . . Station Agent.  
 C. H. Noyes, Concord . . . . . Passenger Conductor.  
 J. G. Oliver, Shirley . . . . . Station Agent.  
 J. P. Osgood, Pembroke . . . . . Assistant Agent.  
 D. A. Parker, Concord . . . . . Freight Conductor.  
 C. A. Phelps . . . . . Passenger Conductor.  
 Horace Plummer, Concord . . . . . Night Watchman.  
 A. B. Poore, North Weare . . . . . Station Agent.  
 C. Poore, Raymond . . . . . Station Agent.  
 T. L. Quimby, Manchester . . . . . Station Agent.  
 William M. Rainnie, Concord . . . . . Switchman.  
 J. H. Raymond, Manchester . . . . . Freight Conductor.  
 W. O. Reed . . . . . Passenger Conductor.  
 W. H. Ring, Concord . . . . . Passenger Conductor.  
 G. E. Robbins, New Boston . . . . . Station Agent.  
 C. H. Rowe, Concord . . . . . Station Baggage Master.  
 S. B. Rowell, Concord . . . . . Spare Passenger Conductor.  
 W. S. Rowell, Goffstown . . . . . Station Agent.  
 N. Saltus, Concord . . . . . Freight Conductor.  
 F. E. Sargent, Pittsfield . . . . . Station Agent.  
 L. W. Sargent, Concord . . . . . Freight Conductor.  
 W. F. Savory . . . . . Passenger Conductor.

John Scannon, Rockingham.....Baggage Master.  
 J. C. Schagel, Henniker..... Agent and Operator.  
 E. T. Sherburne, Manchester..... Assistant Yardmaster.  
 H. W. Smith, East Epping ..... Station Agent.  
 A. S. Sprague, Concord..... Yard Conductor.  
 L. C. Stevenson, Concord. .... Watchman.  
 J. J. Sullivan ..... Passenger Conductor.  
 G. H. Sweatland, Concord ..... Yard Conductor.  
 L. E. Taplin ..... Passenger Conductor.  
 J. B. Tennant, Allenstown..... Station Agent.  
 George E. Thayer..... Passenger Conductor.  
 F. W. Topliff, Greenland ... Station Agent.  
 J. L. True ..... Passenger Conductor.  
 J. L. True, West Epping ..... Station Agent.  
 E. A. Tyrell, Hooksett..... Station Agent.  
 S. D. Walker, Concord ..... Passenger Conductor.  
 L. A. Wheeler, Hooksett ..... Passenger Conductor.  
 A. Whitney, Manchester..... Assistant Yardmaster.  
 I. C. Whittemore, Manchester..... Freight Conductor.  
 H. P. Wilson, Concord ..... Passenger Conductor.  
 R. J. Winters, Nashua ..... Station Baggage Master.

#### WHITE MOUNTAINS DIVISION.

C. W. Adams, Tilton..... Conductor and Station Agent.  
 F. W. Baird, Woodsville..... Station Agent.  
 W. E. Blake, Woodsville..... Train Baggage Master.  
 Myron Browley, Plymouth..... Freight Conductor.  
 A. F. Carr, Woodsville ..... Freight Conductor.  
 F. L. Chase, Woodsville..... Passenger Conductor.  
 G. D. Clark, Woodsville..... Night Inspector.  
 John B. Clifford, Wing Road ..... Station Agent.  
 George H. Colby, Plymouth..... Station Agent.  
 John E. Davis, Warren..... Station Agent.  
 Edgar Davison, Lisbon ..... Station Agent.  
 W. H. Dodge, Woodsville..... Carpenter.  
 A. E. Eastman, Woodsville..... Passenger Conductor.  
 John C. Eastman, Lancaster ..... Station Agent.  
 L. K. Ford, Woodsville..... Passenger Conductor.  
 G. M. Gale, Woodsville..... Freight Conductor.  
 H. C. Gale, Woodsville ..... Freight Conductor.  
 S. F. Gallagher, Fayban's..... Station Agent.  
 W. C. Gordon, Woodsville..... Freight Conductor.

Frank W. Johnson, Woodsville . . . . . Passenger Conductor.  
 H. B. Kelley, Berlin . . . . . Conductor.  
 W. E. Keniston, Woodsville . . . . . Freight Conductor.  
 F. N. Keyser, Woodsville . . . . . Freight Conductor.  
 N. S. Knight, Woodsville . . . . . Passenger Conductor.  
 L. B. Landon, Concord . . . . . Passenger Conductor.  
 E. B. Lane, Woodsville . . . . . Freight Conductor.  
 O. A. Lang, Fabyan's . . . . . Freight Conductor.  
 C. E. Leavitt, Laconia . . . . . Station Agent.  
 J. F. Leonard, Woodsville . . . . . Yardmaster.  
 W. H. Little, Woodsville . . . . . Passenger Conductor.  
 N. B. Lovely, Laconia . . . . . Baggage Master.  
 Ed. Lund, Woodsville . . . . . Freight Conductor.  
 George H. Mann, Woodsville . . . . . Passenger Conductor.  
 Hosea B. Mann, Woodsville\* . . . . . Passenger Conductor.  
 Melvin J. Mann, Woodsville . . . . . Passenger Conductor.  
 G. E. McConnell, Woodsville . . . . . Freight Conductor.  
 A. E. McIntire, Whitefield . . . . . Freight Conductor.  
 I. F. Mooney, Concord . . . . . Passenger Conductor.  
 F. D. Morey, North Woodstock . . . . . Station Agent.  
 F. G. Newton, Bethlehem Junction . . . . . Station Agent.  
 H. E. Nourse, Lancaster . . . . . Conductor.  
 W. A. Persons, Weirs . . . . . Station Agent.  
 F. E. Roby, Woodsville . . . . . Freight Conductor.  
 F. C. Sanborn, Lakeport . . . . . Freight Conductor.  
 James E. Scott, Lakeport . . . . . Station Baggage Master.  
 George G. Shute, Woodsville . . . . . Conductor.  
 C. A. Simpson, Scott's . . . . . Station Agent.  
 George F. Smith, Woodsville . . . . . Passenger Conductor.  
 F. E. Titus, Woodsville . . . . . Freight Conductor.  
 I. W. Way, Lakeport . . . . . Train Baggage Master.  
 H. E. Wells, Woodsville . . . . . Yard Conductor.  
 Scott Wells, Woodsville . . . . . Freight Conductor.  
 A. H. Wheeler, Whitefield . . . . . Station Agent.  
 Henry A. White, Plymouth . . . . . Conductor.  
 W. C. Winters, Lancaster . . . . . Freight Conductor.  
 E. H. Witcher, Lancaster . . . . . Freight Conductor.

WORCESTER, NASHUA & PORTLAND DIVISION.

Charles D. Balcom . . . . . Passenger Conductor.  
 Waite M. Benedict . . . . . Passenger Conductor.  
 John E. Boright, Lee . . . . . Station Agent.  
 George G. Bowers . . . . . Passenger Conductor.

D. P. Caldwell, Nashua . . . . .Baggage Master.  
 Martin W. Cochrane . . . . .Baggage Master.  
 Frank A. Crowell, West Windham . . . . .Station Agent.  
 W. Fred Follansbee . . . . .Passenger Conductor.  
 Fred P. Fox, Epping . . . . .Station Agent.  
 William J. Fuller, Hubbard's . . . . .Station Agent.  
 George E. Gibbs . . . . .Baggage Master.  
 Eli Hamblett, Hudson . . . . .Station Agent.  
 Onesime Hamel, Nashua . . . . .Baggage Master.  
 Albert C. Hart . . . . .Baggage Master.  
 William F. Hurlburt . . . . .Passenger Conductor.  
 Ernest J. Jeffrey . . . . .Passenger Conductor.  
 Joseph D. Lepire . . . . .Baggage Master.  
 William F. Little, Hampstead . . . . .Station Agent.  
 William J. Maloy, Fremont . . . . .Station Agent.  
 Charles T. McDuffie . . . . .Passenger Conductor.  
 William I. Mitchell . . . . .Passenger Conductor.  
 Frank F. Norris . . . . .Passenger Conductor.  
 George Rogers . . . . .Baggage Master.  
 George S. Sanborn, Sandown . . . . .Station Agent.  
 Alvah Tatro . . . . .Baggage Master.  
 George M. Wentworth, West Rochester . . . . .Station Agent.  
 Frank H. Whepley, Hollis . . . . .Station Agent.  
 Elmer E. Wiggin, Barrington . . . . .Station Agent.

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## STREET DEPARTMENT.

### COMMISSIONER OF HIGHWAYS.

Elected annually in January by City Council. Bond satisfactory to Board of Mayor and Aldermen. Salary, \$1,400 per annum.

**ALFRED CLARK.**

Office: 4 Dutton's Block, North Main Street.

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### LICENSED DRAIN-LAYERS.

Appointed annually in January by Board of Mayor and Aldermen. No salary.

Lyman R. Fellows,	Isaac Baty,
Leonard W. Bean,	W. Arthur Bean,
William Rowell,	Henry H. Morrill,
Simeon Partridge,	Fred L. Plummer,

J. Henry Sanborn,	Miles F. Farmer,
Zeb F. Swain,	Charles L. Norris,
George S. Milton,	Charles L. Fellows,
Frederick F. Converse,	Thomas Mathews,
Clarence W. Williams,	D. Warren Fox,
O. H. T. Richardson,	Daniel Haslam,
Michael J. Lee,	Michael Bateman,
Charles W. Bateman,	Joseph Moran,
Eugene H. Shea,	William A. Lee,
Daniel Mandigo,	William Dutton,
Richard O'Brien,	Moses Pelren,
Edward H. Randall,	Richard J. Lee,
Michael C. Casey,	Francis W. Presley,
Timothy Kenna,	Patrick A. Clifford,
James Cassidy,	Michael Finn,
B. Frank Varney,	John Sweeney,
Alvah C. Ferrin,	Rufus E. Gale.

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## OVERSEERS OF THE POOR.

Elected biennially in January by Board of Mayor and Aldermen.

For Ward 1.

Salary, \$30 per annum.

**DAVID F. DUDLEY.**

Penacook.

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For Ward 2.

Salary, \$10 per annum.

**FRANK P. CURTIS.**

East Concord.

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FOR WARDS 3, 4, 5, 6, 7, 8, AND 9.

Salary, \$200 per annum.

**JOSEPH A. COCHRAN,**

City Hall.

**CITY PHYSICIAN.**

Elected biennially in January by City Council. Salary, \$1 for each visit to city poor.

**DR. NELSON W. McMURPHY.**

Office: 15 South State Street.

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**ASSISTANT CITY PHYSICIAN.**

Elected biennially in January by City Council. Salary, \$1 for each visit to city poor.

**DR. HENRY C. HOLBROOK.**

Office: Penacook.

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**HEALTH OFFICERS.**

One elected annually in March, for three years, by City Council. Salary, \$25 per annum.

EDGAR A. CLARK, M. D.,	Term expires March, 1896.
DENNIS E. SULLIVAN, M. D.,	“ “ “ 1897.
EDWARD N. PEARSON,	“ “ “ 1898.

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**SANITARY OFFICER.**

Nominated by Board of Health in April and confirmed by the City Council. Salary, \$800 per annum.

**CHARLES E. PALMER.**

Office: 3 Dutton's Block, North Main Street.

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**REGISTRAR OF VITAL STATISTICS.**

The City Clerk is made Registrar by General Laws. Fees, 15 cents for each birth, marriage, and death received, recorded, and returned to the State Registrar.

**JOSEPH A. COCHRAN.**

Office: City Hall.

## CITY LIQUOR AGENT.

Appointed annually in January by the Board of Mayor and Aldermen.  
Salary, \$600 per annum.

MOSES LADD.

Office: 168 North Main Street.

## PARK COMMISSIONERS.

Two appointed annually in January, for three years, by Board of Mayor and Aldermen. No salary.

WILLIAM P. FISKE,	Term expires January, 1896.
GEORGE A. YOUNG,	“ “ “ 1896.
BEN C. WHITE,	“ “ “ 1897.
WILLIS G. C. KIMBALL,	“ “ “ 1897.
BENJAMIN S. ROLFE,	“ “ “ 1898.
JOHN F. JONES,	“ “ “ 1898.

## CEMETERY COMMITTEES.

One from each ward (except Wards 4, 5, 6, 8, 9, and part of Ward 7, consolidated) elected annually in January, for three years, by City Council. Salary, none.

## WARD 1.

JOHN A. COBURN,	Term expires January, 1896.
D. WARREN FOX,	“ “ “ 1897.
JOHN WHITAKER,	“ “ “ 1898.

## WARD 2.

JOSEPH E. PLUMER,	Term expires January, 1896.
ALBERT H. C. KNOWLES,	“ “ “ 1897.
CYRUS R. ROBINSON,	“ “ “ 1898.

## WARD 3.

GEORGE R. PARMENTER,	Term expires January, 1896.
JOHN E. GAY,	“ “ “ 1897.
JAMES M. CROSSMAN,	“ “ “ 1898.

## WARD 7.

FRANK G. PROCTOR,	Term expires January, 1896.
ISAAC N. ABBOTT,	“ “ “ 1897.
EDWIN W. ROBINSON,*	“ “ “ 1898.
ALFRED CLARK,†	“ “ “ 1898.

## COMMISSIONERS OF CEMETERIES.

FOR WARDS 4, 5, 6, 8, 9, AND PART OF WARD 7.

Two members appointed annually in March, for three years, by Board of Mayor and Aldermen. Salary, none.

CHARLES S. PARKER,	Term expires March, 1896.
OBADIAH MORRILL,	“ “ “ 1896.
GEORGE A. FOSTER,	“ “ “ 1897.
GEORGE O. DICKERMAN,	“ “ “ 1897.
JOHN E. ROBERTSON,	“ “ “ 1898.
FRANK P. ANDREWS,	“ “ “ 1898.

## UNDERTAKERS.

Elected biennially in January by City Council. Salary, none.

FOR OLD AND BLOSSOM HILL CEMETERIES.

HAMILTON A. KENDALL.  
 JOSEPH H. LANE.  
 GEORGE W. WATERS.

FOR WOODLAWN CEMETERY, PENACOOK.

J. FRANK HASTINGS.  
 OLIVER J. FIFIELD.

FOR EAST CONCORD CEMETERY.

JOSEPH E. PLUMER.

FOR WEST CONCORD CEMETERY.

ANDREW J. ABBOTT.

FOR MILLVILLE CEMETERY.

WILLIAM H. CURRIER.

FOR SOUHOOK CEMETERY.

JONATHAN P. LEAVITT.

\*Resigned. †Elected to fill vacancy.

**INSPECTORS OF PETROLEUM.**

Appointed annually in January by Board of Mayor and Aldermen. Fees, one fourth cent per gallon for inspection, paid by owner of oil.

HENRY T. COOMBS.  
GEORGE H. ROLFE.

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**FENCE-VIEWERS.**

Elected annually in January by City Council. Fees, \$2 each per day, paid by parties interested.

GEORGE W. CHESLEY.  
CHARLES P. ROWELL.  
MOSES H. BRADLEY.

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**FISH AND GAME WARDENS.**

Elected annually in January by City Council. No fees.

J. IRVING HOYT.  
FALES P. VIRGIN.  
JOHN H. SEAVEY.  
GEORGE F. SEARLE.  
ELIJAH JACOBS.\*  
DANIEL B. NEWHALL.  
HARLEY B. ROBY.  
CHARLES B. CLARKE.  
FRANK BATTLES.  
WILLIAM ROBY.  
JOSEPH A. MOORE.  
LOREN S. RICHARDSON.  
FRANK S. MOULTON.  
FRANK L. WORTHEN.  
HENRY MCGIBNEY.  
HARRISON A. ROBY.  
CHARLES TRENOWETH.

\*Resigned.

**POUND-KEEPER.**

Elected annually in January by City Council. Fees, two cents each for impounding sheep, and five cents each for all other creatures, paid by owners of creatures.

GEORGE PARTRIDGE.

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**SEALERS OF LEATHER.**

Elected annually in January by City Council. Fees, reasonable price, paid by person employing.

JOHN C. THORNE.  
CYRUS R. ROBINSON.  
DAVID E. EVERETT.

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**SEALER OF WEIGHTS AND MEASURES.**

Elected annually in January by City Council. Fees, for sealing each scale beam, steelyard, or scale, 25 cents, and for each measure, 10 cents; five or more to one person, half price—paid by owners of scales or measures.

GEORGE D. RICHARDSON.

Office: City Hall.

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**CULLER OF STAVES.**

Elected biennially in January by City Council. Fees, bbl. staves, 28 cents; hhd. staves, 34 cents; pipe staves, 40 cents; butt staves, 45 cents; hoops, 50 cents; heading, 33 cents per M—paid by party for whom culling is done.

GEORGE F. HAYWARD.

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**WEIGHERS OF HAY, COAL, ETC.**

Elected annually in January by City Council. Fees, reasonable price per load, paid by party requiring service.

Orin T. Carter,	George B. Whittredge,
Arthur G. Stevens,	Charles T. Page,
D. Arthur Brown,	William F. Carr,
John N. Hill,	Frank E. Gale,
Hiram O. Marsh,	Frederick H. Savory,
Thomas Hill,	Evarts McQuesten,
John H. Mercer,	John Knowlton,