

sewers, while during a severe storm the flow of surface water alone may be one or two hundred times as great. The flow in the sewers is varying all of the time between these limits.

When it is considered that, if properly handled and kept separate from house sewage, the surface water can be turned into the nearest and most convenient water courses or rivers, thus avoiding large sewers as well as pumping and treatment, it is seen how important it is that the two classes of flow be kept separate, especially when it is necessary that the sewage should be treated, either at present or in the future.

At the present time there is, I understand, little or no complaint on account of the discharge of the sewage of Concord into the Merrimack River in a crude state. The public standard of what is tolerable in sanitary conditions is, however, continually becoming more exacting, and it is not safe to assume that, because certain conditions are permitted today, they will be allowed to exist in the future.

It is in my opinion quite possible that the time will come when the City of Concord will be required to purify its sewage before discharging it into the Merrimack. The building of a dam at Garvin's Falls and maintaining what is in effect a pond or a body of water with a current of low velocity has already changed the conditions along the river front of the city. The present conditions are a closer approximation to those which have involved the City of Fitchburg, Mass., in a suit from a mill owner on the Nashua River, in which he claims damages for injuries alleged to be received by the pollution and filling up of his pond by the sewage that the city turns into the river.

I speak of the above to indicate the reason for the consideration which I am giving in this report to the question of the combined system of sewers. As already stated, the City of Concord is largely sewered upon the combined system.* I consider this unfortunate and advise that all new or additional territory be sewered upon the separate system.

* A certain territory in the westerly part of the city which drains into Bow Brook, in so far as it has sewers, is sewered upon the separate system. This section I have called Section No. 3 in my reference to it in this report.

With regard to the existing combined sewer system, and the improvements which it will be necessary to make to it in order to increase its capacity to meet the requirements, there are two ways in which it can be adapted to a possible future need for artificial treatment of the sewage.

One is by a complete separation of the system by constructing a new set of sewers or drains, in some streets new sewers for the house sewage, diverting all of the latter from the existing drains, in other streets new drains for the surface water, diverting all of the latter from the existing sewers, and building all of the supplementary drains needed for increasing the capacity of the system in accordance with such a plan.

The other method is to maintain and improve the existing combined system, and, when it becomes necessary to purify the sewage, connect it at each of the outlets with an intercepting sewer of a sufficient size to carry the dry-weather flow; arrange the connections in such a manner that the dry-weather flow will be discharged into the intercepting sewer; provide storm overflows at these connections so that during storms the excess over a certain determined amount will flow to the old outlets and be discharged into the river. This method is based upon the assumption that at the times of such discharge the sewage will be so greatly diluted and the water will be so high in the river that there will be little objection to its discharge for the comparatively short time in which it occurs.

It will be evident that the second method is not so desirable as the first, for the following reasons: The flow which goes to the intercepting sewer to be eventually treated and perhaps pumped is and must be considerably greater than the amount of the house sewage and ground water that would flow in a strictly-separate system. This, of course, renders the treatment and pumping more expensive than for a separate system.

Then there is, of course, some objection to the discharge of dilute sewage into the river during storms.

There are also liable to be more objectionable deposits in the combined than in the separate sewers.

I recommend, however, that the existing combined system of sewers in Concord be improved and developed in accordance

with the second method, or that of an intercepting sewer with storm overflows.

I do this mainly because it will, no doubt, be quite a number of years before it will be necessary to discontinue the discharge of the crude sewage into the river, and if all of the changes which will be rendered necessary (in connection with the increase in the capacity of the existing system) to separate the system are made now or soon, the interest on their cost will be considerable, and probably more than offset any future saving which can be made in operation by the entire separation of sewage and surface water.

My recommendations in regard to the future policy, then, are that the existing system of combined sewers be maintained and their capacity be increased where necessary, having in view a future connection with an intercepting sewer, laid along the river front, of all of the outlet sewers and the provision of storm overflows at the connections. This intercepting sewer will run to a point near Hall Street, about 700 feet from Hammond Street, substantially as shown on the accompanying plans.

From this point the sewage will be pumped to any location where it is to be treated, unless such location should be at some point below Garvin's Falls, where it could flow by gravity and the pumping be avoided. It is, of course, unnecessary to anticipate the future by attempting to determine where or how the sewage will be treated.

The intercepting sewer must, from the conditions of the case, run substantially as shown, and the discharging point can be anywhere between Hall Street and the river and Hammond Street and Bow line. The location which I have indicated is chosen because it is also a good collecting point for the sewage from the territory south of Hammond Street, McKinley Street and Park Avenue.

I recommend that the sewerage system for Section No. 3 be carried out as it is started, namely, as an entirely separate system.

I recommend that Section No. 4 be sewered upon a strictly separate system, whenever any sewer construction is under-

taken in this district. This section comprises all of the territory south of Hammond and McKinley streets and Park Avenue, and between the river and the summit or divide between South and Birch streets. That part of this district west of and including South Main Street is to be provided with main sewers in South, Bow, Rockingham and South Main streets, so arranged as to connect with sewers in new streets not yet existing, which may be built in this section in the future for the discharge of house sewage.* For as long as the sewage is discharged in a crude state into the Merrimack River, that from this section will be turned through South Main Street from Rockingham to McKinley Street through a sewer yet to be built, thence through an existing sewer to the present 38-inch outlet sewer.

Whenever treatment of the sewage is undertaken, it would be intercepted at the junction of South Main and Rockingham streets, at an elevation of about 43, and possibly flow to the place of treatment by gravity.

The sewage from the lower portions of the section, or that part east of South Main Street, will flow to the point chosen for the discharge of the main intercepting sewer for Sections 1 and 2, where being delivered below the level of the water in the river, it must be pumped even for discharge into the river; that is to say, no system can be operated in this low-lying district without pumping. When, however, a pumping plant is installed to pump the sewage discharged by the intercepting sewer to the disposal plant, this sewage can be handled by that plant.

The storm water of this section is to be discharged by drains into the natural water courses of the district, which are to be kept open and free from obstruction for this purpose.

It is also recommended that when treatment of the sewage is resorted to, if the disposal plant is favorably situated, a storm overflow connection be made between the head of the 38-inch main sewer at the junction of Glen and Allison streets and the 24 x 36-inch sewer in Allison Street, to allow the dry

*There is a part of this territory that this plan does not provide for, namely, the valley immediately bordering upon Bow Brook south of Noyes Street.

weather flow, or the sewage proper, to flow in the latter and the storm water to overflow to the former. The sewage will then flow to the 24 x 36-inch sewer which crosses South Main Street about 500 feet north of Allison Street, where it should be intercepted, together with the flow coming south in the South Main Street sewer, at about elevation 35 and taken by gravity, if possible, to the disposal plant.

This arrangement will intercept all of the sewage of Section No. 3 and nearly all of that of Section No. 2 south of Warren Street, and, if the disposal plant is situated where it can be reached by gravity, will avoid the pumping of a large amount of sewage.

CHANGES AND IMPROVEMENTS TO EXISTING SYSTEM.

We now come to the required improvements to the existing system, which consist mainly in replacing some of the present sewers with larger ones, or supplementing them with a second sewer or drain, in order to increase the capacity of the system sufficiently to carry away the surface water in times of severe storms.

SECTION No. 1.

In this section there are two available methods of relieving the congestion: First, by laying new or supplementary sewers along the lines of the present main sewers to the Merrimack River; second, by intercepting the surface flow from the territory above Rumford Street and taking it by a main line through Rumford Street to the brook which crosses North State Street near its intersection with Rumford Street. This method would require the separation of the sewage from the surface water in that part of the district west of Rumford Street, because sewage could not be discharged into this small brook without causing a nuisance. This separation would not be a serious matter, as there are at present but few sewers in this territory.

I have made estimates of the cost of treating the system in both ways, and find that the cost of the first method, taking the district as a whole, is less than that of the second, and,

therefore, I recommend that the first method be adopted. I have estimated the maximum flow coming to each of the sewers, and also estimated the capacity of each of the sewers, and in this way determined which of them have sufficient capacity for the demand upon them, not alone for the present, but for the future when the district becomes completely built over.

For those sewers in which the capacity is insufficient, I have determined the size of a sewer with ample capacity to replace them, and also of a supplementary surface drain to be laid parallel to them, and to provide capacity for the discharge of the excess of surface water which cannot be carried in the present sewers in severe storms.

Which of these alternative propositions (whether a new sewer or a supplementary drain) will be adopted in any particular case can only be determined by a careful examination of local conditions, and is, generally speaking, dependent upon the comparative cost. I presume that a new sewer to replace the existing one will be cheaper or better in some streets, while in others a supplementary drain will be more advantageous. I, of course, am not possessed of the detailed information necessary to decide this question, and it can better be determined at the time it is proposed to do the work in any particular place.

The plan of Section No. 1, accompanying this report, shows the sewers and parts of sewers which are required to provide sufficient capacity in the system. Table No. 1 also gives a list of these sewers and their sizes, both for sewers for replacing existing ones, and for a sewer or drain supplementary to them.

There are two lines recommended which are to be used solely for surface water. One is to be laid in Rumford Street from Albin Street, northerly, to the stream crossing North State Street; the other in North State Street from the entrance to Calvary Cemetery southerly to the same stream. As these drains discharge into this small brook, all sewage must be kept out of them. North State Street, along this line, is already provided with a sewer, which is, however, too small to provide

for the surface drainage. A separate sewer must be laid in Rumford Street at the above location whenever the necessity for the disposal of house sewage at this place arises.

There is little more to be said in regard to the changes and additions, except to refer briefly to the additions to the main outlets.

There are now three main outlet sewers from Section No. 1 discharging into the Merrimack River. Neither one of these is large enough. Although the most northerly one, the 24 x 36-inch sewer from Penacook Street, gives little trouble now, it will be too small when the territory it serves is wholly built over, and completely sewered. As will be seen from an examination of the plan, it is proposed to lay a new sewer from Main Street at Montgomery Street to the present outlet of the 20-inch main sewer. The sewer will, practically, supersede the present main sewer which discharges just south of Bridge Street. It is also proposed to supplement the 20-inch and the 24 x 36-inch sewer by laying one alongside the latter, into which both will discharge, as shown on the plan.

SECTION No. 2.

In Section No. 2 there are quite a number of improvements which it will be necessary to make at some time in order to render the system effective. Their nature is much the same as that of those in Section No. 1, and does not require further special mention. All of the new sewers required are shown on the plan of Section No. 2, and given in Table No. 2.

There are some changes in the main outlet sewers of this section. The outlet sewer which runs through Depot Street to the river is of sufficient capacity east of Railroad Square, but will have to be enlarged, as shown from Main Street to Railroad Square.

The 24 x 36-inch outlet sewer, which runs from State and Main streets across the railroad to Water Street, and through Water Street to the river, must be supplemented, as shown on the plan. The same is true of the 38-inch main sewer, which discharges into the river about 500 feet south of Hammond Street.

Plans of Sections 3 and 4 accompany this report, showing what is recommended in these sections.

SUGGESTIONS OF IMPROVEMENTS TO BE MADE IN THE NEAR
FUTURE.

The foregoing recommendations contemplate additions and improvements that will be needed in the future, and it is, perhaps, unnecessary to state that it is not expected that all of them will be undertaken now. Some of them may not be required for years. They are suggested and shown on the plans with the intention of providing a comprehensive plan of the improvements of the existing system of sewers, and for the future development of territory not now sewered.

There are, however, a number of places where present conditions require that the improvements be made in the near future. The following is a list of these, covering some points that have already given trouble through insufficient capacity in times of severe storms.

SECTION No. 1.

Perhaps the most important improvements to be made in this section are those for increasing the capacity of the sewers on the field line from the corner of Valley and High streets to Washington Street, in Washington Street from Centre to Main Street, in Franklin Street from Rumford about 150 feet west, in Rumford from Franklin to Beacon, in Beacon from Rumford to near State; on field line, Beacon to Washington Street, in North Main Street from Washington to Montgomery, and the main outlet sewer from North Main to the river, as shown on the plan of Section No. 1.

A connecting sewer should also be laid from the 20-inch outlet sewer at or near the point where it crosses the railroad to the 24 x 36-inch outlet sewer. This is only a part of the contemplated improvement to the 20-inch line, which consists in laying this same connecting sewer from the 20-inch to a new sewer parallel with the 24 x 36-inch sewer, as shown on the plan. It is believed, however, that the above connections to the 24 x 36-inch will relieve the overcharged condition of

the 20-inch, somewhat, and that the construction of the above-named parallel sewer can be postponed for awhile, as the 24 x 36-inch sewer has not caused any serious trouble under the present development of the section which it drains.

In Centre Street, a sewer will be required from Green Street to about 200 feet east of State Street. A new sewer will be necessary in Bradley Street from Walker to Penacook Street, and in Penacook from Bradley to North State Street, and an additional drain for surface water *only* in North State Street from the stream crossing near Rumford Street to the entrance to Calvary Cemetery. The estimated cost of these improvements is given for each street on Table No. 1.

SECTION No. 2.

In Section No. 2 the following changes or additions are urgently needed :

In Main Street from Warren to Depot Street and in Depot Street from Main to 225 feet east.

In Warren Street from Rumford to Pine Street and from State to Green Street.

In Pine Street from Warren Street about 300 feet northerly.

The main sewer, called the "Brook Sewer," from North Spring Street to Allison Street, is of insufficient capacity and requires an additional or supplementary drain laid parallel with it.

In South State Street an increase in capacity is required from Downing to Harrison Street.

These are all shown on the plan of Section No. 2. Their cost is estimated and given by streets on Table No. 2.

SECTION No. 3.

In Section No. 3 new sewers will be necessary in Ridge Road, Park Ridge, Giles and School streets.

These sewers are shown on the plan of Section No. 3. Their cost is estimated and given on Table No. 3.

While there is present need of all of the improvements suggested above, it is probable that all of them will not be undertaken at once and a choice must be made of those which will

do the most good and upon which to make a beginning. With this in mind, I suggest the following order :

	* Col. 1.	* Col. 2.
Main Street, Warren Street to Depot Street,	\$836	\$666
Depot Street, Main Street to 48-inch line,	844	619
Centre Street, Green to 200 feet east of State,	1,956	1,645
Line from Merrimack River to Main, corner Montgomery,		18,142
North Main Street, Montgomery to Washing- ton,	7,986	6,844
Washington, Main to Centre,	14,960	11,481
Field line, Washington to corner Valley and High,	2,382	2,040
Field line, Washington to Beacon,	1,149	994
Beacon, field line to Rumford,	6,257	6,001
Rumford, Franklin to Beacon,	2,382	

Surface Drainage.

North State Street, Calvary Cemetery to cor- ner Rumford,	\$4,042
School Street, Brook to Giles Street,	542
Giles Street, School to Park Ridge,	451
Park Ridge, Giles to Ridge Road,	590

TYPE OF SEWERS AND DRAINS RECOMMENDED.

It is suggested that for present purposes at least all sewers and drains less than 24 inches in diameter be laid of vitrified clay pipe with closely packed cement joints; that all above 20 inches be built of Portland cement concrete or with concrete in the lower two thirds of the section and brick in the upper third. Drawings of cross sections for the different sizes accompany this report.

USE OF EGG-SHAPED SEWERS.

All of the dimensions of sewers given on the plans and in the tables are those of the diameter of a circular sewer. In

*Col. 1 gives cost of sewers as laid to replace existing sewers, and Col. 2 gives cost if they are laid supplementary to them.

those lines where the flow of sewage is extremely variable and the dry weather flow very small the so-called "egg-shaped" section may be more desirable than the circular shape. I have given on the plans the sizes of egg-shaped sewers which have substantially an equivalent capacity of certain sizes of circular ones. In my opinion it is not necessary or desirable to use egg-shaped instead of circular sections where the diameter of the latter is 20 inches or less, or much exceeds three feet.

Appended to this report is a schedule giving estimates of the cost of the work which is proposed for present construction. It is difficult to make an estimate which will be a close approximation to the actual cost of this work on account of the fact that it must be done under entirely different conditions to those obtaining in new work. There are many connections to make with existing pipe, and, when an existing sewer is to be replaced, it must be removed and the flow of the sewage maintained, all of which introduces very uncertain factors.

In making these estimates I have used new work as a basis, and made a general estimate of the increase due to the special difficulties. I do not consider the estimate of any particular sewer of much value in predicting closely what that particular sewer will cost, but the entire estimate may be an approximate guide to the general cost of doing the work. These estimates are based upon contract prices at the present time.

Respectfully submitted,

FREEMAN C. COFFIN.

TABLE No. 1.
CONCORD SEWERAGE SYSTEM.

Streets.		Sizes for Replacement Sewers.										Sizes for Supplementary Sewers.													
		Vitrified.					Concrete.					Vitrified.					Concrete.								
		15"	18"	20"	24"	30"	36"	39"	42"	45"	48"	60"	Cost.	15"	18"	20"	24"	27"	30"	36"	42"	60"	Cost.		
Name.	From.	To.																					Cost.		
Beacon	Rumford	200 ft. W. of Jackson.	100	800	2728	2225	1425	2370	3315	720	1725	3000	630	1400	1353	1325	705	400	690	2545	1490	775	680	1610	.....
Beacon	200 ft. west of Jackson	Field Line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$2,887
Beacon	Field Line	Field Line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,180
Bradley	Highland	Albin	275	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,834
Bradley	Albin	Walker	275	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bradley	Walker	Penacook	450	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Centre	200 ft. E. of N. State.	Green	475	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Field Line	High	453 ft. S. of High.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Field Line	453 ft. S. of High.	Washington	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Field Line	Main	300 ft. E. of Main.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Field Line	300 ft. E. of Main.	Stickney Ave.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Field Line	Stickney Ave.	Merrimack River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Field Line	Beacon	Washington	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Field Line and Penacook	Jt. of R. R. & Penacook	900 ft. S. of Penacook	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Field Line	900 ft. S. of Penacook	Ferry	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Field Line	Ferry	Merrimack River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Franklin	High	100 ft. East of High.	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Franklin	100 ft. East of High.	Charles	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Franklin	175 ft. W. of Rumford	175 ft. W. of Rumford	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Main	Washington	Court	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Main	Court	Field Line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North State	Jt. of 2 1/2-in. lines	Penacook	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North State	Rumford	Calvary Cemetery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Penacook	Bradley	State 12 in. line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Penacook	State 12 in. line	State 18 in. line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rumford	Franklin	Beacon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rumford	Albin	Walker	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rumford	Walker	Penacook	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rumford	Penacook	Beyond Curtis Ave.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington	Pine	Field Line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington	Field Line	400 ft. E. of Field Line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington	400 ft. E. of Field line	Perry Ave.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington	Perry Ave	75 ft. W. of Jackson.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington	75 ft. W. of Jackson.	Near Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington	Near Union	Field Line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington	Field Line	Field Line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washington	Main	Proposed sewer from Church St.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Field Line	20 in. sewer fr. Church St.	Penacook	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	.....	.....	100	800	2728	2225	1425	2370	3315	720	1725	3000	630	1400	1353	1325	705	400	690	2545	1490	775	680	1610	.....

TABLE No. 3.

LIST OF DRAINS RECOMMENDED TO INCREASE
THE CAPACITY OF PRESENT DRAINAGE SYSTEM.

Name.	From.	To.	10'	12'	Cost.
Giles.....	Park Ridge.....	School.....	300		\$451
Park Ridge.	Ridge Road.....	Giles.....	350		590
Ridge Road	Forest.....	½ fr. Forest to Park Ridge	325		497
Ridge Road	½ way fr. Forest to Park [Ridge	Park Ridge.....	325		527
School.....	Giles.....	Brook.....	350		542
Total ..			325	1325	..

TABLE No. 4.

LIST OF PROPOSED SEWERS RECOMMENDED FOR
FUTURE SEPARATE SYSTEM.

Name.	From.	To.	6"	8"	10'	12"	15"
Birch.....	Iron Works Road	Clinton.....			3350		
Bow.....	South.....	Rockingham.....				2600	
Clinton.....	Birch.....	Summit.....	900				
Field Line.....	South Main.....	Hall.....	400				
Hall.....	Bow Line.....	Pump. Station..					4200
Iron Works Road..	South.....	Birch.....				2400	
Rockingham.....	South.....	South Main.....					2800
South.....	Summit.....	Rockingham ..			1400		
South.	Summit.....	Bow.....			1450		
South.	Bow Line.....	Rockingham ..			3000		
South Main.....	McKinley.....	Near Bow Line..			2100	1250	
South Main... ..	Summit.....	Bow Line.....	650				
Total.....			1050	900	12300	6250	7900

HIGHWAY DEPARTMENT.

REPORT OF THE COMMISSIONER OF HIGHWAYS.

To the City Council:

GENTLEMEN: In submitting this annual report I am glad to state that the year 1905 has seen the erection and completion of a new stable for the highway department which has been needed for a number of years. The new stable is a modern structure and very convenient in every way, and the greatly improved conditions are certainly appreciated. The city decided to move the old sheds from the lot on School Street to the new for storage purposes and a work shop, and a bank wall was built under the sheds. When these are fully repaired and painted they will be convenient and well suited to the needs of the department. Considerable grading was necessary around the buildings, and a large part of this was done with the ashes collected by the garbage teams. Much more grading should be done on the lot another year.

The amounts appropriated in 1905 for the various kinds of work of the department were about the same as in other years. From the amount for general maintenance beside the usual necessary repairs, two new bank walls were built. One at East Concord on Penacook Street at an expense of \$368.93, and the other at Penacook on Main Street which cost \$684.83. Considerable grading was done with stone chips through West Concord village which has put that part of North State Street in very good condition. Quite extensive work was done on Rumford Street in cutting and grading, and the same kind of work

was done on White Street. A piece of hardening was put in on the river road at Penacook. When the new Kent fountain was put in the old watering trough was removed and placed at the junction of North Main and Penacook streets. A plot of land around it has been graded and it greatly improves the appearance of that section. A new trough was also put in at the junction of North State and Fiske streets.

A number of culverts on the outlying roads had to be rebuilt and repaired, and several bridges also were repaired. The following list shows the repairs on bridges.

Loudon bridge over Merrimack River, repairing	\$23.70
Loudon bridge over Merrimack River, repairing roadway	451.44
Pembroke bridge over Merrimack River, repairing	20.69
Crescent Street bridge over canal, Penacook, replanking	31.22
Borough bridge, Penacook, repairing	2.10
Main Street bridge over Contoocook, Penacook, repairing	19.09
Main Street bridge over Contoocook, Penacook, repairing roadway	113.17
Twin bridge over Contoocook, Penacook, repairing	67.34
Twin bridge over Contoocook, Penacook, repairing stone work	41.03
Twin bridge over Contoocook, Penacook, repairing roadway	96.00
Ash brook bridge on Hopkinton new road, repairing	8.53
“Mose Brown” bridge over Turkey River, repairing	6.33
Bridge over Turkey River on Clinton Street, repairing	5.18
Bridge over Turkey River on Iron Works road, repairing	8.41
Bridge over Turkey River on Stickney Hill road, repairing	18.71
Clough’s Mill bridge over Soucook River, repairing	32.44
New bridge over Hackett Brook, Penacook Intervale District	176.77
Bridge on Penacook Street, East Concord, repairing	4.60

Bridge on Pembroke Street, East Concord, repairing	\$25.68
Bridge on Mills Street, East Concord, repairing	23.34
Bridge on Penacook road, Hoit District, replanking	9.47

The usual amount of work has been done on trees, a number having been removed and many trimmed. While we have not had any great trouble thus far with the brown-tail moth, other cities around here have had rather serious results from them. If the property owners will be careful to keep their trees free of the moths, and with careful watch of the trees in the highways, Concord may possibly be free of the pest to any great extent.

A large number of catch basins were constructed the past season and many rebuilt. The list given below shows the location, size, etc., of the new ones.

Street.	Location.	Size.	Cost.
White, west side.....	At Washington.....	18	\$22.15
White, east side.....	At Washington.....	18	33.21
Rumford.....	At Garden.....	18	22.62
Pillsbury.....	At Broadway.....	18	20.15
Allison	At Broadway.....	18	23.36
Holly, north side.....	.....	18	23.18
Holly, south side .....	.....	18	26.84
White	At Blanchard.....	18	45.73
Broadway, east side.....	At Carter	18	26.29
North State	At Pumping Station.....	18	17.68
Penacook Road	Between Spring and Pleasant	5-18	216.13
Water, east side.....	Junction Hall	18	28.23
North State.....	Junction Fiske.....	15	9.03
Electric Avenue.....	West Concord.....	2-16	50.77
Clark.....	West Concord.....	16	25.38
Lake	West Concord.....	18	26.43

All the concrete walks granted have been laid and the usual number of walks recoated.

Along the line of permanent work, \$500 was appropriated for continuing the work of graveling the Loudon Road. On

the Bog Road, \$600 for repairing, and \$500 for the South Pembroke Road. About 1,600 feet of macadam was put in on the Penacook Road, continuing the work of last year. This brings the macadam well up toward the village, and another year's work would complete it to the square. The amount expended was \$2,503.77. The macadamizing of North State Street from Walker Street to Blossom Hill Cemetery entrance was begun this year, and although it was not carried as far as intended, it is a great improvement as far as put in, and the work should be continued another year. On the section from Penacook Street north, it was necessary to do considerable excavating on account of the clay, and the street railway track had to be moved. At the request of the street railway, the work on that section was not begun until after the close of their summer travel, so that with the delay and the amount of excavating necessary it was impossible to complete the work as far as the cemetery, and therefore there was a balance of \$1,120.14 left on this appropriation.

A special appropriation was made for concreting Pleasant Street from Main to State. This is a great improvement on that street. The total cost of the work was \$1,523.80.

The amount of garbage collected in 1905 was about the same as other years. Most of the ashes collected have been used to good advantage in grading and filling on the city lot between Pleasant and Warren streets.

The sprinkling precinct was enlarged the past season, which made it necessary to purchase a new sprinkler. The city now has 14 sprinklers, all of which are in fair condition.

For the interest taken in the department, and the many courtesies toward it, I wish to thank his honor the mayor and the city council.

Respectfully submitted,

ALFRED CLARK,

Commissioner of Highways.

Deposited with the city treasurer as follows :

New Hampshire State Hospital, crushed stone	\$13.75
New Hampshire State Hospital, street sweepings	125.00
Boston & Maine Railroad, labor, etc.	28.17
Union School District, labor	76.87
W. W. Critchett, dressing	30.00
Park French, crushed stone	1.00
N. E. T. & T. Co., labor, concrete, etc.	109.49
E. U. Sargent, concrete	16.38
James H. Rowell & Co., crushed stone, etc.	34.30
P. H. Gendron, crushed stone	1.50
Mrs. G. H. Berry, concrete	9.50
Committee on Land and Buildings, labor, etc.	371.70
J. E. Symonds, grade	10.00
G. S. Milton & Co., use of pump	1.00
C. L. Fellows, crushed stone	52.37
A. C. Sanborn, concrete	11.63
J. Phaneuf, concrete	5.88
Joseph Moses, concrete	9.79
Wesley Johnson, concrete	7.55
C. W. Follansbee, concrete	22.70
Mrs. J. Lewis, concrete	22.75
D. Warren Fox, concrete	23.38
J. H. Albin, concrete	24.34
Welch & Sullivan, crushed stone	1.50
J. E. Ryan, concrete	6.24
W. G. Elliott, concrete	23.16
C. P. Little, use of pump	1.00
Fred Sargent, edgestone	14.08
E. E. Graves, concrete	36.58
Henry A. Brown, concrete	19.39
David O'Brien, concrete	8.55
Frank Morrill, concrete	10.79
M. E. Clifford & Co., repairs	4.50
J. S. Norris, crushed stone	2.00
Concord Water-Works, labor, etc.	49.44
J. A. Clough, concrete	14.32

H. E. Fisher, old junk	\$52.30
R. W. Hoit, old plank	3.00
P. J. Donovan, concrete	12.73
E. F. Horne, concrete	10.18
G. M. Kimball, concrete	28.35
Mary E. Lund, concrete	36.68
Mary Jackman, concrete	33.75
Mary Merrill, concrete	14.07
Mary Goodhue, concrete	14.07
J. E. Durgin, crushed stone	1.00
J. H. Coburn, second-hand wheels	10.00
New Hampshire State Prison, gravel . . . . .	.50
M. E. Clifford, concrete	9.35
Harry E. Dolloff, concrete	6.30
J. P. Kelly, concrete	12.80
C. H. Johnson, concrete	9.19
B. F. Adams, concrete	11.32
Wellington Carpenter, concrete	15.85
Mrs. F. W. Dudley, concrete	14.25
J. Conn, concrete	12.32
George F. Thompson, drawing wood	1.00
City Sewer Department, labor	1.43
	<hr/>
	\$1,511.04

FINANCIAL REPORT OF THE HIGH- WAY DEPARTMENT.

GENERAL MAINTENANCE.

Appropriation	\$22,000.00
Transferred from permanent work, South Pembroke Road	464.95
Transferred from permanent work, Bog Road	5.96
Transferred from permanent work, North State Street	792.82
Transferred from sidewalks and crossings, new	184.87
Transferred from sidewalks and crossings, repair	64.78
Transferred from trees	19.58
Transferred from catch basins	111.18
	\$23,644.14

Expenditures :

Central District.

GENERAL REPAIRS.

Labor pay rolls	\$7,343.03
Eyeless Tool Co., picks and handles	22.65
Hugh Tallant, plank for drag	6.75
E. C. Eastman, office supplies	3.65
Ira C. Evans Co., printing, etc.	72.25
C. F. Nichols, supplies . . . . .	.75
Geo. E. Carter, office supplies	3.85
Rumford Printing Co., book	18.50
N. E. T. & T. Co., use of telephone	43.95
Alfred Clark, commissioner, postage, express, etc.	17.40

J. E. McShane, shoeing horses . . .	\$110.00
W. A. Chamberlin, rubber stamps . . .	1.05
L. A. Sanders, hay	64.73
R. J. Macquire, veterinary services . . .	21.90
H. H. Blake, hay	65.54
E. H. Runnells, mowing	29.00
Mark Upton, sawdust	5.05
Geo. D. Huntley, repairs	161.63
Thompson-Hoague Co., supplies	42.86
D. Waldo White, grain, etc.	568.27
Joseph T. Walker, hay	300.84
J. D. Johnson & Son, repairs and sup- plies	128.41
J. R. Hill Co., harnesses	60.00
A. B. Black, repairs	12.90
Cushman Electric Co., repairs	1.10
Marl Chase, gravel	2.20
Concord Water-Works, water	23.00
Town of Hopkinton, marl	2.00
Morrill & Danforth, premium on poli- cies	112.50
R. S. Emery, plank	77.78
C. H. Martin & Co., paint, etc.	7.80
Geo. W. Cilley, marl	7.80
Perley Badger, gravel	6.80
E. A. Boutwell & Son, lumber	141.39
Geo. F. Clark, capping stone	4.40
Concord Foundry & Machine Co., cast- ing	2.24
Samuel Holt, labor	25.25
N. B. Cloutman, gravel	10.80
J. Elizabeth Hoyt, gravel	91.10
St. Paul's School, gravel	8.60
Robert Crowley, coal	15.50
Boston & Maine R. R., freight	1.80
A. H. Britton & Co., supplies	70.54
Woodworth & Co., cement	3.75
E. S. Tenney Co., coal	11.00

J. M. Stewart & Sons Co., furniture		
for city stable	\$22.71	
Harry G. Emmons, blankets	8.90	
H. C. Sturtevant & Son, oil	7.00	
Orr & Rolfe, labor and supplies	3.65	
Chas. H. Dudley, oil . . . . .	.75	
J. E. McShane, repairing tools	2.50	
P. Crowley, grout	9.00	
James Mercer, grade	8.20	
Ritchie & Elliott, labor	34.00	
New England Granite Works, grout	28.50	
Burt Brown, sled	75.00	
Burt Brown, shoeing horses, repairs, etc.	145.49	
J. Milnor Coit, gravel	12.80	
Hutchinson Building Co., lumber	19.79	
Concord Electric Co., lights	204.23	
W. L. Jenks & Co., supplies	94.05	
	<hr/>	\$10,408.88

CULVERTS.

Labor pay rolls	\$263.20	
Mark M. Blanchard, oil . . . . .	.56	
Thompson-Hoague Co., pipe	58.28	
	<hr/>	\$322.04

SIDEWALKS AND CROSSINGS.

Labor pay rolls, repairing sidewalks	\$178.43	
“ “ building sidewalks	182.58	
“ “ repairing crossings	1.00	
“ “ building crossings	8.00	
	<hr/>	\$370.01

SIGNS.

Labor pay rolls	\$5.17
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FENCES.

Labor pay rolls	\$43.88
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WATERING TROUGHS AND DRINKING FOUNTAINS.

Labor pay-rolls	\$109.82	
Concord Water-Works, water	150.00	
Woodworth & Co., cement	4.20	
Thompson-Hoague Co., pipe	2.80	
Geo. B. Quimby, use of watering trough	3.00	
Concord Foundry & Machine Co., foun- tain	100.00	
Ritchie & Elliott, labor	4.00	
E. H. Randall, repairs	26.50	
Orr & Rolfe, labor and supplies . . .	16.27	
W. L. Jenks & Co., supplies . . . . .	.45	
	<hr/>	\$417.04

GUTTERS.

Labor pay rolls, repairing	\$75.56	
“ “ cleaning	378.72	
“ “ paving	51.41	
People & Patriot Co., advertising . .	1.20	
	<hr/>	\$506.89

BRIDGES.

Labor pay rolls	\$87.12	
Concord Electric Co., lights	39.98	
Hutchinson Building Co., lumber . .	17.97	
J. H. Rowell & Co., repairing concrete roadway	451.44	
E. A. Boutwell & Son, lumber	16.32	
	<hr/>	\$612.83

MACADAM.

Labor pay rolls, repairing	\$343.65	
C. H. Martin & Co., oil . . . . .	.65	
Robert Crowley, coal	14.00	
	<hr/>	\$358.30

HIGHWAY DEPARTMENT.

223

WINTER EXPENSE.

Labor pay rolls, breaking roads . . .	\$503.77	
“ “ plowing walks . . .	146.00	
“ “ shoveling walks and crossings . . .	530.89	
“ “ sanding walks . . .	492.42	
“ “ leveling snow . . .	336.55	
“ “ rolling snow . . .	96.54	
“ “ snowing bridges . . .	17.64	
“ “ draining gutters . . .	1,020.33	
Miss Emma H. Osgood, sand . . .	13.00	
A. E. Maxam, rent of land . . .	12.00	
		\$3,169.14

Penacook District.

GENERAL REPAIRS.

Labor pay rolls	\$653.45	
D. Warren Fox, supplies, etc.	3.40	
George A. Carter, use of plow	1.50	
D. F. Dudley, gravel	17.50	
C. M. & A. W. Rolfe, lumber	12.25	
Foote, Brown & Co., supplies	7.24	
Stratton & Co., sand, etc.	7.90	
J. E. Brown, repairing tools	15.30	
C. H. Barnett, labor . . . . .	.75	
Sanborn Bros., powder	1.90	
R. E. Gale, supplies	2.50	
Thomas H. Murray, grade	11.20	
Thompson-Hoague Co., plow points85	
		\$735.74

CULVERTS.

Labor pay rolls	\$42.63
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SIDEWALKS AND CROSSINGS.

Labor pay rolls, repairing	\$69.81
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FENCES.

Labor pay rolls	\$15.23	
E. D. Clough & Co., posts	1.90	
D. Warren Fox, nails24	
	<hr/>	\$17.37

WATERING TROUGHS AND DRINKING FOUNTAINS.

Labor pay rolls	\$4.06	
C. M. & A. W. Rolfe, use of watering trough	3.00	
T. S. Holland, use of watering trough	3.00	
Concord Water-Works, water	40.00	
Isaac Baty, repairs	4.10	
	<hr/>	\$54.16

GUTTERS.

Labor pay rolls, repairing	\$35.01	
Labor pay rolls, cleaning	375.57	
	<hr/>	\$410.58

BRIDGES.

Labor pay rolls	\$77.67	
J. E. Brown, sharpening tools	1.75	
Foote, Brown & Co., cement	6.58	
Penacook Electric Light Co., lights	50.00	
S. G. Sanborn, plank	23.04	
J. H. Rowell & Co., repairing concrete roadway	227.17	
C. M. & A. W. Rolfe, lumber	19.08	
	<hr/>	\$405.29

MACADAM.

Labor pay rolls, repairing	\$53.13
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BANK WALL.

Labor pay rolls	\$457.99
P. Crowley, grout	30.00

HIGHWAY DEPARTMENT.

225

W. B. Cunningham, express . . .	\$1.55	
J. E. Brown, sharpening tools . . .	6.74	
C. M. & A. W. Rolfe, lumber . . .	16.13	
D. Warren Fox, supplies . . .	5.55	
Foote, Brown & Co., cement . . .	64.35	
Ford & Kimball, fence posts . . .	24.54	
P. Crowley, capping stone . . .	76.40	
F. M. Morse & Co., oil . . .	.70	
Isaac Baty, labor and supplies . . .	.88	
	<hr/>	\$684.83

WINTER EXPENSE.

Labor pay rolls, breaking roads . . .	\$64.12	
“ “ leveling snow . . .	135.25	
“ “ plowing walks . . .	59.94	
“ “ draining gutters . . .	202.17	
“ “ sanding walks . . .	136.63	
“ “ snowing bridges . . .	7.11	
“ “ shoveling walks and crossings . . .	8.21	
	<hr/>	\$613.43

West Concord District.

GENERAL REPAIRS.

Labor pay rolls	\$722.86	
Mrs. Jennie P. Rowe, gravel . . .	.80	
J. H. Harrington, grade . . .	1.00	
P. Crowley, repairing tools . . .	1.98	
J. M. Crossman, repairing tools . . .	3.85	
W. L. Jenks & Co., pipe . . .	10.43	
	<hr/>	\$740.92

CULVERTS.

Labor pay rolls	\$5.60	
Thompson-Hoague Co., pipe . . .	7.20	
	<hr/>	\$12.80

SIDEWALKS AND CROSSINGS.

Labor pay rolls, repairing sidewalks	\$12.93
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WATERING TROUGHS AND DRINKING FOUNTAINS.

Labor pay rolls	\$23.33	
Concord Water-Works, water	40.00	
W. L. Jenks & Co., pipe	3.84	
Concord Electric Co., lights	15.99	
	<hr/>	\$83.16

GUTTERS.

Labor pay rolls, cleaning	\$96.59
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WINTER EXPENSE.

Labor pay rolls, breaking roads	\$208.20	
“ “ plowing walks	75.17	
“ “ sanding walks	31.53	
“ “ snowing bridges	16.00	
“ “ draining gutters	62.48	
	<hr/>	\$393.38

East Concord District.

Labor pay rolls, breaking roads	\$73.90
“ “ plowing walks	28.00
“ “ sanding walks	20.67
“ “ shoveling walks and crossings	12.00
“ “ draining gutters	6.17
“ “ general repairs	407.87
“ “ repairing fences	3.33
“ “ cleaning gutters	21.00
“ “ repairing culverts	6.56
“ “ repairing sidewalks	93.39
“ “ repairing bridges	12.89
“ “ building bank wall	293.78

HIGHWAY DEPARTMENT.

227

P. Crowley, grout for wall	\$17.00
New England Granite Works, grout for wall	4.00
Woodworth & Co., cement for wall	25.00
Thompson-Hoague Co., pipe for wall	6.40
Ford & Kimball, fence posts	18.38
Fred Carter, lighting street lamp	7.50
C. R. Robinson, water for trough	20.00
Orr & Rolfe, repairs on trough	6.53
J. M. Lacroix, sharpening tools	1.95
Thompson-Hoague Co., pipe	3.20
Shad M. Cate, sharpening tools	2.42
W. L. Jenks & Co., pipe	5.10
John T. Cate, lumber	36.42
	<hr/>
	\$1,133.46

Penacook Intervale District.

Labor pay rolls, breaking roads	\$14.93
“ “ general repairs	17.04
“ “ building bridge	77.13
Ai J. Smith, use watering trough	3.00
Robinson & Sanborn, lumber	98.65
	<hr/>
	\$210.75
	<hr/>
	\$23,644.14

East Concord Intervale District.

Labor pay rolls, breaking roads	\$45.00
“ “ general repairs	66.53
“ “ repairing bridges	7.11
“ “ building culverts	28.84
Scott French, breaking road	4.00
Frank Fanny, gravel	3.70
Frank Fanny, use watering trough	3.00
	<hr/>
	\$158.18

Mountain District.

Labor pay rolls, breaking roads . . .	\$94.39	
“ “ general repairs . . .	161.48	
“ “ repairing culverts . . .	20.13	
F. P. Virgin, use watering trough . . .	3.00	
	<hr/>	\$279.00

Hoit District.

Labor pay rolls, breaking roads . . .	\$55.42	
“ “ general repairs . . .	123.82	
“ “ repairing bridges . . .	9.44	
C. H. Abbott, bridge plank . . .	11.14	
Fred Mayo, use watering trough . . .	3.00	
	<hr/>	\$202.82

Virgin District.

Labor pay rolls, general repairs . . .	\$86.11
	<hr/>

Sanborn District.

Labor pay rolls, breaking roads . . .	\$28.44	
“ “ general repairs . . .	126.32	
F. W. Sanborn, dynamite . . .	4.00	
David Sanborn, plank . . .	8.00	
	<hr/>	\$166.76

Potter Street District.

Labor pay rolls, breaking roads . . .	\$43.85	
“ “ general repairs . . .	135.93	
John T. Tenney, gravel, etc. . .	1.50	
John T. Tenney, use watering trough . . .	3.00	
John T. Batchelder, grade . . .	2.96	
W. L. Jenks & Co., pipe . . .	13.68	
	<hr/>	\$200.92

HIGHWAY DEPARTMENT.

229

Hot Hole Pond District.

Labor pay rolls, breaking roads . . .	\$11.87	
“ “ general repairs . . .	10.66	
		\$22.53

Egypt District.

Labor pay rolls, breaking roads . . .	\$56.87	
“ “ general repairs . . .	35.73	
Geo. G. Jenness, use watering trough . . .	15.00	
		\$107.60

Horse Hill District.

Labor pay rolls, breaking roads . . .	\$48.47	
“ “ general repairs . . .	68.49	
R. W. Hoit, gravel . . .	1.00	
		\$117.96

Mast Yard District.

Francis Runnells, use watering trough . . .		\$3.00
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Number Four District.

Labor pay rolls, breaking roads . . .	\$118.44	
“ “ general repairs . . .	195.68	
		\$314.12

SALARY COMMISSIONER.

Appropriation	\$1,400.00
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Expenditures :

Alfred Clark, salary	\$1,400.00
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TREES.

Appropriation \$500.00

Expenditures :

Central District.

Labor pay rolls	\$442.08	
W. L. Jenks & Co., rope	12.69	
Western Cofran, filing saws	1.55	
		\$456.32

Penacook District.

Labor pay rolls	\$24.10	
		\$480.42
Transferred to general maintenance	19.58	
		\$500.00

CATCH-BASINS.

Appropriation \$1,500.00

Expenditures :

Central District.

Labor pay rolls, cleaning	\$476.08	
“ “ repairing	22.65	
“ “ building	146.89	
“ “ rebuilding	39.82	
Edson Manufacturing Co., hose, etc.	84.44	
Boston & Maine R. R., freight . . . . .	.75	
Thompson-Hoague Co., pipe	43.45	
Woodworth & Co., cement	28.75	
Concord Foundry & Machine Co., catch-basin outfits	132.85	
Rowell & Plummer, labor	32.92	
Samuel Holt, brick	123.20	
A. H. Britton & Co., hose	6.00	
Concord Coal Co., slabs	1.38	
		\$1,139.18

HIGHWAY DEPARTMENT.

231

Penacook District.

Labor pay rolls, cleaning	\$63.29	
“ “ repairing	1.17	
“ “ building	40.12	
George Neller, mason work	19.00	
R. E. Gale, pipe	5.90	
Thompson-Hoague Co., pipe	15.20	
		\$144.68

West Concord District.

Labor pay rolls, cleaning	\$10.62	
“ “ building	53.22	
Concord Foundry & Machine Co., catch-basin outfits	24.45	
Dickerman & Co., cement	3.80	
W. L. Jenks & Co., pipe	8.89	
Woodworth & Co., cement	1.25	
		\$102.23

East Concord District.

Labor pay rolls, cleaning	\$2.73	
		\$1,388.82
Transferred to general maintenance	111.18	
		\$1,500.00

SIDEWALKS AND CROSSINGS, NEW.

Appropriation \$2,000.00

Expenditures :

Central District.

Labor pay rolls, grading for concrete walks	\$73.61
Labor pay rolls, setting edgestone	58.07

J. H. Rowell & Co., concrete walks	\$866.54	
J. H. Rowell & Co., concrete cross-ings	300.53	
Whidden Granite Co., curbing	21.00	
P. Crowley, curbing	189.90	
	<u> </u>	\$1,509.65

Penacook District.

Labor pay rolls, setting edgestone	\$46.19	
P. Crowley, curbing	40.77	
J. H. Rowell & Co., concrete walks	192.78	
J. H. Rowell & Co., concrete cross-ings	25.74	
	<u> </u>	\$305.48
		<u> </u>
		\$1,815.13
Transferred to general maintenance		184.87
		<u> </u>
		\$2,000.00

SIDEWALKS AND CROSSINGS, REPAIR.

Appropriation \$1,500.00

Expenditures :

Central District.

Labor pay rolls, resetting edgestone	\$10.71	
J. H. Rowell & Co., repairing walks	1,159.35	
J. H. Rowell & Co., repairing cross-ings	116.51	
J. H. Rowell & Co., repairing roadway	16.57	
	<u> </u>	\$1,303.14

Penacook District.

Labor pay rolls, repairing walks for concrete	\$65.71
J. H. Rowell & Co., repairing walks	60.57

J. H. Rowell & Co., repairing cross-ings	\$5.80	
	<u> </u>	\$132.08
		<u> </u>
Transferred to general maintenance		\$1,435.22
		64.78
	<u> </u>	\$1,500.00

PERMANENT WORK.**Penacook Road.**

Appropriation	\$2,500.00	
Transferred from permanent work, North State Street	3.77	
	<u> </u>	\$2,503.77
Expenditures :		
Labor pay rolls	\$2,258.13	
D. Warren Fox, supplies	10.18	
Robert Crowley, coal	77.00	
Boston & Maine Railroad, freight . . . . .	.56	
Alfred Clark, commissioner, express, etc.	10.50	
C. M. & A. W. Rolfe, stakes	3.00	
C. H. Martin & Co., oil	15.12	
F. M. Morse & Co., oil	2.22	
J. E. Brown, sharpening tools	1.70	
E. L. Davis, coal	32.70	
C. G. Davis, painting sign . . . . .	.75	
W. L. Jenks & Co., supplies	5.06	
R. E. Gale, pipe	29.45	
George Neller, mason work	28.90	
Concord Foundry & Machine Co., catch basin outfits	24.00	
Kelly-Springfield Road Roller Co., re- pairs	4.50	
	<u> </u>	\$2,503.77

South Pembroke Road.

Appropriation \$500.00

Expenditures :

Labor pay rolls, putting in culvert	\$20.05	
Thompson-Hoague Co., pipe	15.00	
Transferred to general maintenance	464.95	
	<u> </u>	\$500.00

Loudon Road.

Appropriation \$500.00

Transferred from permanent work, North State Street	13.82	
	<u> </u>	\$513.82

Expenditures :

Labor pay rolls	\$493.12	
J. Elizabeth Hoit, gravel	20.70	
	<u> </u>	\$513.82

Bog Road.

Appropriation \$600.00

Expenditures :

Labor pay rolls	\$513.52	
Thompson-Hoague Co., pipe	42.32	
N. B. Cloutman, gravel	38.20	
Transferred to general maintenance	5.96	
	<u> </u>	\$600.00

North State Street.

Appropriation \$5,000.00

Expenditures :

Labor pay rolls, excavating	\$789.77	
“ “ back filling	242.30	
“ “ macadamizing	2,199.74	

HIGHWAY DEPARTMENT.

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Labor pay rolls, building catch basins	\$25.12	
“ “ putting in drain . . .	10.82	
Nutting & Hayden, hammers . . .	9.00	
Boston & Maine Railroad, freight . . .	2.80	
A. B. Black, repairs	126.21	
Kelly-Springfield Road Roller Co., re- pairs	17.00	
Hutchinson Building Co., stakes . . .	12.45	
Concord Foundry & Machine Co., grates, etc.	23.80	
W. L. Jenks & Co., supplies	20.38	
A. H. Britton & Co., supplies	33.47	
Acme Road Machinery Co., grease, etc.	8.50	
Robert Crowley, coal	244.59	
Page Belting Co., tallow, etc.	14.25	
C. H. Martin & Co., oil	1.30	
George J. Sargent Estate, gravel and cobble	7.30	
J. Elizabeth Hoit, gravel	30.50	
E. H. Larkin, agent, oil	15.40	
Thompson-Hoague Co., supplies	35.76	
Susan G. Perkins, gravel	9.40	
Transferred to permanent work, Pena- cook Road	3.77	
Transferred to permanent work, Lou- don Road	13.82	
Transferred to general maintenance . .	792.82	
Balance on deposit	309.73	
		\$5,000.00

Concreting Pleasant Street.

Appropriation, as per Joint Resolution No. 730 . \$1,523.80

Expenditures :

Labor pay rolls, excavating	\$107.22
“ “ macadamizing	402.83
“ “ resetting edgestone	2.54
“ “ rebuilding catch basins	11.06

Labor pay rolls, paving gutters . . .	\$42.53	
Plomo Specialty Manufacturing Co., belt dressing	\$20.00	
Page Belting Co., repairs	13.93	
Ford & Kimball, man-hole cover	2.93	
D. Waldo White, cement	2.60	
Robert Crowley, coal	13.50	
C. H. Martin & Co., oil . . . . .	.65	
Woodworth & Co., cement	2.50	
Concord Foundry & Machine Co., catch basins outfit	4.80	
J. H. Rowell & Co., concreting road- way	896.71	
	<hr/>	\$1,523.80

GARBAGE.

Appropriation	\$5,700.00	
Deposited from collections	201.87	
	<hr/>	\$5,901.87
Expenditures :		
Deficiency, 1904 account	\$42.57	
Labor pay-rolls, collecting garbage	1,901.96	
“ “ collecting paper	219.73	
“ “ burning paper	82.42	
“ “ leveling ashes	559.07	
“ “ cleaning crossings	536.85	
“ “ cleaning streets with patrol carts	958.59	
“ “ sweeping pavements	50.75	
“ “ cleaning gutters	1,350.70	
D. Waldo White, grain, etc.	88.60	
A. H. Britton & Co., iron and labor	9.33	
A. B. Black, street cleaner	20.50	
Boston & Maine Railroad, freight . . . . .	.42	
Abbot-Downing Co., refilling broom	20.00	
H. Thompson, refilling broom	20.00	
H. Thompson, brooms	14.51	
Balance carried to 1906 account	25.87	
	<hr/>	\$5,901.87

SPRINKLING.

Appropriation	\$5,600.00	
Balance from 1904	683.88	
	<hr/>	\$6,283.88
Expenditures :		
Labor pay rolls, repairing and painting carts	\$80.61	
Labor pay rolls, repairing standpipes	163.41	
Labor pay rolls, sprinkling	3,714.23	
C. H. Martin & Co., paint, etc.	32.60	
Abbot-Downing Co., repairing carts	79.50	
Samuel Eastman & Co., couplings, etc.	18.25	
Chandler Eastman & Sons, new sprink- ler and repairs	398.00	
J. T. Walker, hay	85.46	
George D. Huntley, repairing carts	4.75	
The Fairbanks Co., valves	75.92	
Boston & Maine R. R., freight	1.76	
J. B. Cunningham Co., valve boxes	16.98	
Orr & Rolfe, labor on standpipes	17.27	
G. S. Milton & Co., labor and supplies	37.43	
D. Waldo White, grain, etc.	133.75	
Ross W. Cate, shoeing horses	36.00	
Concord Water-Works, water for stand- pipes	700.00	
	<hr/>	\$5,595.92
Balance on deposit		687.96
		<hr/>
		\$6,283.88

RECORD OF LABOR ON STREETS.

Ward One.

SPRING STREET.		
General repairs		\$6.36
Building sidewalks		4.73
SUMMER STREET.		
General repairs		3.83

HIGH STREET.						
General repairs	.	.	.	.	.	\$16.16
BOROUGH ROAD.						
General repairs	.	.	.	.	.	18.57
WALNUT STREET.						
General repairs	.	.	.	.	.	8.92
Repairing sidewalks	.	.	.	.	.	10.20
UNION STREET.						
General repairs	.	.	.	.	.	3.40
CHARLES STREET.						
General repairs	.	.	.	.	.	3.42
CENTRE STREET.						
General repairs	.	.	.	.	.	2.31
Repairing sidewalks	.	.	.	.	.	15.79
EAST CANAL STREET.						
General repairs	.	.	.	.	.	8.38
SUMMIT STREET.						
Repairing sidewalks	.	.	.	.	.	5.16
ROLFE STREET.						
General Repairs	.	.	.	.	.	42.96
WINTER STREET.						
Repairing sidewalks	.	.	.	.	.	6.44
WEST CANAL STREET.						
General repairs	.	.	.	.	.	7.69
CRESCENT STREET.						
General repairs	.	.	.	.	.	11.53
ELM STREET.						
General repairs	.	.	.	.	.	41.98
Repairing sidewalks	118.93
PLEASANT STREET.						
Repairing sidewalks	2.49

HIGHWAY DEPARTMENT.

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FOWLER STREET.						
General repairs	\$13.15
PENACOOK STREET.						
General repairs	7.96
Repairing sidewalks	.	.	.	.	.	7.38
MERRIMACK STREET.						
General repairs	.	.	.	.	.	4.57
Repairing sidewalks	.	.	.	.	.	6.55
Repairing macadam	.	.	.	.	.	11.71
WARREN STREET.						
General repairs	.	.	.	.	.	9.36
MERRIMACK AVENUE.						
General repairs	.	.	.	.	.	16.97
Repairing sidewalks	.	.	.	.	.	116.19
Paving gutters	.	.	.	.	.	17.17
WASHINGTON STREET.						
General repairs	.	.	.	.	.	26.53
Grading	.	.	.	.	.	58.04
BACK ROAD.						
General repairs	.	.	.	.	.	2.22
RIVER ROAD.						
General repairs	.	.	.	.	.	72.52
Hardening	.	.	.	.	.	145.97
HORSE HILL ROAD.						
General repairs	.	.	.	.	.	61.36
PENACOOK ROAD.						
Repairing macadam	.	.	.	.	.	26.56
Macadamizing	.	.	.	.	.	2,503.77
WEST MAIN STREET.						
General repairs	.	.	.	.	.	29.84
SCALES ROAD.						
General repairs	.	.	.	.	.	3.82

MAIN STREET.

General repairs	\$19.15
Repairing sidewalks	21.08
Building sidewalks	64.66
Building bank wall	684.83

SOUTH MAIN STREET.

General repairs	8.09
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Ward Two.

SHAKER ROAD.

General repairs	\$98.30
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LOCKE ROAD.

General repairs	10.86
Repairing culverts	37.78

CANTERBURY ROAD.

General repairs	8.78
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POND ROAD.

General repairs	7.02
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SEWALL'S FALLS ROAD.

General repairs	7.68
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SANBORN ROAD.

General repairs	18.83
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PENACOOK STREET.

General repairs	151.10
Repairing sidewalks	73.81
Building bank wall	368.93

PEMBROKE STREET.

General repairs	57.69
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CURTIS ROAD.

General repairs	8.75
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EASTMAN STREET.

General repairs	4.94
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HIGHWAY DEPARTMENT.

241

KEARSARGE STREET.	
General repairs	\$10.98
PORTSMOUTH STREET.	
General repairs	30.67
SCHOOLHOUSE ROAD.	
General repairs	8.18
PENACOOK ROAD.	
Grading (Hoit District)	60.12
General repairs (Mountain District)	25.40
General repairs (Sanborn District)	87.05
GRAHAM ROAD.	
Grading	39.18
MOUNTAIN ROAD.	
General repairs	34.16
MEADOW HILL ROAD.	
General repairs	18.22
TURTLETOWN ROAD.	
Building culvert	21.82
Repairing sidewalks	19.31
Ward Three.	
HIGHLAND ROAD.	
General repairs	\$2.71
BOG ROAD.	
General repairs	16.42
QUAKER STREET.	
General repairs	1.51
SECOND STREET.	
General repairs	11.56
WEST PARISH ROAD.	
General repairs	5.60

LAKE STREET.	
General repairs	\$13.04
HUTCHINS STREET.	
General repairs	7.43
KNIGHT STREET.	
General repairs . . . . .	.71
CLARK STREET.	
General repairs . . . . .	.62
ELECTRIC AVENUE.	
General repairs . . . . .	.45
BEECH HILL ROAD.	
General repairs	46.31
CARTER HILL ROAD.	
General repairs	3.00
SALTMARSH ROAD.	
General repairs	32.51
RIVER ROAD.	
General repairs	27.45
SEWALL'S FALLS ROAD.	
General repairs	26.25
SAND BANK ROAD.	
General repairs	8.36
PALM STREET.	
General repairs	3.11
Grading	43.10
LONG POND ROAD.	
General repairs	51.48
NUMBER FIVE ROAD.	
General repairs	30.05
NUMBER FOUR ROAD.	
General repairs	43.02

HIGHWAY DEPARTMENT.

243

PENACOOK ROAD.	
General repairs	\$4.09
NORTH STATE STREET.	
General repairs	45.46
Repairing sidewalks	8.70
Grading with stone chips	484.40
FAIRBANKS STREET.	
Grading	18.74
Ward Four.	
ROLLINS STREET.	
General repairs	\$0.57
RIDGE ROAD.	
General repairs	6.44
UNION STREET.	
General repairs	1.73
CHURCH STREET.	
General repairs	34.11
Building sidewalks	320.41
FRANKLIN STREET.	
Grading	32.15
WHITE STREET.	
Grading	408.88
Repairing sidewalks	19.38
HARROD COURT.	
General repairs	9.85
NORTH SPRING STREET.	
General repairs	31.67
Repairing sidewalks	250.24
WALKER STREET.	
General repairs	4.68
MONTGOMERY STREET.	
General repairs	6.88

COURT STREET.		
General repairs	. . . . .	\$6.31
PEARL STREET.		
General repairs	. . . . .	4.44
LYNDON STREET.		
General repairs	. . . . .	6.91
TREMONT STREET.		
General repairs	. . . . .	32.66
ACADEMY STREET.		
General repairs	. . . . .	41.84
VERNON STREET.		
General repairs	. . . . .	2.27
FISKE STREET.		
General repairs	. . . . .	18.13
JACKSON STREET.		
General repairs	. . . . .	34.50
Repairing sidewalks	. . . . .	46.97
BRADLEY STREET.		
General repairs	. . . . .	4.12
PITMAN STREET.		
General repairs	. . . . .	.52
ESSEX STREET.		
Repairing sidewalks	. . . . .	34.05
BEACON STREET.		
General repairs	. . . . .	27.06
Grading	. . . . .	20.40
Repairing sidewalks	. . . . .	87.26
NORTH MAIN STREET.		
Repairing macadam	. . . . .	127.43
Repairing sidewalks	. . . . .	9.01

HIGHWAY DEPARTMENT.

245

WASHINGTON STREET.

General repairs	\$105.63
Grading	81.51
Repairing sidewalks	56.93

RUMFORD STREET.

General repairs	23.94
Building sidewalks	113.68

NORTH STATE STREET.

General repairs	31.71
Repairing sidewalks	74.53
Building sidewalks	132.25
Macadamizing	1,440.94

FERRY STREET.

General repairs	3.77
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Ward Five.

PARK STREET.

Repairing macadam	\$5.90
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LIBERTY STREET.

General repairs	2.79
Building sidewalks	36.09

FREMONT STREET.

Grading	22.90
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TAHANTO STREET.

General repairs	4.83
Repairing sidewalks	10.28

MERRIMACK STREET.

General repairs	1.61
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DURGIN AVENUE.

General repairs	3.56
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ORCHARD STREET.

Repairing sidewalks	47.75
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PINE STREET.

General repairs	\$2.02
Repairing sidewalks	88.67
Grading	41.22

GILES STREET.

General repairs	46.85
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SUMMIT STREET.

Building sidewalks	63.87
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HOLT STREET.

General repairs57
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WARREN STREET.

General repairs	14.57
Repairing sidewalks	14.67

HANOVER STREET.

Repairing sidewalks	7.66
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WEST WASHINGTON STREET.

General repairs	2.43
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SCHOOL STREET.

General repairs	8.71
Repairing sidewalks	22.26

NORTH SPRING STREET.

General repairs	2.06
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NORTH MAIN STREET.

General repairs	17.72
Repairing sidewalks	42.52

GREEN STREET.

General repairs	11.26
Building sidewalks	87.27
Macadamizing	196.38

RUMFORD STREET.

Repairing sidewalks	29.88
Paving gutters	32.56

HIGHWAY DEPARTMENT.

247

NORTH STATE STREET.

General repairs	\$25.35
Repairing sidewalks	24.51

PLEASANT STREET.

General repairs	44.90
Repairing sidewalks	9.66

CENTRE STREET.

General repairs	48.50
Building sidewalks	65.61

Ward Six.

LINCOLN STREET.

General repairs	\$0.40
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MONROE STREET.

General repairs	13.82
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PIERCE STREET.

General repairs	27.30
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WALL STREET.

General repairs	4.15
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THORNDIKE STREET.

General repairs	15.97
Repairing sidewalks	13.26

GROVE STREET.

General repairs	1.53
Repairing sidewalks	13.68

PERLEY STREET.

General repairs	10.22
Repairing sidewalks	46.36

LAUREL STREET.

General repairs	16.82
Repairing sidewalks	47.25

FAYETTE STREET.

General repairs	9.41
Repairing sidewalks	8.01

THOMPSON STREET.						
General repairs	.	.	.	.	.	\$4.56
Repairing sidewalks	.	.	.	.	.	2.20
ELM STREET.						
General repairs	.	.	.	.	.	84.55
CONCORD STREET.						
General repairs	.	.	.	.	.	17.68
Repairing sidewalks	.	.	.	.	.	34.20
DOWNING STREET.						
General repairs	.	.	.	.	.	8.93
SOUTH MAIN STREET.						
General repairs	.	.	.	.	.	19.82
SOUTH STREET.						
General repairs	.	.	.	.	.	146.34
Repairing sidewalks	.	.	.	.	.	155.75
SOUTH SPRING STREET.						
General repairs	.	.	.	.	.	1.99
Building sidewalks	.	.	.	.	.	34.08
Repairing sidewalks	.	.	.	.	.	22.80
SOUTH STATE STREET.						
General repairs	.	.	.	.	.	3.20
Repairing sidewalks	.	.	.	.	.	76.25
Repairing macadam	.	.	.	.	.	31.65
PLEASANT STREET.						
General repairs	.	.	.	.	.	19.29
Repairing sidewalks	.	.	.	.	.	54.28
Ward Seven.						
MCKINLEY STREET.						
Grading	.	.	.	.	.	\$50.86
MAITLAND STREET.						
Repairing sidewalks	.	.	.	.	.	3.40
FISKE ROAD.						
General repairs	.	.	.	.	.	26.30