

# FIRE DEPARTMENT.

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## CHIEF ENGINEER'S REPORT.

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In compliance with an ordinance relating to the Fire Department, I herewith submit the annual report, subjoining a list of fires and alarms, with losses and insurance, which has been compiled with much care, upon personal application to the parties insured, and after an examination of the records of the insurance agencies in this city.

### CONDITION OF THE DEPARTMENT.

It gives me great satisfaction to note the discipline and general *morale* of the Department as excellent. The various organizations have all rendered cheerful service, and have been prompt in the performance of their duties. The requirements of the rules relating to absenteeism have been practically enforced, and readily complied with. Few changes in membership have occurred, securing thereby the great advantages resulting from the employment of experienced men. No department can be efficient without a moderate discipline. It is desirable to the firemen themselves, and gives character and confidence to every one.

The apparatus has all been tested at proper intervals, and its reliability and efficiency guaranteed.

### ENGINEERS.

At my suggestion, the city government in January last reduced the number of assistant engineers in the Precinct to

three, locating one member in each of the central wards, four, five, and six. The propriety of this measure has been fully demonstrated by the year's experience. The engineers have devoted much time to an inspection of all the large buildings and dangerous localities in the city proper, and, where special occasion required, to others outside, thus preparing themselves better to meet the emergencies to which they are at all times liable.

#### HOSE.

The Precinct Department has in use two thousand feet fabric (Paragon) hose, and twenty-four hundred feet leather hose,—in all forty-four hundred feet. The fabric has been in use nearly three years, is in perfect condition, and will bear a pressure of two hundred and fifty pounds to the inch, at least. The leather hose is older, dating back from seven to fifteen years, in various purchases. It was all proved in May last under a pressure of one hundred pounds, but at this time it is not *perfectly* reliable, and is becoming daily less trustworthy. The four hose carriages in the Precinct Department each carry, for fire service, six hundred feet of hose,—two or three hundred feet of fabric, ready to be run off first from the hydrant, and the balance of leather ;—in all, twenty-four hundred feet. In a large fire this is all in use, and the reserve hose at the central station is not sufficient for a full change. The Pioneer steamer has two hundred feet of fabric, and eleven hundred and fifty feet of leather hose, all two and one-half inch, and proved the same as that at the central station. The hand engines at East and West Concord are reasonably supplied, as in previous years, with two-inch hose. I would recommend the purchase at an early date of one thousand feet two and one-half inch hose for the city proper and Penacook.

The Concord and Northern Railroads, at my suggestion, have each recently purchased four hundred and fifty feet new two and one-half inch hose, which, while supplying the ordinary demands of these corporations, affords incidental protection to the many large and valuable buildings contiguous to the tracks of these roads in the city, and, in an emergency, would also be available to a call of the Department.

## NEW APPARATUS, ETC.

During the year a new second-class Amoskeag steamer has supplanted the old one (Gov. Hill), which was purchased in April, 1862, and had been in commission most of the time for a period of more than twenty-one years. The old machine was a single pump, was heavy and unwieldy, and had become much worn. It was practically unserviceable. The cost of the exchange was \$3,100; the list-price of the new steamer being \$4,250. By your action it has received the name of its predecessor, a compliment I sincerely appreciate. The new steamer is held as a relief, and has been assigned to Eagle Hose Co. without additional expense for its maintenance. The steamer Kearsarge, purchased in January, 1867, which, like its naval namesake, has earned for itself an enviable reputation, after a continuous service of over sixteen years, was sent to the shops of the Manchester Locomotive Works, in the early part of the summer, for much needed repairs. These were made in a most complete manner at an expense of about \$500, and on its return to us, the assurance was given that the machine was good for ten years more of active work. The carriage of the Good-Will Hose Co. has been remodelled by the Abbot-Downing Co. at an expense of \$150, and has been much improved in strength, convenience, and appearance. A sled, arranged with hose-reel, &c., has also been furnished this company, costing about \$50. A new supply wagon and a supply sled for winter use have been purchased for the central station, at a cost of about \$200. New fire suits for the men have been provided at an expense of \$112, and the old suits put in thorough repair. All these improvements, filling long-existing deficiencies, have added largely to the equipment of the Department, and will meet the demands of a number of future years.

## EXPENDITURES, ETC.

The expenditures for the Department in the year 1883 have been \$15,009.23. They cover every bill which is known to exist, and embrace some items for the previous year. Of this sum, upwards of \$4,000 is for extraordinary expenses, covering the purchase of new apparatus, &c., as previously shown, reducing the actual running expenses to less than \$11,000. The pay-rolls

of the engineers and firemen aggregate about \$4,500; steward, assistant steward, and teamsters, \$2,600; the balance goes to maintenance of horses, repairs of every nature, fuel, lights, and numerous incidentals. These expenses seem large, but they do not compare unfavorably with those of other New England cities. It is imperatively demanded that our Fire Department should be kept up to a reasonable standard of efficiency, and that there should be no step backward. All this involves expense, and yet, compared relatively with the amount paid in the great cities of the country, it is not large. In these the maintenance of a single steamer involves yearly more than the entire expenditures of our Department. In the city of Philadelphia, as shown in the report for 1882, the gross sum paid out for the support of the Fire Department, consisting of twenty-eight steamers and five hook and ladder companies, was \$455,000—an average of over \$13,800 for each piece of apparatus.

#### NEW HOSE WAGON.

The Alert Hose Company, with characteristic enterprise, placed in their house early in the fall a new hose wagon, manufactured in this city by Messrs. W. S. Davis & Son, the latter, Mr. Charles A. Davis, being the foreman of the company. The expense of the wagon was \$400, and was met by the members. It is the most perfect model for a hose wagon I have ever seen, and embodies very important improvements in the expeditious laying of lines of hose. I am of opinion that hose wagons of this description have great advantages over hose carriages which deliver their hose by means of a reel, and will eventually supersede them. The wagon of the Alert's reflects great credit upon its makers, in its substantial and elegant finish. I would recommend the purchase by the city of this new piece of apparatus and the placing of the carriage lately in use by the Alert Company with the Pioneer steamer at Penacook. A fire-extinguisher, carried in this or some other hose wagon, would be found serviceable, and often save injury to property by avoiding the use of water at incipient fires in the upper stories of business blocks and elsewhere.

## WATER SCOOPS.

At the fire in the fourth story of the Exchange Building, on the 1st June, the use of a very considerable quantity of water became necessary in its extinguishment. This was taken up on the third floor, by members of the Hook and Ladder Company, with shovels, dust-pans, and tubs, belonging to families residing in the upper portion of the block, and thereby much damage avoided to merchandise, &c., in the stories below. This led to the introduction of large flat scoops made of galvanized iron, similar to common dust-pans in form, with tops partly covered in. They have been attached to the Hook and Ladder truck, and, upon one or two occasions since, have proved very serviceable. They have attracted much attention from visiting engineers and firemen, and elicited general commendation.

## FIRE STATION AND HOSE-HOUSES.

The central station, which has been built eight years, is a model of taste, convenience, and order. A gentleman who has visited a great number of fire stations in the United States assures me that in its entire appointments it is not surpassed. The care of this station, with the superintendence of the fire alarm, is assigned to the steward, who, with his assistant, both living in the building, have discharged their duties in a very satisfactory manner. The Alert and Good-Will hose-houses have each received commendable attention by the stewards of their respective companies.

When I entered upon the duties of chief, I found the teamsters occupying tenements near the station, and passing their nights at their homes. This was hardly consistent with good discipline. I have required that they should sleep in the apartments provided in the building, each five nights in the week, alternating, under the direction of the steward. They at once complied, and we have now six of the seven cots filled every night, furnishing ample facilities for a quick response to alarms.

## FIRE ALARM.

The fire alarm commends itself to every observant citizen, and, without doubt, has been the means of adding largely to the

efficiency of the Department; but it is yet very far from being what it ought to be. The wires should form three circuits instead of two, as at present, and three or four additional boxes should be added at outlying points of the city. The bells are insufficient, both in size and material, and should be replaced with others of the best copper and tin alloy. I trust that an advance may be made in this regard the coming year, and I am in strong hopes that private generosity may supply the bells, leaving to the city the accomplishment of the other requirements.

New signals for the relief steamer and for a response to a call from outside the Precinct, have been adopted. These will be found in their appropriate place in another portion of this report.

#### WATER SUPPLY.

Since the second 18-inch main of the Water-Works was laid in the fall of 1882, it has added very materially to a full supply for fire purposes. With the single old 14-inch main, when a large demand was made upon it by the use of five or six or more streams, the pressure on the main, standing at the Water office from 44 to 47 pounds, according to circumstances, was reduced to 28 and 35 pounds. Now this pressure is never cut down more than three or four pounds, and does not often fall below 43 pounds. Of course the hydrant streams have, correspondingly, been rendered more effective. Several new hydrants have been established, which are noted in the list of hydrants subjoined to this report.

#### EXHIBITION DRILL.

On the evening of the 11th of July an exhibition drill of the Precinct Department was given, the demonstration having been made upon the blocks on the west side of North Main street, between Capitol and School streets. The companies are entitled to great credit for their quick response to the signal alarm, for the rapid placing of apparatus, and running out their lines of hose, the raising of ladders, and the cool and perfect performance of every duty to which they were called. I am satisfied that these drills add to the proficiency of any department, and should be required at least twice a year.

## FIREMEN'S RELIEF ASSOCIATION.

In the fall of this year the firemen of the Precinct took measures for the organization of a Relief Association, which at the opening of the new year commenced its work. It has, at the start, an assured fund of over \$700, and commends itself to the generosity of the public.

## CONSTRUCTION OF BUILDINGS, FIRE-ESCAPES, ETC.

At the suggestion of the board of engineers of this city, and with the concurrence of the city councils, a bill was prepared and presented at the June session of the legislature, regulating "the construction of buildings to be used for factories, hotels, tenement-houses, and places of public resort." This bill was referred to the House Judiciary Committee, and, after mature consideration and some changes, was enacted a law. It gives to the mayor and aldermen of cities, or the selectmen of towns, ample power to superintend, by themselves or their agents, the erection of all such buildings, and to require ample facilities for entrance and exit, and for suitable fire-escapes; and compels a proper observance regarding health and safety in their construction. It further provides for the examination of buildings already erected, and the closing of the same if deemed unsafe. A penalty is prescribed for the letting of any such buildings after they have been declared unsafe. Engineers of cities and firewards of towns are constituted inspectors; and power is given to cities and towns to make additional regulations at pleasure. An appeal to a justice of the supreme court is allowed to parties aggrieved.

The necessity of this law has been forced upon us by the frequent recurrence of appalling calamities throughout the world, resulting from fire or from panic, and the wisdom of its enactment is unquestioned.

## INSURANCE.

During the past year the associated insurance companies, having agencies here, have increased the rates on all buildings, and on merchandise, &c., therein, in the compact portion of the city, and on manufactories, stock, &c., with other extra hazardous property outside these limits, from twenty-five to fifty per

cent., or more. The rate on dwellings, generally, remains unchanged. As to the justice or policy of this increase, the public can best form their own conclusions. In 1869 the board of engineers investigated fully the matter as to the amount annually paid in premiums for insurance in Concord, and it was well authenticated that the sum so paid was about \$70,000. There has been a large decrease in insurance rates since that time, but the business has as largely increased; and it is a fair inference that the gross premiums are about the same. It has been admitted by underwriters in this city that they are in excess of \$60,000. Upon reference to the summary of fires and alarms appended to this report, it will be seen that the aggregate insurance paid in Concord for losses in 1883 was \$11,276.77; but as this is not, perhaps, a fair average, I have taken from the reports of chief engineers the aggregate losses and insurance paid each year, commencing with 1873 (the date of the introduction of Long Pond water), which I have tabulated as follows:

Years.	Losses.	Insurance.
1873.*	\$67,905.05	\$51,909.51
1874.	21,301.70	14,451.70
1875.	20,410.00	16,294.00
1876.	18,000.00	14,750.00
1877.	9,000.00	6,800.00
1878.*	31,450.00	22,699.96
1879.	19,319.53	19,119.53
1880.	3,300.00	3,300.00
1881.*	27,325.00	25,823.00
1882.*	62,363.50	42,478.50
1883.	33,936.77	11,276.77
	\$314,311.55	\$228,902.97

\*In 1873, May 16, the Phenix stables, with Hutchins's store and Walker's iron store, were burned. Loss, \$15,000; insurance, \$15,000. Also, June 30, Griffin's carriage manufactory, with the North Congregational church. Loss, \$25,000; insurance, \$12,000.

In 1878, July 21, the brick and mastic building at St. Paul's School was burned by lightning. Loss, \$20,000; insurance, \$18,199.96.

In 1881, Apr. 15, the Page Belting Works were partially burned. Loss and insurance, \$24,000.

In 1882, March 16, Clough's furniture manufactory was totally destroyed. Loss, \$22,000; insurance, \$12,500. Also, December 29, Comins's storehouse. Loss, \$9,000; insurance, \$8,000.

These data are given to account for the large losses in the years named.

The average of insurance recovered, as shown above, is \$20,809.36 per annum. It is claimed that the cost to insurance companies in the commissions of agents and in the general transaction of business, is from 30 to 33 per cent. of the premiums. Allowing this, and there is still a profit of an equal per cent. on our business. It is further claimed that for the past year or two the companies have, in many cases, made comparatively small profits. The difficulty does not rest with us. It comes largely from careless insurance, over insurance, and the carrying of risks in localities partially or wholly unprovided with means for the extinguishment of fires. The cities of this state, with their excellent departments, and in our own case, with a most abundant water-supply, should not be made to suffer from the large losses so often occurring in unprotected villages, or from the insurance of hazardous mill property or dilapidated farm buildings. Nor should we be forced to indemnify for the great conflagrations of the large cities of the country. In any event, it does not seem reasonable to increase the lately existing rates so largely,—rates which have been fairly remunerative to the underwriters, and which our people have always cheerfully paid.

#### INCENDIARISM.

It is gratifying to announce the fact that in no instance has a fire occurred, which, with good reason, could be attributed to incendiarism, with the exception of the bush-fire on the Plains, and this was due, unquestionably, to heedlessness, with no appreciation of consequences. The village of Penacook, where repeated incendiary attempts had caused great anxiety and even terror to its inhabitants, has rid itself of the fire fiend, and, in this respect, has enjoyed perfect immunity with the rest of the city.

#### OUR IMMUNITY.

No city, large or small, with compact buildings, either of wood, brick, or stone, is exempt from large and oftentimes devastating fires. The best supplied departments, most skilfully handled, are frequently powerless in the crisis of a great conflagration. Our immunity has been exceedingly fortunate, and we

may hope with our inexhaustible supply of water, running through and intersecting every street, and carried to our most extreme limits, and with ample equipment of telegraphic alarm, excellent apparatus, and well disciplined firemen, we may escape any future catastrophe.

CONCLUSION.

I entered upon the duties of Chief Engineer with extreme reluctance. The position is one of much responsibility, detail, and care. I knew this from a long continued previous service. I have been ably supported by officers and men in the Department, by the members of the city government, and by the people of the city. For all this I am truly grateful, and beg to return my sincere acknowledgments.

JOHN M. HILL,

*Chief Engineer Fire Department.*

CONCORD, Dec. 31, 1883.

## LIST OF FIRES AND ALARMS.

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### PRECINCT.

January 2, 1883. Box 23 ; Union steam mill, rear of 202 No. Main st. Supposed accidental. Total loss, viz. : Union Steam Mill Co., building, \$2,000 ; machinery, \$4,500 ; no insurance. Mead, Mason & Co, machinery, \$3,000 ; stock, \$1,500 ; no insurance. Andrew Bunker, machinery and stock, \$1,200 ; insurance, \$500. Miles & Sargent, machinery, etc., \$1,000 ; no insurance. Porter Blanchard's Sons, stock, \$450 ; no insurance. Henry W. Hayden, stock, \$600 ; insurance, \$600. Morrill Dunlap, machinery, \$100 ; no insurance. Total loss, \$14,350 ; insurance, \$1,100. Department all out.

January 23. Box 26 ; Intermediate school-house on Union st. ; chimney burned out. No loss. Department out, except Hose 3.

January 26. Box 45 ; double tenement house on Dakin st., owned by Henry C. Sturtevant ; chimney burned out. Loss slight, \$5 ; insurance, \$5. Department all out.

January 26. House of Willis G. C. Kimball, 15 Green st. Slight loss, \$20 ; insurance, \$20. No alarm.

February 7. Double tenement house, No. 21 Walker st., occupied by Orrin F. Swain. Accidental ; clothing burned in hallway. Extinguished without alarm. Loss, \$20 ; insurance, \$20.

February 11. Box 35 ; house of Dr. Edward H. Foster, No. 14 So. Main st ; chimney burned out. Loss, \$20 ; insurance, \$20. Department all out.

March 5. House of William A. Stone, 24 So. Spring st. Explosion of student lamp. Extinguished without an alarm. Loss, \$12 ; insurance, \$12.

March 23. Basement of store in Phenix Hotel block, occu-

ped by Stanley & Ayer. Caught from furnace. Extinguished without loss. No alarm.

April 2. Box 23; churn factory of Porter Blanchard's Sons, Steam Mill court, No. Main st. Supposed accidental. Partial loss: Union Steam Mill Co., building, \$1,000; no insurance. Mead, Mason & Co., machinery and stock, \$1,000; no insurance. P. Blanchard's Sons, machinery and stock, \$6,450; insurance, \$4,000. Total loss, \$8,450; insurance, \$4,000. Department all out.

April 18. Box 41; building corner South and Cross sts., owned by estate of Elisha Morrill. Roof fired by sparks from chimney. Extinguished with slight loss; no insurance. Department out, except Hose 2.

April 19. House No. 16 Pierce st., occupied by Thomas W. Williams. Explosion of kerosene lamp. Extinguished with slight loss, \$15; insurance, \$15. No alarm.

May 8. Box 34; south tenement of double house, Nos. 29 and 31, No. Spring st., owned by Philip O'Connell. Defective flue. Partial loss, \$175; insurance, \$175. Department all out.

June 1. Box 25; fourth story, south part Exchange block, owned by Abraham J. Prescott. Explosion of kerosene lamp. Slight loss; A. J. Prescott, building, \$115; insurance, \$115. Elijah Jacobs, furniture, \$49.50; insurance, \$49.50. Clarke & Marden, stock, \$10; insurance, \$10. Total loss, \$174.50; insurance, \$174.50. Department all out.

September 21. Box 45; two-story brick hub and wheel manufactory of Holt Brothers, Turnpike street. Accidental. Partial loss, \$4,550; insurance, \$2,740. Department all out.

September 29. Box 45; shed adjoining boiler-house, on the same premises. Accidental. Slight loss, \$150; insurance included in the adjustment of previous loss. Department out, except Hose 2.

October 21. House No. 54 Church street, owned by James M. Blake. Accidental. Fire in wood-box, destroying carpet, &c. Loss, \$25; insurance, \$25. No alarm.

November 12. Box 23; house on Ferry street, owned by Miss Sarah Herbert. Chimney burned out. No loss. Department out, except Hose 3.

November 12. Box 34, special signal; alarm by telephone

from St. Paul's School. Steamer Kearsarge and Hose sent out. Chimney burned out in the wooden building attached to Upper School. No loss.

November 30. Box 34; house No. 9 Green street, owned and occupied by Charles H. Duncklee. Defective flue. Loss on building, \$1,164.30; insurance, \$1,164.30. Furniture, \$1,618.97; insurance, \$1,618.97. Total loss, \$2,783.27; insurance, \$2,783.27.

December 24. Box 45; house No. 48 West street, owned and occupied by Amos S. Abbott. Accidental. Supposed to be from matches carried into bedding by mice. Loss slight, \$25; insurance, \$25. Department out, except Hose 2.

Aggregate losses in Precinct, \$30,774.77; insurance, \$11,114.77.

The box-alarms have been fourteen in number, viz., one each from boxes 25, 26, 35, and 41; three each from boxes 23 and 34; and four from box 45.

In addition to the above, the Precinct Department has given attention, in numerous instances, to calls to slight fires, or to burning chimneys, made in person or by telephone to the central station, or by personal application to the engineers or firemen. In these cases no loss has been reported. I can but commend the prudence and foresight of such action, which has oftentimes, unquestionably, prevented a general box alarm.

#### WEST CONCORD.

September 17. Eastman & Son's paint-shop over Simeon Partridge's blacksmith shop in the village. Accidental. Extinguished without general alarm. Partridge's loss on building, \$10; insurance, \$10;—Eastman & Son's loss, \$23; insurance, \$23.

Aggregate losses in West Concord, \$33; insurance, \$33.

#### EAST CONCORD.

May 18. Large fires on the plains, north of the fair-grounds. Incendiary. Several hundred acres of timber, wood, and open land burned over, with wood and timber cut and prepared for market. No such fierce bush-fire has been experienced for

many years. Detail of men from Alert Hose sent over, and Old Fort Engine Company No. 2, of East Concord, rung in, and responded readily. Fire extinguished at night-fall, by trenching and setting back-fires. Detail of men through night. Loss estimated, \$3,000; no insurance.

May 31. Dwelling-house on Penacook street, owned by Jonathan Clough, and occupied by L. M. Nutting. Accidental. No alarm. Loss slight, \$34; insurance, \$34.

Aggregate losses in East Concord, \$3,034; insurance, \$34.

#### PENACOOK.

March 15. Contoocook Mill, picker-room; owned by Contoocook Manufacturing Co. Accidental. Loss, \$95; insured, \$95. Pioneer steamer responded, but was not required.

March 24. Dwelling-house and barn in Canterbury, one mile distant, owned and occupied by Charles Smith. Accidental. Loss, \$1,800; insurance, \$1,000. Pioneer steamer responded, and performed effective service. This loss is not placed in the aggregate, as it occurred outside of city limits.

October 16. Dwelling-house in Boscawen, owned by Concord Axle Co. Accidental. Loss trifling, and not included in aggregate, for reasons before mentioned. Pioneer steamer responded, but was not needed.

Aggregate losses in Penacook, \$95; insurance, \$95.

#### SUMMARY.

The entire losses for the city aggregate \$33,936.77; insurance, \$11,276.77.

The loss in the Precinct above insurance is \$19,660; East Concord, \$3,000; West Concord and Penacook, nothing.

The losses by the large fires at the Union Steam Mills, and at Blanchard's and Holt's manufactories, form, by far, the greater portion of this aggregate, and, with the Plains fire, cover nine tenths of the whole, leaving the very inconsiderable sum of about \$3,275 for all remaining losses.

# ROLL OF THE FIRE DEPARTMENT. 1884.

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## CHIEF ENGINEER.

JOHN M. HILL, Treasurer Gas-Light Co., 50 So. Main street.

## ASSISTANT ENGINEERS.

### PRECINCT.

<i>Names.</i>	<i>Occupations.</i>	<i>Residences.</i>
JOSEPH S. MERRILL,	Carriage trimmer,	13 So. State street.
DANIEL B. NEWHALL,	Clerk,	77 No. State street.
BENJAMIN F. TUCKER,	Deputy Sheriff,	46 Lyndon street.

### WARD 1.

WILLIAM W. ALLEN,	Merchant,	Penacook.
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### WARD 2.

JOHN E. FRYE,	Farmer,	East Concord.
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### WARD 3.

HARRISON PARTRIDGE,	Merchant,	West Concord.
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D. B. NEWHALL, *Clerk of Board.*

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EBEN F. RICHARDSON, *Steward Central Fire Station and Superintendent Fire Alarm.*

GEORGE L. OSGOOD, *Assistant at Central Station.*

**“KEARSARGE” STEAM FIRE ENGINE AND HOSE COMPANY, No. 2.**

**OFFICERS.**

**J. J. McNulty, Foreman.**

**W. C. Green, Clerk.**

**C. C. Blanchard, Asst. Foreman.**

**J. H. Sanders, Engineer and Tr.**

**MEMBERS.**

<i>No. of Badge.</i>	<i>Names.</i>	<i>Occupations.</i>	<i>Residences.</i>
11	J. J. McNulty,	Machinist,	So. State st., cor. Perley.
12	C. C. Blanchard,	Carriage painter,	64 South State st.
13	W. C. Green,	Machinist,	8 South Main st.
15	J. H. Sanders,	Carriage painter,	25 Perley st.
16	C. H. Sanders,	Machinist,	7 Short st.
17	E. S. Ellis,	Brakeman,	Room 7, Stickney's Bl'k.
19	J. E. Morrison,	Machinist,	40 West st.
21	J. A. Toof,	Clerk,	20 Warren st.
22	S. T. Ford,	Moulder,	41 Thorndike st.
23	F. E. Heath,	Clerk,	5 Rumford st.
20	C. H. Barrett,	Hair-dresser,	44 Washington st.
84	T. H. Cleary,	Moulder,	26 Perley st.
18	W. E. Dow,	House painter,	11 Academy st.
86	G. E. Sackett,	Blacksmith,	Central Station.
88	W. A. Sewall,	Teamster,	90 Warren st.
85	H. O. Powell,	Blacksmith,	Stickney's Block.
14	Willis K. Wingate, Steamer,	Central Station.	} <i>Teamsters.</i>
87	Frank M. Heath, Hose,	Central Station,	

Steamer “Kearsarge” is a second-class Amoskeag. Hose Carriage is a four-wheel, first-class, Amoskeag.

**“EAGLE” HOSE COMPANY, NO. 1.**

*Relief Steamer “Gov. Hill,” No. 1, is assigned to this company—C. H. Sanders, Engineer.*

**OFFICERS.**

**JOHN H. TOOF, Foreman.**

**JAMES HOIT,**

**GEORGE W. JOHNSON, Asst. Foreman.**

*Clerk and Treasurer.*

**MEMBERS.**

<i>No. of Badge.</i>	<i>Names.</i>	<i>Occupations.</i>	<i>Residences.</i>
24	J. H. Toof,	Laundry man.	12 Green st.
25	G. W. Johnson,	Carriage painter,	44 Downing st.
26	James Hoyt,	Clerk,	28 No. Main st., room 16.
30	W. T. Packard,	Iron moulder,	42 Centre st.
33	B. A. Calef,	Clerk,	33 Green st.
27	J. C. McGilvray,	Jig sawyer,	Central Fire Station.
35	W. J. Coffin,	Harness maker,	12 North State st.
36	D. C. Coffran,	Blacksmith,	52 Rumford st.
29	E. F. Winegar,	Cook,	15 South State st.
28	H. S. Gorham,	Clerk,	Phenix Hotel.
31	F. S. Abbott,	Clerk,	28 Huntington st.
32	C. W. Downing,	Clerk,	12 South st.
34	William A. Kelley,	Blacksmith,	4 Jeffers st.

J. C. McGilvray, Central Station, *Teamster.*

Steamer “Gov. Hill” is a second-class Amoskeag. Hose Carriage is a four-wheel, first-class, Amoskeag.

## "ALERT" HOSE COMPANY.

## OFFICERS.

CHARLES A. DAVIS, *Foreman.*FRED LEIGHTON, *Clerk.*HENRY TUCKER, *Asst. Foreman.*FRED S. JOHNSON, *Treasurer.*

## MEMBERS.

<i>No. of Badge.</i>	<i>Names.</i>	<i>Occupations.</i>	<i>Residences.</i>
37	Chas. A. Davis,	Carriage builder,	25 Washington st.
38	Henry Tucker,	Moulder,	43 Franklin st.
39	Fred Leighton,	Printer,	108 North State st.
40	E. A. Saltmarsh,	Moulder,	85 Rumford st.
41	F. S. Johnson,	Harness manufacturer,	28 Centre st.
42	H. W. Piper,	Builder,	39 Centre st.
43	Chas. C. Hill,	Hackman,	41 Franklin st.
44	James P. Harlow,	Stove moulder,	20 Chapel st.
45	Fred Earl,	Moulder,	41 Jackson st.
46	W. J. Ahern,	Clerk,	62 Franklin st.
48	F. H. Silver,	Blacksmith,	25 Jackson st.
49	J. K. Kennedy,	Barber,	Washington st.

Charles C. Hill, *Teamster.*

Hose wagon is modern wagon of Concord manufacture,—W. S. Davis &amp; Son.

## "GOOD-WILL" HOSE COMPANY, NO. 3.

## OFFICERS.\*

J. FRANK BARTLETT, *Foreman.*

FRANK H. BLANCHARD,

WILLIAM R. CARTER, *Asst. and Steward.**Clerk, &c.*

## MEMBERS.

<i>No. of Badge.</i>	<i>Names.</i>	<i>Occupations.</i>	<i>Residences.</i>
53	J. Frank Bartlett,	Blacksmith,	40 West st.
51	William R. Carter,	Blacksmith,	42 South State st.
52	Frank H. Blanchard,	Blacksmith,	62 Warren st.
62	Samuel D. McGloughlin,	Blacksmith,	16 Thompson st.
57	John C. Mills,	Blacksmith,	4 Pierce st.
55	Frank E. Blenus,	Blacksmith,	1 Broadway.
59	Myron Chesley,	Blacksmith,	42 South State st.
58	George A. Mitchell,	Painter,	17 Thorndike st.
61	George A. Ordway,	Painter,	43 South st.
54	Moses R. Hillsgrove,	Merchant,	10 West st.
56	De Witt C. Niven,	Carpenter,	77 South st.
60	Herman Schaeffer,	Barber,	93 South Main st.

Gilbert H. Merrill, *Teamster.*

Hose Carriage is a four-wheel, second-class, Amoskeag.

\*The officers of this company are holding their positions temporarily.

"CITY OF CONCORD" HOOK AND LADDER COMPANY,  
No. 1.

OFFICERS.

ANDREW L. LANE, *Foreman.*  
JOSEPH H. LANE, *Asst. Foreman.*

EDWARD E. LANE, *Clerk.*  
FRANK T. BEAN, *Treasurer.*

MEMBERS.

<i>No. of Badge.</i>	<i>Names.</i>	<i>Occupations.</i>	<i>Residences.</i>
63	Andrew L. Lane,	Carriage builder,	19 Perley st.
64	Jos. H. Lane,	Carriage builder,	7 Laurel st.
65	Edward E. Lane,	Carriage builder,	Fremont st.
66	Frank P. Burnham,	Blacksmith,	11 Dowling st.
67	Edwin C. Sanborn,	Wood-worker,	14 Fremont st.
69	Chas. E. Palmer,	Wood-worker,	112 School st.
70	Will W. Kennedy,	Upholsterer,	104 Rumford st.
71	Chas. H. Smith,	Teamster,	69 Franklin st.
72	Frank T. Bean,	Wood-worker,	106 School st.
73	Will E. Trenoweth,	Stone-cutter,	22 Walker st.
74	Geo. A. Huntoon,	Wood-worker,	17 Laurel st.
75	Cyrus A. Abbott,	Stone-cutter,	55 South State st.
76	Benj. Ouellette,	Carpenter,	10 Jefferson st.
77	Philip Plummer,	Carpenter,	78 North Spring.
78	Thos. F. Symonds,	Blacksmith,	7 Mills st.
79	Fred Ruslow,	Painter,	1 Pierce st.
80	Geo. S. Kellom,	Stone-cutter,	88 Washington st.
81	John G. Wells,	Painter,	30 Grove st.
82	Nelson N. Carter,	Upholsterer,	Pierce and Downing.
83	Frank J. Hodgdon,	Blacksmith,	Durrell's block, cor. Pierce and Downing sts.

66 Fred H. Potter, Central Station, *Teamster.*

Hook and Ladder truck is of Concord manufacture,—Abbot-Downing Co.

## "PIONEER" STEAM FIRE ENGINE CO., No. 3.

*Penacook.*

## OFFICERS.

JOHN H. ROLFE, *Foreman.*JOHN W. POWELL, *Foreman of Hose.*D. WARREN FOX, *Asst. Foreman.*GEORGE S. LOCKE, *Engineer.*JOHN B. DODGE, *Clerk and Treasurer.*ENOCH E. ROLFE, *Steward.*

## MEMBERS.

<i>Names.</i>	<i>Occupations.</i>	<i>Residences.</i>
John H. Rolfe,	Carpenter,	Summer st.
D. Warren Fox,	Shipping clerk,	Elm st.
John B. Dodge,	Glazier,	Merrimack st.
John W. Powell,	Moulder,	Summer st.
George S. Locke,	Saw manufacturer,	Merrimack st.
Enoch E. Rolfe,	Cabinet-maker,	Church st.
Herbert M. Sabin,	Draughtsman,	Elm st.
J. Edwin Marden,	Saw manufacturer,	Summer st.
Samuel G. Sanborn,	Blacksmith,	Main st.
John Kelley,	Machinist,	High st.
James D. Mahoney,	Tinman,	Washington st.
E. B. Prescott,	Butcher,	Spring st.
Henry Rolfe,	Carpenter,	Penacook st.,
James Kelley,	Axle maker,	Church st.
Horace Holcombe,	Machinist,	Church st.
Harry A. Clark,	Cabinet-maker,	High st.
Samuel N. Burdick,	Blacksmith,	Summer st.
George H. Sager,	Machinist,	Main st.
Frank O. Emerson,	Machinist,	Summer st.
John G. Ward,	Cabinet-maker,	Main st.
James Riley,	Carver,	Church st.
David S. Marsh,	Cabinet-maker,	Centre st.
Abial W. Rolfe,	Door manufacturer,	Penacook st.
Fred C. Ferrin,	Cabinet-maker,	High st.
Arthur F. Rolfe,	Book-keeper,	Penacook st.
Thomas C. French,	Table maker,	Charles st.
Harper S. Allen,	Door maker,	Merrimack st.
Ruel G. Morrill,	Farmer,	Washington st.
Barney Gunn,	Clerk,	Washington st.
William P. Chandler,	Carpenter,	High st.
Hazen Knowlton,	Carpenter,	Penacook st.
Daniel Smith,	Market man,	Summer st.

Allen C. Bean, *Teamster.*

Steamer "Pioneer" is a fourth-class Silsby. Hose Carriage is a four-wheel Amoskeag.

## "OLD FORT" ENGINE COMPANY No. 2.

*East Concord.*

## OFFICERS.

ELBRIDGE EMERY, *Foreman.*  
 J. E. PLUMMER, *Asst. Foreman.*

GEORGE H. CURTIS, *Clerk.*  
 CHARLES C. CHESLEY, *Steward.*

## MEMBERS.

John N. Hill,  
 John C. Huckins,  
 H. H. Carpenter,  
 Daniel B. Sanborn,  
 Ammi Dubia,  
 A. P. Cate,  
 Henry H. Bean,  
 O. W. Coon,  
 Wm. L. Batchelder,  
 Albert H. Moores,  
 Frank E. Fairfield,  
 Charles H. Sanders,  
 Samuel L. Batchelder,

F. E. Tenney,  
 William Smith,  
 Albert H. C. Knowles, Jr.,  
 William H. Knowles,  
 Gardner L. Carter,  
 James L. Potter,  
 Joseph B. Hussey,  
 T. B. Dickerman,  
 Edmund L. Sleeper,  
 Rodolph Frost,  
 Martin F. Rowell,  
 Samuel G. Potter.

Hunneman 5-inch cylinder hand engine, with hose jumper.

## "CATARACT" ENGINE COMPANY No. 3.

*West Concord.*

## OFFICERS.

JAMES M. CROSSMAN, *Foreman.*

ABIAL C. ABBOTT, *Steward.*

FRANK M. KENERSON, *Asst. Foreman.*

WILLIAM MARTIN, *Foreman of Hose.*

JOHN E. GAY, *Clerk and Treasurer.*

## MEMBERS.

William A. Little,  
 George Partridge,  
 Chandler Eastman,  
 Edgar D. Eastman,  
 Fred A. Eastman,  
 Simeon Partridge,  
 J. Howard Holbrook,  
 George W. Kemp,  
 Omar L. Shepard,  
 Joseph Shepard,  
 Andrew J. Abbott,  
 James Francis,

Lewis Parmenter,  
 Fiesco Engel,  
 Frank W. Thompson,  
 Frank J. Cofan,  
 Harrison Simpson,  
 George Whitford,  
 Edward S. Martin,  
 Fred Hackett,  
 F. N. Marden,  
 E. E. Welch,  
 Clarence Coats,  
 Charles W. Corser.

Hunneman 6-inch cylinder hand engine, with hose jumper.

## SUMMARY OF MEMBERS.

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### IN PRECINCT.

Engineers, . . . . .	4
Steamer and hose members, . . . . .	16
Hose members, . . . . .	37
Hook and Ladder members, . . . . .	20
Steward, assistant steward, and regular drivers (3),	5
	— 82

### WITHOUT PRECINCT.

Engineers, . . . . .	3
Members at Penacook, . . . . .	32
Members at East Concord, . . . . .	30
Members at West Concord, . . . . .	30
	— 95
	<hr/>
	177

REGULATIONS  
OF THE  
CONCORD PRECINCT FIRE DEPARTMENT,  
ADOPTED BY THE BOARD OF ENGINEERS, JANUARY, 1874.

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ARTICLE 1. Any engine or hose company, running out a line of hose from a hydrant or steamer, shall be entitled to the pipe, although the hose of other companies may be attached in order to reach the fire; and any company coming to a fire, and finding an incomplete line of hose laid out from a hydrant or steamer, shall attach to and lengthen out such line, in lieu of laying a line of its own.

ART. 2. When two or more engine or hose companies are playing in a continuous line, the pipe shall belong to the company attaching to the hydrant or steamer, as provided in the foregoing article; but any company furnishing the *entire* line, and receiving water from a steamer, the pipe shall belong to such company so receiving.

ART. 3. Each engine and hose company shall have equal claim to the hydrants; but it is enjoined upon the engine companies to draught their own water from a reservoir, wherever a suitable one can be found within a reasonable distance.

ART. 4. No company shall take possession of a hydrant or reservoir, unless their hose and apparatus for attaching to the same are at hand and ready for use. The company which shall be thus ready shall be entitled to such hydrant or reservoir; but, upon the order of an engineer, another company may attach a second line of hose from such hydrant or steamer, in case the same may be necessary,—such company having first laid its hose, and being ready to attach the same.

ART. 5. In proceeding to, working at, or returning from fires, noisy demonstrations are strictly prohibited, and it is required of officers of companies to maintain perfect order and decorum in their respective commands during all such service.

ART. 6. No company, while returning from a fire, will be allowed to proceed faster than a walk, and at all times to keep on the right of the street. Drivers are strictly enjoined, in proceeding to a fire, to use the utmost care and caution consistent with promptness. Racing between companies is forbidden, under any circumstances. Any collision or casualty occurring to horses or apparatus will be considered a sufficient cause for the suspension of the driver in charge at the time.

ART. 7. No member of any company shall leave the city without first informing his foreman; no foreman or assistant engineer, without first notifying the chief engineer,—in each case the party so leaving providing a substitute.

ART. 8. In case of fire, the foreman first arriving shall be in command until the arrival of an engineer.

ART. 9. Any order issued by the chief or an assistant engineer shall be promptly obeyed.

## FIRE-ALARM TELEGRAPH.

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For the purpose of uniformity in numbering the fire-alarm boxes, the city is divided into four districts, viz.,—

DISTRICT 1. Embraces that section of the city north and west of Washington street, box 17 of this division being located on the *south* side of the street.

DISTRICT 2. Embraces all between School and Washington streets.

DISTRICT 3. Embraces all between Pleasant and School streets.

DISTRICT 4. Embraces all south of Pleasant street.

The first figure of the box-number will indicate the district.

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### LOCATION OF THE FIRE-ALARM BOXES.

#### DISTRICT No. 1.

15. Main and Church. Keys at Bartlett's store, 256 North Main; Mark R. Holt's, 209 North Main; Charles F. Parker's, 264 North Main.

16. Franklin and Jackson. Keys at James Tucker's, 43 Franklin; Charles T. Huntoon's, 47 Franklin.

17. Alert Hose-House. Keys at Wm. S. Davis's, 25 Washington; Wm. C. Elkins's, 46 Washington.

18. E. D. Clough & Co.'s store. Keys at E. D. Clough & Co.'s store, 84 Washington; E. D. Clough's house, 82 Rumford; D. V. Gray's, 90 Rumford; G. S. Kellom's, 88 Washington.

#### DISTRICT No. 2.

23. Main and Chapel. Keys at W. P. Ford & Co.'s store, 165 North Main; Dr. B. S. Warren's, 163 North Main; H. A. Roby's, 7 Summer.

24. Main and Centre. Keys at Norris A. Dunklee's stable, 129 North Main; American House, 121 North Main.

25. Main and School. Keys at Willard & Co.'s store, 79 North Main; Eagle hotel, 108-112 North Main; Phenix hotel, 44-46 North Main.

26. Centre and Union. Keys at Charles S. Danforth's, 3 Union; J. D. Johnson's, 28 Centre.

27. School and Merrimack. Keys at Geo. E. Jenks's, 76 School; M. V. B. Stimson's, 36 Merrimack.

#### DISTRICT No. 3.

32. Warren and Pine. Keys at O. Morrill's, 110 Warren; Geo. F. Sewall's, 112 Warren.

34. Central Fire Station. Keys at Central Fire Station, Warren.

35. Main and Pleasant. Keys at Elm House, 2 North Main; J. F. Hoit & Co.'s store, 1 North Main; B. B. Davis's, Masonic Temple; Norris & Crockett's bakery, 18 South Main street.

36. Pleasant and Spring. Keys at John Baker's, 1 North Spring; H. B. Foster's, 53 Pleasant.

#### DISTRICT No. 4.

41. South and Fulton. Keys at Fred A. Landers's, 22 South; Warren M. Colby's, 23 South; Mrs. William Huntington's (late C. W. Harvey's), 24 South.

42. Good-Will Hose-House. Keys at Henry W. Clapp's, 38 South State; F. H. Upton's store, 47 South State; John Hawkins's, 9 Cross; S. P. Danforth's, 40 South State; W. R. Carter's, 42 South State.

43. Main and Fayette. Keys at Ford & Kimball's office, 29 South Main; Mrs. J. S. Abbot's, 24 South Main; L. A. Smith's, 23 South Main.

45. Main and West. Keys at Concord Gas-Works, 2 Water; L. B. Hoit & Co.'s store, 105 South Main; J. F. Nelson's, 98 South Main; Holt Brothers' office, 13 Turnpike.

46. Perley and Grove. Keys at Herman G. Webster's, 25 Grove; Wm. E. Morton's, 19 Grove.

#### PRIVATE BOXES.

5. Concord and Northern Railroads, north end passenger station. Keys at Concord Railroad ticket-office, machine-shop office, and paint-shop, Northern Railroad train-dispatch office and machine-shop office, and in the hands of watchmen of both roads.

6. The Abbot-Downing Co. Keys at Abbot-Downing Co.'s office, 78 South Main.

7. New Hampshire Insane Asylum. Keys at New Hampshire Insane Asylum.

Keys are also in the hands of the following persons:

Chief-Engineer Hill, and Assistants Merrill, Newhall, and Tucker.

Ex-Engineers Lauder, Haskell, Lang, Ladd, Lovejoy, and Burleigh.

Steward Richardson, Assistant Steward Osgood, and Teamsters Heath, Potter, and Wingate, at Central Station.

City Marshal Connell, and officers Rand, Jones, Hammond, and R. P. Sanborn.

James H. Sanders, engineer Kearsarge; C. H. Sanders, engineer Gov. Hill; George E. Minot, street lighter.

J. W. Sleeper, D. W. C. Everett, C. Leroy Gilmore, J. Y. Mugridge, L. H. Carroll, J. H. Rowell, S. M. Griffin, B. Frank Hardy, Frank W. Blake, Frank D. Owens, and George F. Page, Charles T. Page, and J. P. Jewell, Page Belting Co.

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### FIRE-ALARM SIGNALS.

1. Alarms rung in from boxes 41, 42, 43, 45, and 46 will *not* be responded to by the Alert Hose until signalled. The signal to proceed to the fire will be a second alarm; the signal of dismissal, *three strokes* of the bells.

2. Alarms rung in from boxes 15, 16, 17, 18, and 23 will *not* be responded to by Good-Will Hose until signalled. They will be governed by the same signals as the Alert Hose.

3. *Eleven consecutive strokes* of the bells, following any regular box-alarm, or during any fire, is a call for the relief steamer (Gov. Hill), and will be responded to by Eagle Hose, which has that steamer in charge. The relief steamer will, however, respond to the *first alarm* from box 7 (N. H. Asylum for Insane) without special call.

4. *Two rounds* of each *eleven strokes* of the bells, with an intermission of one minute between the rounds, without any reg-

ular box alarm, will signalize the requirement of a steamer from outside the Precinct, and will be responded to by Kearsarge and Eagle Hose companies alone. In case further aid is necessary, the box alarm from 34 (Central Station) will follow.

(These rounds of eleven strokes, which are signals for the relief steamer, or a call from out of town, must not be confounded with an alarm from private boxes 5, 6, or 7.)

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From the above, it will be seen that the companies are subject to calls as follows :

*Kearsarge Steamer and Hose*—To all calls except the relief steamer.

*Eagle Hose*—To all calls, including the relief.

*Hook and Ladder*—To box alarms only.

*Alert Hose*—To box alarms only above Pleasant street, and upon second alarm to boxes below.

*Good-Will Hose*—To box alarms only below Washington street, and upon second alarm to boxes above.

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## THE FIRE-ALARM TELEGRAPH

is the "Gamewell" patent. It embraces nine miles of wires on the main lines, and four miles of extension wires for call-bells.

On the main line are eighteen fire-alarm boxes belonging to the city, and three private boxes,—in all, twenty-one. There are three alarm bells,—two of 2000 pounds each (American steel), and one of 1000 pounds (bell metal), with a tower striker to each. There are also one engine-house gong, three mechanical tappers, one repeater, and three indicators.

On the extension line are nine call-bells.

The battery consists of seventy-five cups for the main line, and five cups for the extension.

The alarm was put up in 1880 by Edwin Rogers, 115 Congress street, Boston, Mass.

FIRE-HYDRANTS.

STREETS.	LOCATIONS.	Number.	Total.
Main.	South-west corner North Main and Penacook.....	1	
"	East side North Main, near J. B. Walker's.....	1	
"	Junction North Main and Fisk.....	1	
"	North-west corner North Main and Franklin.....	1	
"	North-west corner North Main and Washington.....	1	
"	East side North Main, opposite Chapel.....	1	
"	North-west corner North Main and Court.....	1	
"	East side North Main, opposite Montgomery.....	1	
"	South-east corner North Main and Free Bridge Road.....	1	
"	South-west corner North Main and Park.....	1	
"	North-west corner North Main and Capitol.....	1	
"	North-west corner North Main and School.....	1	
"	East side North Main, opposite Phenix Hotel building.....	1	
"	North-west corner North Main and Warren.....	1	
"	South-east corner North Main and Depot.....	1	
"	North-west corner North Main and Pleasant.....	1	
"	North-east corner South Main and Freight.....	1	
"	North-west corner South Main and Fayette.....	1	
"	East side South Main, opposite Thompson.....	1	
"	North-west corner South Main and Cross.....	1	
"	" " Thorndike.....	1	
"	" " Perley.....	1	
"	East side South Main, opposite Abbot-Downing Co.'s.....	1	
"	North-west corner South Main and West.....	1	24
Turnpike.	West side Turnpike, opposite Gas.....	1	
"	" " near J. B. Weeks's.....	1	2
Water.	West side Water, near Capt. James Thompson's.....	1	1
State.	North-west corner North State and Penacook.....	1	
"	" " Walker.....	1	
"	" " Church.....	1	
"	" " Tremont.....	1	
"	North-east corner North State and Washington.....	1	
"	West side North State, opposite Court.....	1	
"	North-west corner North State and Maple.....	1	
"	North-east corner North State and Centre.....	1	
"	East side North State, opposite state-house.....	1	
"	South-west corner North State and School.....	1	
"	North-west corner North State and Warren.....	1	
"	" " Pleasant.....	1	
"	East side South State, opposite Wall.....	1	
"	North-west corner South State and Thompson.....	1	
"	South-west corner South State and Monroe.....	1	
"	East side South State, opposite Laurel.....	1	
"	South-east corner South State and Downing.....	1	
"	North-east corner South State and West.....	1	
"	Junction of South State and Turnpike.....	1	19
Green.	East side Green, opposite Prince.....	1	1
South.	West side South, opposite Wall.....	1	
"	North-west corner South and Fulton.....	1	
"	West side South, opposite Monroe.....	1	
"	" " Laurel.....	1	
"	" " Downing.....	1	
"	" " Allison.....	1	
"	" " Abbot farm.....	1	
"	" " Smith farm.....	1	8
Spring.	South-west corner South Spring and Oak.....	1	
"	West side South Spring, opposite Cross.....	1	
"	" " Perley proposed extension.....	1	3
Bradley.	East side Bradley, opposite Highland.....	1	1
Rumford.	West side Rumford, opposite Perkins.....	1	
"	North-east corner Rumford and Franklin.....	1	
"	West side Rumford, opposite Beacon.....	1	3
Church.	North side Church, opposite Lyndon.....	1	1
Franklin.	North-west corner Franklin and Jackson.....	1	1

FIRE-HYDRANTS—CONTINUED.

STREETS.	LOCATIONS.	Number.	Total.
Centre.	North-west corner Centre and North Spring.....	1	
"	" Centre and Rumford.....	1	
"	South-west corner Centre and Pine.....	1	3
Washington.	North-west corner Washington and Union.....	1	
"	North-west corner Washington and Rumford.....	1	2
School.	North-west corner School and North Spring.....	1	
"	" School and Merrimack.....	1	2
Warren.	" Warren and Green.....	1	
"	" Warren and North Spring.....	1	
"	" Warren and Rumford.....	1	
"	South-west corner Warren and Merrimack.....	1	
"	North-west corner Warren and Tabanto.....	1	
"	South-east corner Warren and Liberty.....	1	
"	Junction Warren and Pleasant, near Fruit.....	1	7
Jackson.	North-west corner Jackson and Beacon.....	1	1
Pleasant.	" Pleasant and Green.....	1	
"	" Pleasant and Rumford.....	1	
"	South side Pleasant, opposite Pine.....	1	
"	South side Pleasant, opposite Liberty.....	1	4
West.	North side West, near Mills.....	1	
"	North side West, opposite Dakin.....	1	
"	North side West at intersection Broadway.....	1	8
Railroad Sq'r.	North-west corner Railroad Square and Depot.....	1	
"	" " Pleasant.....	1	
"	South-west corner Railroad square and Hill's avenue.....	1	3
Perley.	North-west corner Perley and Grove.....	1	1
Laurel.	North-east corner Laurel and Pierce.....	1	1
Thorndike.	North-east corner Thorndike and Grove.....	1	1
Cross.	South side Cross, opposite Jefferson.....	1	1
Fayette.	North-west corner Fayette and Elm.....	1	1
Union.	North-west corner Union and Maple.....	1	1
Allison.	North-west corner Allison and Mills.....	1	1
Free Br. R'd.	South side Free Bridge road, near easterly barn.....	1	1
On main line.	East side West Concord road, at Fosterville.....	1	
"	West side West Concord road, at cemetery gate.....	1	
"	East side West Concord road, near city farm buildings.....	1	
"	East side High street, West Concord, near S. W. Kellom's.....	1	
"	" " " " G. E. Holden's.....	1	5
	<b>Total.....</b>		<b>102</b>
<b>PRIVATE HYDRANTS.</b>			
	Concord Railroad yard, 3 post and 3 flush hydrants.....	6	
	Northern Railroad yard, 4 post hydrants.....	4	
	New State Prison.....	3	
	Old State Prison yard.....	2	
	Abbot-Downing Co.'s yard.....	2	
	Page Belting Co.'s yard.....	2	
	W. P. Ford & Co.'s yard.....	1	
	N. H. Asylum for Insane yard.....	1	
	Concord Gas-Light Co.'s yard.....	1	
	<b>Total.....</b>		<b>22</b>

## PUBLIC RESERVOIRS.

	Capacity—Cubic feet.
1. Main street, opposite Abbot-Downing Co.'s, . . . .	1,000
2. " near Thorndike street,* . . . .	1,500
3. " front B. A. Kimball's, . . . .	1,000
4. " corner of Pleasant street,* . . . .	1,500
5. " middle front state-house yard, . . . .	1,500
6. " rear city hall, . . . .	2,000
7. State street, corner of Washington street,* . . . .	2,000
8. " corner of Pleasant street, . . . .	1,000
9. South street, corner of West street, . . . .	800
10. " near Mrs. A. Downing's, . . . .	1,000
11. Thompson street, near Geo. W. Crockett's, . . . .	1,100
12. Rumford street, near Josiah Minot's, . . . .	1,000
13. Orchard street, corner of Pine street,* . . . .	4,000
14. School street, corner Summit street,* . . . .	3,500
15. Centre street, corner of Union street, . . . .	1,100
16. Gas-holder, rear of Main street,* . . . .	44,000
17. Franklin street, corner Lyndon street,* . . . .	1,500

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\*Brick cemented.