Simmons and Emerson, repairs on lot,	$ .49
Mrs. Mary A. Herron, "	1.30
Farley Bros., labor,	.70
E. D. Clough, labor,	.40
Buzzell, Hoyt, and Green, repairs on lot,	14.00
H. G. Chandler, repairs on lot,	4.50
Mrs. Frank Wolcott, loam,	1.35
Geo. G. Hatch,	9.75
Mr. Niles, digging grave,	1.00
Mary E. Brown, moving remains,	18.00
Mrs. Sarah E. Irish, repairs on lot,	1.63
Wm. W. Niles, repairs on lot,	22.55
J. W. Hawkins, lawn-mower,	2.50
Frank Wright, labor,	.50
E. D. Smith, care of lot,	4.34
Dan'l Holden, "	1.40
E. O. Jameson, "	1.28
Mrs. Sylvester Marsh, "	1.71
Geo. L. Brown, "	1.50
Estate G. G. Edgerly, "	.50
" James Davis, "	.50
" Wm. E. Greene, "	.50
John T. Batchelder, repairs on lot,	1.50
O. V. Pitman, care of lot,	3.44
Alden P. Sherburne, care of lot,	.80
Stephen Quimby, "	.50
A. R. Ayers, "	1.48
C. H. Martin, "	.75
Chas. M. Templeton, "	.50
E. M. Nason, "	1.54
Estate Timothy Haines, "	1.80
M. V. B. Plastridge, "	.50
J. F. Hoyt, "	.60
Mrs. E. G. Carter, "	1.50
William Badger, "	1.16
Mrs. Robert Pecker, "	1.52
Randall Burt, "	1.34
H. C. Sturtevant, "	.60
Andrew Bunker, "	.50

Frank Coffin,	care of lot, . . .	$ .50
L. A. Smith,	" . . .	.50
Samuel Chesley,	" . . .	.60
Mrs. Francis Kilburn,	" . . .	.80
Mrs. Geo. E. Todd,	" . . .	2.00
Mrs. Geo. L. Stratton,	" . . .	1.91
Mrs. A. E. Bailey,	" . . .	1.21
George Clough,	" . . .	1.00
G. D. B. Prescott,	" . . .	.60
J. H. Gallinger,	" . . .	.80
Mrs. J. Y. Mugridge,	" . . .	3.20
A. G. Harris,	" . . .	.60
C. H. Clough,	" . . .	.50
Mrs. A. P. Fitch,	" . . .	2.00
J. E. Sargent,	" . . .	2.10
B. E. Badger,	" . . .	.50
John B. Coleman,	" . . .	.50
Mrs. Waldo Russell,	" . . .	.90
H. B. Tebbetts,	" . . .	.50
Geo. A. Young,	" . . .	1.20
Jacob C. Duncklee,	" . . .	1.45
D. B. Courser,	" . . .	4.60
Stevens & Duncklee,	" . . .	1.95
Miss Abbie J. Moore,	" . . .	.50
John C. Ordway,	" . . .	1.65
J. N. Lauder,	" . . .	.60
Estate Elisha Adams,	" . . .	.90
J. J. Wyman,	" . . .	1.40
Thomas Stuart,	" . . .	2.10
Mrs. Helen M. Walker,	" . . .	2.37
Wm. F. Thayer,	" . . .	1.40
Perry Kittredge,	" . . .	.60
Richard M. Ordway,	" . . .	1.17
Mrs. H. E. Perkins,	" . . .	1.05
W. G. C. Kimball,	" . . .	2.66
John S. Blanchard,	" . . .	.50
William B. Durgin,	" . . .	.50
Mrs. P. P. Bixby,	" . . .	1.04
J. A. Cochran,	" . . .	2.70

W. G. Shaw,	care of lot,	$ .50
Durrell, Sanborn, Taylor, Brown,	care of lot,	.50
Frank Jones,	care of lot,	.50
Geo. A. Cummings,	"	1.85
Estate L. W. Ordway,	"	.50
Geo. A. Foster,	"	1.85
Gust Walker,	"	1.90
Jonathan Sanborn,	"	2.50
Mrs. E. N. Doyen,	"	3.50
R. C. Danforth,	"	.50
B. F. Caldwell,	"	2.06
W. P. Ford,	"	.50
B. W. Couch,	"	.50
Estate Dutton Woods,	"	1.72
Rowell, Clough, and Couch,	care of lot,	.50
Mrs. O. Baker,	care of lot,	.50
Charles Noyes,	"	.50
Geo. F. Kelley,	"	2.05
Silas Curtis,	"	1.00
J. French,	"	.50
Frank Adams,	"	.50
T. J. Carpenter,	"	.50
Geo. A. Blanchard,	"	.80
Joshua B. Merrill,	"	.50
Estate Ira Perley,	"	5.70
Samuel C. Eastman,	"	.50
Geo. W. Crockett,	"	.50
William M. Chase,	"	.50
N. H. & G. B. Farley,	"	1.50
Mrs. E. F. Mansfield,	"	.50
John Lamprey,	"	.50
Nahum Robinson,	"	1.60
C. H. Bean,	"	.75
Benj. Gage,	"	1.00
Estate Elijah Knight,	"	5.32
Mrs. Martha E. Davis,	"	.50
Stephen Webster,	"	.60
Mrs. Asa McFarland,	"	1.65
Mrs. J. D. Johnson,	"	.50

Henry W. Hilson,	care of lot, . . .	$ .50
J. E. Hutchins,	" . . .	.50
Mrs. J. L. Pickering,	" . . .	1.05
L. K. Peacock,	" . . .	1.44
Albert S. Hammond,	" . . .	1.20
Mrs. Harriet N. Johnson,	" . . .	.50
J. B. Colby,	" . . .	3.00
Dexter Fitts,	" . . .	2.20
Mrs. D. A. Warde,	" . . .	2.99
Mrs. A. Annie Straw,	" . . .	2.10
Mrs. Judith M. Clough,	" . . .	.50
Mrs. J. S. Clifford,	" . . .	.75
Gilbert Bullock,	" . . .	.50
Mrs. Geo. L. Whitney,	" . . .	.50
Joseph Palmer,	" . . .	1.15
Mrs. Mary A. Rowell,	" . . .	.60
Miss Mary A. Abbot,	" . . .	.75
Mrs. N. Bouton,	" . . .	1.20
Wm. E. Chandler,	" . . .	1.10
Mrs. Martha S. Kimball,	" . . .	1.80
Henry P. Moore,	" . . .	.50
John & B. A. Kimball,	" . . .	4.50
W. W. Cloud,	" . . .	.75
Charles Peaslee,	" . . .	1.89
Martha J. Gay,	" . . .	.50
Mrs. Fred Underhill,	" . . .	.75
J. M. Woodward,	" . . .	.50
Sylvester Dana,	" . . .	.60
Thomas B. Hill,	" . . .	.50
J. A. West,	" . . .	1.60
Estate Enos Blake,	" . . .	.50
E. H. Rollins,	" . . .	1.10
J. E. Rand,	" . . .	.50
Joseph H. Abbott,	" . . .	19.75
Nathan Dunbar,	" . . .	.50
Albert J. Abbot,	" . . .	.50
Geo. F. Sargent,	" . . .	.50
J. Peters,	" . . .	.50
Samuel Gill,	" . . .	.60

Geo. S. Dennett,	care of lot,	$ .50
James McGloughlin,	"	.28
Henry A. Mann,	"	.50
Edward Dow,	"	.50
N. P. Stevens,	"	.50
Estate S. K. Blaney,	"	.75
Horace Thompson,	"	.45
Mrs. R. W. Aldrich,	"	1.35
C. P. Virgin,	"	1.00
John M. Hill,	"	1.85
Mrs. Charlotte Merrill,	"	.50
J. F. Cotton,	"	.50
Mrs. Nath'l White,	"	14.35
James A. Wright,	"	1.60
Mrs. H. J. Adams,	"	1.35
Mrs. John W. Little,	"	1.20
Mrs. J. Howarth,	"	.75
John K. Stokes,	"	1.80
Geo. T. Ambrose,	"	.60
Miss S. J. Leaver,	"	1.20
Edson C. Eastman,	"	.60
Levi C. Wood,	"	1.75
Mrs. Paul R. George,	"	.80
Mrs. E. G. Moran,	"	.75
Howard A. Dodge,	"	1.00
F. Webster,	"	.50
Mrs. B. H. Lincoln,	"	.50
P. W. Webster,	"	.50
George P. Cleaves,	"	.50
Estate C. R. Cass,	"	.50
Byron G. Merrill,	"	.50
Mrs. V. Atkins,	"	.50
C. P. Sanborn,	"	.50
John McConley,	"	3.88
Samuel Brooks,	"	.50
Mary F. Cloudman,	"	.90
J. S. Russ,	"	.60
W. J. Blakely,	"	.50
Estate Geo. E. Lawrence,	"	.50

C. C. Danforth, care of lot, . . .	$1.56	
Mrs. Henry C. Sanborn, " . . .	.30	
Mrs. James D. Kelley, " . . .	.50	
Geo. G. Spead, " . . .	.50	
Charles E. Thompson, " . . .	.60	
H. S. Fairbanks, " . . .	.85	
Charles H. Shute, " . . .	1.20	
James D. Blaisdell, " . . .	.75	
Porter Crane, " . . .	.75	
Eben F. Richardson, " . . .	.50	
R. C. Danforth, digging grave, . . .	1.00	
M. W. Russell, care of lot, . . .	1.50	
M. D. Cummings, care of lot, . . .	1.20	
T. Blaisdell, dressing, ...	1.00	
David J. Abbott, repairs on lot, . .	12.00	
Hiram W. Ferrin, " . . .	7.50	
A. C. Fisher, " . . .	18.42	
Stillman Humphrey, care of lot, . .	1.34	
Mrs. A. S. Weed, " . . .	3.40	
Labor, &c., on tomb, ...	175.34	
H. G. Chandler, interest, ...	.43	
Merrimack County Savings Bank, interest,	19.62	
		$1,717.10

Received from trust funds,—

W. F. Thayer, on account of James McQuestion fund, ...	$10.91
W. F. Thayer, on account of S. M. K. Adams fund, ...	13.80
W. F. Thayer, on account of E. L. Knowlton fund, ...	12.95
W. F. Thayer, on account of E. W. Upham fund, ...	6.11
W. F. Thayer, on account of Geo. G. Fogg fund, ...	6.94
W. F. Thayer, on account of Mary Crow fund, ...	4.85
W. F. Thayer, on account of Mary D. Hart fund, ...	4.60

W. F. Thayer, on account of Mrs. C. H. Newhall fund, ...	$3.94	
W. F. Thayer, on account of Asa Fowler fund, ...	14.20	
		$78.30
Received from W. F. Thayer, treasurer, int. on invested fund, ...		180.33
Received from sale of lots to Dec. 27, 1886,		1,622.40
		$4,745.34

EXPENDITURES.

Paid for labor, &c., for 1886, as follows:

Samuel E. Clifford,	194½	days, . . .	$437.63
T. Carley,	173	" . . .	302.75
B. G. Tucker,	164	" . . .	294.03
S. M. Griffin,	84½	" . . .	126.75
A. Evans,	93½	" . . .	141.50
P. E. Drew,	74½	" . . .	116.18
S. Cheney,	86	" . . .	129.75
R. Carley,	3½	" . . .	5.00
W. A. Drew,	1	" . . .	1.75
E. Drew,	1	" . . .	1.50
A. Sturgis,	9	" . . .	15.75
D. Philbrook, horse,	85	" . . .	85.00
Brown & Abbot,	34	" . . .	34.00
Joshua George, team,		. . . .	5.15
G. W. Bullock, with team,	18⅙	days, .	72.68
W. H. Keniston, with team,	13⅚	days, .	55.35
E. H. Runnells, with team,	47 15/16	days, .	191.75
M. H. Bradley, loam and turf,		. . .	323.12
S. Holman, dressing,		. . . .	67.37
George Goodhue, piping, &c.,		. . .	43.32
Humphrey, Dodge & Smith, bill,		. .	96.61
John H. Sargent, bill,		. . . .	8.75
G. H. H. Silsby & Son, bill,		. . .	.60
D. L. Guernsey, bill,		. . . .	.60
Foss & Merrill, bill,		. . . . .	20.60
V. C. Hastings, supt., water bill,		. .	16.00

Ira C. Evans, sundry bills,	$15.50
Mending sprinkler,	.20
Concord Horse Railroad, blacksmithing,	7.95
Postage stamps and stationery,	6.81
Ordway & Ferrin, cement,	.75
W. S. Davis, bill,	5.25
S. M. Griffin, chains and wagon jack,	3.00
Monitor, notice,	.40
Patriot, notice,	.25
James H. Chase, bill,	5.00
J. T. Batchelder, bill,	7.33
George Main, plants,	29.80
W. M. Colby, plants,	5.00
T. Blaisdell, tamp bar,	1.38
Mead & Mason, bill,	18.13
John Hawkins, bill,	41.00
A. C. Fisher, bill,	3.00
Howard M. Cook, services,	2.00
Willis D. Thompson, bill,	25.84
G. Buzzell, filing saw,	.35
Jonathan Sanborn, bill,	11.25
E. A. Moulton, bill,	1.18
H. S. Sargent, 100 maple trees,	65.00
M. Gannon, splitting stone,	.50
Mending turf-cutter,	1.50
Frank Low, 3 settees and express,	3.60
E. E. Fisher, key,	.20
C. E. Stevens, and Lamprey, labor on wall,	27.48
C. E. Stevens, ½ survey bill,	.50
Nelson Glondy, 1 cord manure,	5.00
Woodworth, Dow, & Co., cement,	1.60
Frank Hoit, bill,	2.00
O. Goss, rock-lifter,	22.50
Freight on rock-lifter,	.25
C. F. Batchelder, bill,	1.25
A. C. Holt, measuring wood and lumber,	1.00
J. H. Rowell, bill,	2.00
P. McIntire, 3 cords manure,	15.00
James Leary, 8⅞ cords manure,	52.00

Sperm oil, ...	$ .25	
Miller & Sanborn, balance on old bill, .	15.00	
		$3,001.49
Paid city treasurer, one half sale lots:		
Not deposited in 1885, ...	$5.00	
Paid during 1886, ...	806.22	
		$811.22
Balance in hands James Minot, *Treasurer*,		932.63
		$4,745.34

OLD NORTH CEMETERY.

Balance in hands of committee, per report, December 31, 1885, ...		$84.85
Received from trust fund,—		
W. F. Thayer, for interest on invested fund,	$42.89	
W. F. Thayer, " Wentworth fund,	2.51	
W. F. Thayer, " T. French fund,	3.81	
W. F. Thayer, " A. Sweetser fund,	3.80	
		$53.01
Received from labor, etc., 1886, as follows:—		
Mrs. Mansise, repairs on lot, ...	$6.50	
J. B. Burnham, "	1.00	
Lewis Coburn, digging grave, ...	2.50	
A. Warren, repairs on lot, ...	3.83	
Samuel Shute, "	7.68	
C. M. Boynton, "	6.55	
Albert Ordway, "	4.00	
T. Blaisdell, "	3.02	
Mrs. Butters, "	1.00	
Mrs. Sophia Cushing, repairs on lot, . .	1.65	
Joseph P. Stickney, " . .	7.08	
Miss Bessie Morrill, " . .	.50	
Mrs. Gilbert, " . .	1.00	
W. Frank Keniston, for grass, ...	10.00	
Byron C. Hill, "	1.00	

J. P. Tucker, care lot, ...	$1.60	
A. C. Fisher, digging graves, ...	5.00	
G. L. Lovejoy, "	18.28	
		$82.19
		$220.05

EXPENDITURES.

Sam'l E. Clifford, 8 days, ...	$18.00	
T. Carley, 8 days, ...	14.00	
B. G. Tucker, 8 days, ...	14.00	
S. M. Griffen, 6 days, ...	9.00	
A. Evans, 8 days, ...	12.00	
S. Cheney, 6 days, ...	9.00	
P. E. Drew, 6 days, ...	9.00	
R. Carley, 3 days, ...	4.50	
S. Holman, dressing, ...	37.50	
		$127.00
Balance in hands of James Minot, treasurer, . .		93.05
		$220.05

J. H. CHASE,
J. E. ROBERTSON,
JAMES MINOT,
Committee.

Concord, N. H., December 31, 1886.

EAST CONCORD CEMETERY.

To the City Council:

The committee of Pine Grove cemetery respectfully submit the following report for the year ending December 31, 1886:

Cash on hand, December 31, 1885, . .	$42.27	
Sold 7 lots, 1886, ...	35.00	
		$77.27
Paid city treasurer one half sale of lots, 1885,	$10.00	
" " " " 1886,	7.50	

Expense, ...	$3.15	
Cash December 31, 1886, ...	46.62	
		$67.27
Paid city treasurer one half sale of 4 lots on 1887 acc't,		10.00
		$77.27

Respectfully submitted,

CHAS. E. STANIELS,
J. E. PLUMMER,
C. D. ROWELL,
Committee.

WEST CONCORD CEMETERY.

The report for year ending December 31, 1886, is as follows:

Cash on hand January 1, 1886, . . .	$9.61	
Received from sale of lot, ...	2.00	
		$11.61
Paid city treasurer one half sale of lot, .	$1.00	
Paid for care and improvement of grounds,	8.25	
Cash on hand January 1, 1887, . . .	2.36	
		$11.61

Respectfully submitted,

JAMES M. CROSSMAN,
BENJAMIN T. PUTNEY,
OMAR L. SHEPARD,
Cemetery Committee.

West Concord, N. H., January 1, 1887.

FIRE DEPARTMENT.

CHIEF ENGINEER'S REPORT.

To the City Council:

In compliance with the provisions of the ordinance relating to the Fire Department, I herewith respectfully submit the annual report of its condition and working, together with such recommendations as, in my opinion, will materially increase its efficiency.

REMARKABLE IMMUNITY FROM FIRE.

It is a matter of congratulation that our damage from fire has been so slight during the past year, comparing favorably with the small losses of the several years previous.

This is especially true of the compact part of the city. The invariably prompt response of the Department, when an alarm is sounded, tends to keep the loss by fire small, by obtaining control before the fire gets headway. Notwithstanding the comparatively slight amount of work the Department has been called upon to do, its efficiency and discipline have been kept up to its old standard; and the Department was never in better condition than to-day. This is due, in a great measure, to the interest taken in the organization, not only by the city council, but by our citizens generally, who do not cavil or find fault because of the cost of maintaining a department when there is not much call for its services. The history of many of the destructive fires which have occurred in other places will show that in too many cases the main cause has been, that by reason of a long exemption, the discipline has become lax, followed by a desire of those in authority to cut down expenses. The result has been that when a large fire did get started the Department found itself unable to successfully cope with it, owing to impaired discipline, insufficient apparatus, poor hose, etc.

I am happy to say that such false economy has not been the policy of our city council of late years.

There have been twelve box alarms during the year, viz., one each from boxes 45, 46, 5, 18, 24, 26, 32, 42, 17, and 34, and two from box 41. There have been twelve still alarms where assistance has been summoned from the Central station, mostly from chimney fires. There has not been a fire in any building occupied for mercantile or manufacturing purposes, and the total loss within a mile and a half of the business centre of the city amounts to only $237.50, with an insurance of $62.50. At Penacook the loss has been $2,150, insurance, $1,125; East Concord, $1,950, insurance, $1,200; West Concord, $4,000, insurance, $2,500; other outlying portions of the city, $2,000, insurance, $1,200; total loss, $10,337.50, insurance, $6,087.50. Of this amount the loss of $5,450 comes from the destruction of farm buildings, etc., situated beyond the reach of the Fire Department, with the exception of the Dumas barn, situated nearly a mile from the nearest box, and only reached by using 1,700 feet of hose in one line.

LIST OF FIRES AND ALARMS—PRECINCT.

Feb. 10, 1:55 P. M. Box 45. House on South Main street, owned by D. J. Murphy, and occupied by Peter Walker. Slight fire, originating in a closet. Accidental. Loss, $5; insurance recovered, $5.

Feb. 16, 4:14 P. M. Box 46. House on corner of Perley and Pierce streets, owned by W. A. Bean, and occupied by J. Halloran. Cause, overheated stove. Loss, $30; insurance recovered, $30.

Feb. 26, 7:28 P. M. Box 5. Building in Concord Railroad yard used as a freight car repair-shop and stove-house. Cause, accidental. Loss, small; no insurance claimed.

April 18, 1 A. M. Still. House on North State street, owned by Mrs. B. P. Stone, and occupied as a boarding-house by Mrs. T. M. Stanley. Cause, smoking in bed. Fire confined to bedding. Assistance rendered from Central station. Loss, $25; no insurance.

April 24, 6:20 A. M. Box 18. Chimney fire in residence of John Crowley on Perry avenue. No loss.

May 27, 12:31 P. M. Box 24. Slight fire in a closet in Stickney's north block. Loss slight.

June 5, 11:46 A. M. Box 41. House corner of South and Cross streets, owned by Frank G. Edgerly and occupied by J. S. Moses and J. W. Gordon. Fire confined to roof. Cause, sparks from chimney. Loss claimed, $2.50; insurance recovered, $2.50.

June 11, 2:55 P. M. Box 26. House owned and occupied by Wm. G. Mason, on Centre street. Caused by chimney. Loss, $25; insurance recovered, $25.

July 13, 6:29 P. M. Box 32. Farm buildings owned by Mrs. D. A. Warde, and occupied by Wm. McMullen, on the Millville road. Totally destroyed. Could not be reached by Fire Department. Cause unknown. Loss, $1,000; insurance, $400.

August 18, 8:1 A. M. Box 42. House on Cross street, owned by P. Griffin and occupied by J. M. Phillips. Fire confined to closet. Cause unknown. Loss small.

Sept. 17, 2:45 P. M. Box 17. Sheds west of Rumford street, owned and occupied by J. H. Rowell for the storage and boiling of tar. Cause, accidental. Loss, $150. No insurance.

Oct. 25, 8:51 P. M. Box 41. Barn on Clinton street, owned by S. H. Dumas, and occupied by Charles Pierce. Incendiary. Loss, $1,000; insurance, $800.

PENACOOK.

April 10, 11:20 P. M. Dwelling-house owned and occupied by George E. Flanders, at the "Borough." Cause, defective chimney. Loss, $1,500; insurance, $825.

June 12, 1:30 A. M. Boiler-house of H. H. Amsden & Son's furniture manufactory. Cause, explosion of dust or gas. Loss, $350; no insurance.

July 5, 10:30 P. M. House owned by Baptist church, used for a parsonage. Cause, sparks from fire-works. Loss, $300; insurance recovered, $300.

EAST CONCORD.

June 5. Fire in the woods on the Plains. Loss, $150; no insurance.

Oct. 16. Farm buildings belonging to Fred Rollins. Loss, $1,800; insurance, $1,200.

WEST CONCORD.

Nov. 23. House owned and occupied by John B. Giles. Cause unknown, probably accidental. Loss, $4,000; insurance, $2,500.

EXPENSES.

The cost of maintaining the Department the past year has been $12,683.22. Of this amount the sum of $550 for new horses; $130.63 for painting Central station; $98.30 for a new furnace in Alert Hose house; $151.94 for putting in new flues, steam-fitting, and resetting the boiler at Central station; $50 for a new hose sleigh for Pioneer steamer company at Penacook; $50 for new floor in engine-house at East Concord,—making a total of $1,030.87,—may be classed as extraordinary and unusual. The gross amount also includes the sum of $1,434.44, which was the cost of the improvement and maintenance of the fire-alarm.

The expense of maintaining our department will compare favorably with other cities of our size, where any effort is made to maintain a first-class organization, and keep small the fire loss.

FIRE-ALARM TELEGRAPH.

This excellent and invaluable auxiliary has given most perfect satisfaction. Its needs have been closely looked after by its indefatigable superintendent, and all accidents met and defects promptly repaired.

From information from other cities having the electric fire-alarm in use, I am satisfied that we have less trouble with ours than in a majority of instances. During the past year a new four-circuit repeater has been put in to take the place of the old two-circuit one. Two new boxes have been added, viz., No. 14, at corner of State and Penacook streets, and No. 47, at corner of South and Downing streets. Fourteen new poles have been set and about two and one fourth miles of copper wire strung. The division of the alarm into four circuits, which was recommended by my predecessor, and which I deem very desirable, will require about four miles of new wire and twenty-five poles. I would recommend that a few boxes be added each year, until all parts of the city are properly covered. The efficiency of the alarm is greatly reduced by the want of another bell to take the

place of the one in the tower of the Methodist church on North State street. Something should be done at once to remedy this defect, as the north part of the city is at present without adequate means of giving an alarm.

FORCE, ETC.

The force of the Department is as follows: In the Precinct, at the Central Station, two second-class Amoskeag steamers,—"Kearsarge," with "Kearsarge Hose" (16 men), and "Gov. Hill," relief steamer, with "Eagle Hose" (13 men). The hose-carriages are both of Amoskeag manufacture, first-class. Hook and Ladder carriage, "City of Concord" (20 men). All the apparatus is drawn by horses. All the men in these companies are *call* men. The permanent employés are steward, assistant steward, and three drivers. There are six horses, besides the steward's horse, always held within reasonable distance to respond to an alarm.

The "Alert Hose" (12 men), at the North End, and the "Good-Will Hose" (12 men), at the South End, are each provided with a horse, kept constantly at a hack-stable adjoining the hose-houses. The "Alert" uses a modern Department wagon, and the "Good-Will" a second-class Amoskeag four-wheel carriage. Each has the swinging harness. The men are all *call* men.

The "Pioneer" steamer at Penacook (28 men) is a fourth-class Silsby, with a second-class Amoskeag hose-carriage. The steamer can be drawn by horses or by hand, as necessity may require. Horses are held available.

The "Old Fort" at East Concord, and the "Cataract" at West Concord, are hand-engines, with jumpers for hose. Their complement of men is 30 each.

The board of engineers consists of chief and three assistants in the Precinct, and one assistant each at Penacook, East Concord, and West Concord. The entire force numbers 173 men,—82 in Precinct and 91 outside.

The apparatus has been properly tested at regular intervals.

The protection of personal property and the control of its removal are in the charge of the city marshal and police force, and whenever required have been promptly and properly rendered.

HOUSES.

The buildings occupied by the several companies are in good condition, with the exception of the house at West Concord, which I trust will soon be replaced by a new one. The interior of the house of Hose 3 will need repainting the coming year. I would also recommend that a furnace be put in, similar to the one in the house of Hose 2, which has given good satisfaction, and is much more economical than the old way of heating. The boiler at the Central Station has been thoroughly overhauled, new flues put in, and is now as good as new. The hall-way, engineer's room, and sleeping apartments at the Central Station have been repainted, and otherwise put in the best condition.

A new furnace has been put into the house of Hose 2, and their carriage-room newly painted, etc. The houses have all been kept in good order by those having them in charge. The large number of visitors to our different houses all speak words of praise for the neatness and good order everywhere visible.

APPARATUS.

The apparatus belonging to the Department is all in excellent condition. The supply and fire-alarm wagons and sleighs have been touched up, the running-parts repainted and newly varnished.

I hope the time is not far distant when the hand-engine at West Concord will be replaced by a hose-carriage, provided the contemplated water-supply shall be introduced there. The engine now is practically useless, as it takes a complement of fifty men to work it properly, and there are but a few places where they can get a supply of water for it.

HOSE.

We have now on hand thirty-three hundred feet fabric hose, "Paragon" brand, all in excellent condition, and two thousand feet leather hose, which has been in service a long time and is unreliable. The latter is only used to take the place of the fabric on the reels, while the latter is being dried after being used, when it is at once taken off and the fabric put back again. I would recommend the purchase of two thousand feet additional

hose at once, so that the Department will have enough of a reliable character for a complete change, and for use in an emergency.

LOSS BY WATER.

Experience teaches us that there is often danger of a greater damage by the injudicious use of water, where there is an unlimited supply, than by fire. The members of this Department have been fully instructed and cautioned in this respect. In several fire departments where there is no insurance protective brigade, they have added to their equipments rubber blankets of different sizes, which are carried on the apparatus and handled by some of the regular force; and thousands of dollars are saved from loss by water in consequence. With the large increase of tenements in our business blocks, the danger of fire also is enhanced. And while a fire could be easily extinguished with a small fire loss, it would take a very considerable quantity of water to do it, which, running down through the upper stories into offices and stores below, would do a large amount of damage. By use of the rubber covers, hanging in front of shelves or lying over the goods on counters, the loss would be comparatively small. They would also be of equal benefit, in many instances, where fires occur in the upper parts of dwelling-houses, by covering the furniture. I recommend the purchase of a sufficient number for the use of this Department.

NEW HYDRANTS.

Four new hydrants have been erected during the year, viz.,—One north-east corner of Summer and Pitman streets; one Minot street, near Odd-Fellows' Home; one north-west corner of High and Auburn streets; one Valley street, opposite Forest street; and one removed from Railroad square to south-west corner of Franklin and High streets. The whole number of public hydrants is now 113; private hydrants, 22.

INSPECTION OF BUILDINGS.

As has been the custom in this Department, the Board of Engineers, late in the fall, made a thorough inspection of some

of the manufacturing establishments, basements of business blocks, and other places where combustible material is liable to be stored, and some of the new tenement blocks recently finished. While we found much improvement over former years, yet there are a few tenants, as well as property-owners, who are very careless in allowing all sorts of rubbish to collect in basements and other dangerous localities. Many of the worst fires are caused by using the basements of stores for storing all sorts of material of a combustible nature, giving a fire a good start. Packing-boxes, some filled with excelsior, hay, straw, waste paper, etc., are allowed to accumulate in a cellar, perhaps in close proximity to a furnace, or piled up around back doors, forming very inviting places to the incendiary. I believe that it would be good policy to constitute the Chief Engineer an inspector of buildings, with full power to act in all such cases, and also to look after the construction of new buildings, thus lessening the danger of accidental fires. In this connection, allow me to say that it is apparent the thorough discussion of the insurance question of late has had a tendency to cause manufacturers and other property-holders to introduce better protection against fire, and exercise greater care than formerly about their own premises.

AN EXCELLENT PRECAUTION.

The officers of the National State Capital Bank of this city have caused shelves to be erected in the upper hall-ways of their fine building, placed about four feet high, on each of which are four fibre-pails, artistically painted, and labelled "For fire purposes only," filled with water, with tin covers, adjusted with wire springs, so as to be kept in position. There are three sets of these pails, and attached to one is a fire-axe and bar, held by straps beneath the shelf. All these are at hand for instant use. I would recommend the adoption of like measures by the owners of all blocks, hotels, and manufactories. Many large conflagrations, coming within the scope of my own knowledge, could have been prevented had these means been at command in the early stage of the fire. Sand can be used instead of water when there is danger of freezing, and the latter would be prefer-

able where there is a liability of fire caused by oil, or explosion of lamps, etc.

PERSONNEL OF THE DEPARTMENT.

There have been but a very few changes in the membership of the Department during the past year; in fact, a large majority of the members, although young in years, are veterans in the service. Such men need but little "bossing," and take just pride in the good name of the Concord Fire Department, whose well earned reputation they have helped to make. The permanent men attached to the Central Station have attended to their several duties faithfully. The excellent manner in which the station has been kept by the steward and assistant is often spoken of by visitors. The drivers have paid strict attention to their duties, and are at all times gentlemanly, and ready to obey orders.

FIREMEN'S RELIEF ASSOCIATION.

In the winter of 1883–'84 the members of the Precinct Department formed a relief association, which had, at the date of its organization, an endowment of $600. This sum has been increased by annual assessments, and amounts, January 1, 1887, to $900.42, well invested. No casualty has occurred since its organization, and consequently there has been no occasion for payment of its benefits.

ACKNOWLEDGMENTS.

I desire to express my thanks to His Honor the Mayor for his uniform courtesy, and for the kindly interest he has at all times manifested in the welfare of this Department; also to the members of the Fire Committee, who have always been ready to do everything in their power to increase the efficiency of the Department; and to the City Marshal and members of the police force, who have ever been ready to aid when needed. I am under great obligations to the Assistant Engineers for their support, and their prompt and skilful discharge of all duties. The officers and members of the several organizations, including

Torrent Engine Co. No. 1, of Boscawen, are entitled to my thanks for their quick response to duty, their gentlemanly conduct, and prompt attention to orders.

DANIEL B. NEWHALL,
Chief Engineer.

Concord, December 31, 1886.

ROLL OF THE FIRE DEPARTMENT,

1886.

CHIEF ENGINEER.

DANIEL B. NEWHALL,	Transfer mail clerk,	9 Centre street.

ASSISTANT ENGINEERS.

PRECINCT.

Names.	*Occupations.*	*Residences.*
JOSEPH S. MERRILL,	Carriage trimmer,	13 South State street.
BENJAMIN F. TUCKER,	Deputy sheriff,	46 Lyndon street.
GEORGE L. LOVEJOY,	Undertaker,	60 Pleasant street.

WARD 1.

WILLIAM W. ALLEN,	Merchant,	Penacook.

WARD 2.

JOHN E. FRYE,	Farmer,	East Concord.

WARD 3.

SIMEON PARTRIDGE,	Blacksmith,	West Concord.

B. F. TUCKER, *Clerk of Board.*

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

WILLIS K. WINGATE, *Assistant at Central Station.*

Chief and Assistants and Steward and Assistant are designated by special and appropriate badges.

"KEARSARGE" STEAM FIRE ENGINE AND HOSE COMPANY, No. 2.

OFFICERS.

JOHN J. MCNULTY, *Foreman.* WILLIAM C. GREEN, *Clerk.*
CHARLES C. BLANCHARD, *Asst. Foreman.* JAMES H. SANDERS, *Engineer and Treas.*

MEMBERS.

Badge No.	*Names.*	*Occupations.*	*Residences.*
11	John J. McNulty,	Machinist,	Cor. State and Perley sts.
12	Charles C. Blanchard,	Carriage painter,	64 South State street.
13	William C. Green,	Machinist,	8 South Main st.
15	James H. Sanders,	Carriage painter,	25 Perley st.
16	Charles H. Sanders,	Machinist,	7 Short st.
17	J. Edward Morrison,	Machinist,	15 Monroe st.
18	Sylvester T. Ford,	Moulder,	41 Thorndike st.
19	Frank E. Heath,	Clerk,	5 Rumford st.
20	Charles H. Barrett,	Hair-dresser,	44 Washington st.
21	Thomas H. Cleary,	Moulder,	26 Perley st.
22	William A. Sewall,	Teamster,	70 Warren st.
23	Henry O. Powell,	Blacksmith,	57 North Spring st.
83	O. Smith Aldrich,	Switchman,	Stickney's block, Main st.
84	Thomas J. Morrison,	Carriage painter,	30 Downing st.
85	Harry S. Leavitt,	Carriage painter,	51 Laurel st.
86	Elmer H. Farrar,		11 West st.
87	Oscar Thomas,	*Teamsters.*	Central Fire Station.
14	James Mercer,		Central Fire Station.

Steamer is a second-class Amoskeag, drawn by two horses. Hose carriage four-wheel, first-class Amoskeag, drawn by one horse.

"EAGLE" HOSE COMPANY, No. 1.

Relief Steamer "Gov. Hill" is assigned to this company—Chas. H. Sanders, *Engineer.*

OFFICERS.

GEORGE W. JOHNSON, *Foreman.* JOHN T. KENT,
JAMES HOIT, *Asst. Foreman.* *Clerk and Treasurer.*

MEMBERS.

Badge No.	*Names.*	*Occupations.*	*Residences.*
24	George W. Johnson,	Carriage painter,	44 Downing st.
25	James Hoit,	Clerk,	28 North Main st.
26	John T. Kent,	Wood-worker,	18 Maple street.
27	John C. McGilvray,	Jig-sawyer,	26 Maple street.
28	Walter J. Coffin,	Harness-maker,	12 North State st.
29	E. Frank Winegar,	Cook,	15 South st.
30	William E. Perry,	Porter,	4 Railroad square.
31	T. Edwin Sanborn,	Shoemaker,	16 Wall st.
32	William R. Dudley,	Harness-maker,	6 Monroe st.
33	John J. Chisholm,	Harness-maker,	36 North State st.
34	L. W. Tosier,	Hair-dresser,	12 North State st.
35	Charles H. Sanders,	Blacksmith,	21 Wall st.

Jeremiah J. Donovan, *Teamster,* Central Station.

Steamer "Gov. Hill" is a second-class Amoskeag. Hose carriage (one horse) is a four-wheel, first-class Amoskeag.

"ALERT" HOSE COMPANY, No. 2.

OFFICERS.

CHARLES A. DAVIS, *Foreman.*
HARRY TUCKER, *Asst. Foreman.*
FRED LEIGHTON, *Clerk.*
FRED S. JOHNSON, *Treasurer.*
FRED EARLE, *Steward.*

MEMBERS.

Badge No.	*Names.*	*Occupations.*	*Residences.*
37	Charles A. Davis,	Carriage builder,	25 Washington st.
38	Henry Tucker,	Moulder,	41 Jackson st.
39	Fred Leighton,	Printer,	108 North State st.
40	William F. Tucker,	Clerk,	43 Franklin st.
41	Fred S. Johnson,	Harness manufacturer,	28 Centre st.
42	Hamilton W. Piper,	Builder,	44 Lyndon st.
43	Charles C. Hill,	Hackman,	46 Washington st.
44	James P. Harlow,	Moulder,	206 North Main st.
45	Fred Earle,	Moulder,	41 Jackson st.
46	William J. Ahern,	Merchant,	62 Franklin st.
48	Frank H. Silver,	Blacksmith,	25 Jackson st.
49	James K. Kennedy,	Barber,	Blanchard st.

Charles C. Hill, *Teamster.*

Hose wagon is a modern department wagon of Concord manufacture—W. S. Davis & Son. It is drawn by a single horse.

"GOOD-WILL" HOSE COMPANY, No. 3.

OFFICERS.

JOHN C. MILLS, *Foreman.*
GEORGE H. SAWYER, *Asst. Foreman.*
IRA H. MAXFIELD, *Clerk.*
HIRAM O. MARSH, *Treasurer.*

MEMBERS.

Badge No.	*Names.*	*Occupations.*	*Residences.*
50	John C. Mills,	Blacksmith,	32 Downing st.
51	George H. Sawyer,	Blacksmith,	45 South Main st.
52	Ira H. Maxfield,	Ice driver,	55 South Spring st.
58	Hiram O. Marsh,	Coal dealer,	43 South Main st.
61	Myron Chesley,	Blacksmith,	42 South State st.
55	Charles P. Nutter,	Painter,	39 Laurel st.
56	George A. Ordway,	Painter,	43 South st.
57	Elmer J. Brown,	Blacksmith,	3 Broadway st.
60	Heman Schaffer,	Barber,	97 South Main st.
53	Charles W. Wilcox,	Hackman,	32 South State st.
62	William A. Bean,	Organ-maker,	18 Mills st.
59	T. P. Davis,	Blacksmith,	97 South Main st.

Charles W. Wilcox, *Teamster.*

Hose carriage is a four-wheel, second-class Amoskeag, drawn by a single horse.

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

OFFICERS.

NAPOLEON B. BURLEIGH, *Foreman*
ANDREW L. LANE, *Asst. Foreman.*
CHARLES E. PALMER, *Clerk.*
FRANK T. BEAN, *Treasurer.*
EDWARD E. LANE, *Steward.*

MEMBERS.

Badge No.	*Names.*	*Occupations.*	*Residences.*
63	Napoleon B. Burleigh,	Machinist, Northern R. R.,	13 Prince st.
64	Andrew L. Lane,	Carriage builder, A. D. Co.,	19 Perley st.
65	Charles E. Palmer,	Carriage builder, A. D. Co.,	112 School st.
66	Frank P. Burnham,	Blacksmith A. D. Co.,	11 Downing st.
68	Frank T. Bean,	Wood-worker,	106 School st.
69	Edward E. Lane,	Carriage builder,	Fremont st.
70	Will W. Kennedy,	Upholsterer,	104 Rumford st.
71	Lucius D. Caldon,	Carriage builder, A. D. Co.,	9 West st.
72	Joseph H. Lane,	Carriage builder, A. D. Co.,	7 Laurel st.
73	Charles S. Flanders,	Carriage builder, A. D. Co.,	4 Avon st.
74	George A. Huntoon,	Carriage builder (Holt's),	13 Laurel st.
75	Cyrus A. Abbott,	Stone-cutter,	55 South State st.
76	Benjamin Ouellette,	Wood-worker, Concord R. R.,	10 Jefferson st.
77	Philip Plummer,	Wood-worker, Concord R. R.,	77 North Spring st.
78	Thomas F. Symonds,	Barber,	Grove st.
79	Fred Rushlow,	Painter, A. D. Co.,	1 Pierce st.
80	George S. Kellom,	Stone-cutter,	90 Washington st.
81	John G. Wells,	Painter, A. D. Co.,	30 Grove st.
82	Will C. Trenoweth,	Stone-cutter,	129 North State st.
83	Frank J. Hodgdon,	Blacksmith, A. D. Co.,	30 West st.

Henry C. Robinson, *Teamster*, Central Station.

Hook and Ladder truck made by Abbot-Downing Co., Concord, N. H. Drawn by two horses.

"PIONEER" STEAM FIRE ENGINE COMPANY, No. 3.

Penacook.

OFFICERS.

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

MEMBERS.

Names.	*Occupations.*	*Residences.*
John H. Rolfe,	Sash-maker,	Summer st.
D. Warren Fox,	Salesman,	Merrimack st.
John B. Dodge,	Glazier,	Merrimack st.
John W. Powell,	Cigar dealer,	High st.
George S. Locke,	Saw manufacturer,	Merrimack st.
Enoch E. Rolfe,	Cabinet-maker,	Church st.
Joseph E. Symonds,	Table manufacturer,	Summer st.
Samuel G. Sanborn,	Blacksmith,	Washington square
Henry Rolfe,	Carpenter,	Penacook st.
James Kelley,	Axle-maker,	Church st.
Edwin B. Prescott,	Market-man,	Main st.
George H. Sager,	Machinist,	High st.
Abiel W. Rolfe,	Door, sash, and blind manufacturer,	Penacook st.
George H. Tucker,	Blacksmith,	High st.
Harper S. Allen,	Door-maker,	Merrimack st.
George W. Corey,	Carpenter,	Charles st.
J. Edwin Marden,	Saw manufacturer,	Summer st.
Fred C. Ferrin,	Cabinet-maker,	High st.
Thomas C. French,	Carpenter,	Charles st.
John G. Ward,	Cabinet-maker,	Webster place.
William P. Chandler,	Carpenter,	High st.
Ruel G. Morrill,	Farmer,	Washington st.
Daniel Smith,	Market-man,	Summer st.
Barney Gunn,	Carpenter,	Washington st.
Frank O. Emerson,	Fireman,	Union st.
David S. Marsh,	Cabinet-maker,	Centre st.
Allen C. Bean,	Teamster,	Summer st.
Walter H. Rolfe,	Machinist,	Merrimack st.

Henry H. Morrill, *Teamster.*

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

"OLD FORT" ENGINE COMPANY, No. 2.

East Concord.

OFFICERS.

JOSEPH E. PLUMMER, *Foreman.*
HARRISON H. CARPENTER, *Asst. Foreman.*
CYRUS E. ROBINSON, *Clerk.*
JOHN C. HUTCHINS, *Treasurer.*
THOMAS B. DICKERMAN, *Steward.*

MEMBERS.

Names.	*Occupations.*	*Residences.*
Joseph E. Plummer,	Painter,	Penacook st.
Harrison H. Carpenter,	Hose-maker,	Portsmouth st.
John C. Hutchins,	Engineer,	Penacook st.
Cyrus E. Robinson,	Hose-maker,	Penacook st.
Elbridge Emery,	Farmer,	Potter st.
George H. Curtis,	Cabinet-maker,	Portsmouth st.
Daniel B. Sanborn,	Farmer,	Shaker st.
Ami Dubia,	Stone-cutter,	Eastman st.
Charles C. Chesley,	Blacksmith,	Penacook st.
Anthony P. Cate,	Blacksmith,	Shawmut st.
Henry H. Bean,	Stone-cutter,	Shawmut st.
Orlando W. Coon,	Butcher,	Portsmouth st.
William L. Bachelder,	Farmer,	Potter st.
Albert H. Moores,	Butcher,	Portsmouth st.
William H. Smith,	Machinist,	Eastman st.
James L. Potter,	Farmer,	Potter st.
Thomas B. Dickerman,	Painter,	Penacook st.
Rodolph Frost,	Stone-cutter,	Eastman st.
Martin F. Rowell,	Farmer,	Potter st.
Samuel G. Potter,	Farmer,	Appleton st.
George O. Robinson,	Hose-maker,	Penacook st.
Ross W. Cate,	Blacksmith,	Shawmut st.
Fred S. Farnum,	Carpenter,	Penacook st.
Irvin Robinson,	Wood-worker,	East Clinton st.
Henry Cushing,	Stone-cutter,	Penacook st.
Henry P. Hutchins,	Fireman,	Penacook st.

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

"CATARACT" ENGINE COMPANY, No. 3.

West Concord.

OFFICERS.

JOHN V. SPEED, *Foreman.*
FRED F. TUCKER, *Asst. Foreman.*
GEORGE W. KEMP, *Clerk.*
FRED BESSIE, *Foreman of Hose.*
ANDREW J. ABBOTT, *Treasurer.*
JAMES FANNON, *Steward.*

MEMBERS.

Names.	*Occupations.*	*Residences.*
John V. Speed,	Stone-cutter,	Main st.
Fred F. Tucker,	Painter,	Depot st.
George W. Kemp,	Mill operative,	Main st.
Andrew J. Abbott,	Farmer,	Main st.
Fred Bessie,	Stone-cutter,	High st.
James Fannon,	Stone-cutter,	Main st.
William A. Little,	Section hand,	Main st.
Fiesco P. Engel,	Dyer,	Main st.
Hiram E. Quimby,	Stone-cutter,	Main st.
Herbert B. Peabody,	Stone-cutter,	Main st.
James M. Crossman,	Blacksmith,	Hutchins st.
Frank Blodgett,	Stone-cutter,	Main st.
Abial C. Abbott,	Quarryman,	Main st.
William A. Martin,	Teamster,	Main st.
Edgar D. Eastman,	Carriage-maker,	Main st.
J. Howard Holbrook,	Section hand,	High st.
Charles F. Roberts,	Butcher,	Hutchins st.
Sherman Holmes,	Quarryman,	Main st.
William Lynch,	Quarryman,	Main st.
William Silver,	Stone-cutter,	Main st.
Corliss George,	Stone-cutter,	Main st.
Frank Putney,	Blacksmith,	Hutchins st.
John E. Ryan,	Overseer,	High st.
Miles McSweeney,	Overseer,	Main st.
James Welch,	Expressman,	Main st.
Sylvanus E. Danforth,	Carpenter,	Main st.
Patrick Ryan,	Stone-cutter,	High st.
Cornelius Giles,	Stone-cutter,	Main st.
Patrick Conway,	Engineer,	Main st.
Michael T. Hayes,	Engineer,	High st.

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

SUMMARY OF MEMBERS.

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,	28	
Members at East Concord,	30	
Members at West Concord,	30	
	—	91
Total,		173

REGULATIONS OF THE CONCORD PRECINCT FIRE DEPARTMENT.

ADOPTED BY THE BOARD OF ENGINEERS, JANUARY, 1874.

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 it must at all times 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.

RULES FOR DRIVERS.

The drivers shall be required to occupy sleeping apartments in the Central Station, each being allowed two nights off each week, from 9 o'clock P. M. to 6 o'clock A. M., upon particular nights to be designated by the steward.

They shall be at or near the station at all times, except when employed by the superintendent of streets or absent by permission of the steward or an engineer, and shall perform such duties as the steward or chief engineer may direct.

They shall groom and take proper and trusty care of their horses; shall keep the stables clean, and the harnesses and all things pertaining to their department in order; shall have the horses harnessed as directed, and not leave the station without everything in readiness for immediate service; shall exercise their horses when required by the steward or chief engineer, and practise care and economy in feeding and general management.

In case of fire, the drivers shall be subject to the orders of any engineer.

FIRE-ALARM TELEGRAPH.

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

LOCATION OF THE FIRE-ALARM BOXES.

DISTRICT No. 1.

14. Main and Penacook. Keys at L. A. Walker's, Penacook and North State; V. C. Hastings's, 155 North Main.

15. Main and Church. Keys at Larkin's store, 256 North Main; Mark R. Holt's, 209 North Main; George F. Kelley's, 258 North Main; Horse Railroad stables, Fosterville.

16. Franklin and Jackson. Keys at James Tucker's, 43 Franklin; Charles T. Huntoon's, 47 Franklin; John H. Stewart's, 125 North Main.

17. Alert Hose-House. Keys at William S. Davis's, 25 Washington; Charles C. Hill's, 46 Washington.

18. Currier & Sleeper's store. Keys at Currier & Sleeper's store, 84 Washington; E. D. Clough's house, 82 Rumford; G. S. Kellom's, 90 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 Brown & Otis's stable, 129 North Main; American House, 121 North Main; Porter's shoe factory, Bridge street.

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; Northern Railroad machine-shop office, and in hands of two watchmen.

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

27. School and Merrimack. Keys at Geo. E. Jenks's, 76 School; W. Perley Underhill's, 36 Merrimack.

District No. 3.

32. Warren and Pine. Keys at Obadiah 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.

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; Rev. J. K. Ewer'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; 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. Hoit's store. Keys at Concord Gas-Works, 2 Water; L. B. Hoit & Co.'s store, 105 South Main; Samuel Gage's, 94 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.

47. South and Downing. Keys at A. B. Fellows's, 75 South; Geo. Williams's, 75 South.

Private Boxes.

5. Concord Railroad, north end passenger station. Keys at Concord Railroad ticket-office, machine-shop office, and paint-shop, train-despatch office, baggage-room, and in the hands of four watchmen.

6. The Abbot-Downing Co. Keys at Abbot-Downing Co.'s office, 80 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 Newhall and Assistants Merrill, Tucker, and Lovejoy.

Ex-Engineers Hill, Lauder, Ladd, Lovejoy, and Burleigh.

Steward Richardson, Assistant Steward Wingate, and teamsters Robinson, Thomas, Mercer, and Minot, at Central Station.

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

James H. Sanders, engineer Kearsarge; C. H. Sanders, engineer Gov. Hill; William Rowell, street lighter.

John H. Toof, Charles A. Davis, J. W. Sleeper, DeW. C. Everett, C. Leroy Gilmore, L. H. Carroll, J. H. Rowell, S. M. Griffin, B. Frank Hardy, Frank W. Blake, Frank D. Owen; and George F. Page, Charles T. Page, and J. P. Jewell, Page Belting Co.

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 regular 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.)

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

Steamer Kearsarge 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 Centre street, and upon second alarm, to boxes above.

TESTING SIGNALS.

For the purpose of testing the condition and accuracy of the fire-alarm telegraph, a box-alarm will be rung in every Monday afternoon at 4:30 o'clock, *precisely*. It will be *one single round only*, indicating by the strokes on the bells the number of the box; and the box will then be cut out, and no additional round sounded. The boxes used for this purpose will vary each week, alternating in the circuits.

Upon each other week-day a single blow upon the bells will be struck from the button of a box, alternating as before mentioned.

THE FIRE-ALARM TELEGRAPH

Is the "Gamewell" patent. It embraces twelve miles of wires on the main lines, and seven miles of extension wires for call-bells.

On the main line are twenty fire-alarm boxes belonging to the city, and three private boxes,—in all, twenty-three. 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, four mechanical tappers, one repeater, and three indicators.

On the extension line are nineteen call-bells.

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

The alarm was put up in 1880 by Edwin Rogers, 27 Federal street, Boston, Mass.

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.	Rumford street, near Josiah Minot's,	1,000
9.	Orchard street, corner of Pine street,*	4,000
10.	School street, corner of Summit street,*	3,500
11.	Centre street, corner of Union street,	1,100
12.	Gas-holder, rear of Main street,*	44,000
13.	Franklin street, corner of Lyndon street,*	1,500

* Brick cemented.

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