

company, which office he has held for over twenty years. His assistants in the post-office were his wife and Miss Lydia Rolfe.

The tenth postmaster was Luther C. Gage (son of Luther Gage, postmaster in 1880), who was appointed January 15, 1891. He held the office but one term, and had for assistants his wife and father.

The eleventh postmaster, Leander C. Prescott, was appointed January 15, 1895. Mr. Prescott was one of the millers at Stratton & Co.'s flour mill, and as he retained his position there, he could give but little time to the post-office business. He was, however, ably represented by his first assistant, John B. Dodge, a man universally respected and esteemed by the whole community. The other assistant was Miss Hattie Smith, a niece of Postmaster Prescott.

The twelfth and last postmaster, Horace B. Sherburne, was appointed January 19, 1899. Mr. Sherburne is also engaged in the insurance business in company with Hon. Willis G. Buxton. Since he assumed the office the Penacook office has been united to the Concord office, and the name is now Penacook Station, Concord, N. H. Another change was made in 1899 by extending the free delivery system to this office, two carriers being at first employed. Letter boxes were placed in various parts of the village, so that the citizens now enjoy about as good postal facilities as the citizens in the city. The present assistants in the post-office are Mrs. Sherburne and Miss Hattie Tucker. In 1900 free rural delivery was established at this office, beginning with two routes, and another route was added soon after.

CHAPTER IV.

ENGINE COMPANIES, FIRES, ETC.

On March 21, 1844, Reuben Johnson, Richard Gage, Jeremiah Kimball, Timothy Abbott, John S. Brown, and their associates, met at the Union schoolhouse and formed themselves into a company to be known as the Fisherville Fire Engine Co. No. 1, and adopted a code of by-laws for the government of the organization. These provided that the company should consist of at least twenty-

five able-bodied men. Admission was by a two-thirds affirmative ballot, and the candidate must subscribe to the by-laws and pay a fee of one dollar; also must purchase a printed copy of the by-laws and pay twenty-five cents for same. Neglect to respond at an alarm of fire subjected the member to a fine of one dollar. If a member left the engine when on duty, without consent of the captain, he was fined one dollar. Absence from any regular meeting, except in case of sickness, called for a fine of twelve and one half cents.

At the adjourned meeting on March 23, 1844, the following officers were elected: Captain, Henry H. Brown; clerk and treasurer, Luther G. Johnson; hosemen, John S. Brown, John C. Gage, Henry E. Bliss; directors, Abner B. Winn, Wm. H. Allen, Stephen C. Wells; committee to purchase a fire engine, H. H. Brown, A. B. Winn, J. C. Gage. At this meeting it was voted that the engine should be called the Torrent.

At a meeting on April 9 the committee reported the purchase from W. C. Hunneman & Co. of one fire engine, \$626; 150 feet of leading hose at \$90, and three pairs of couplings at \$9.00; total bill, \$725.

On April 17, 1844, the selectmen of the town of Boscawen appointed thirty men as legal members of the Fisherville Fire Engine Co., as follows:

Henry H. Brown,	Charles Abbott,	Wm. W. Read,
John S. Brown,	Geo. B. Davis,	Samuel H. Fulsome,
John C. Gage,	Harrison R. Morse,	George H. Smith,
Henry E. Bliss,	Ebenezer Hutchins, Jr.,	Tilden Kimball,
Abner B. Winn,	Samuel F. Brown,	James Marsh,
Wm. H. Allen,	Amos H. Morrison,	Samuel D. Quinby,
Stephen C. Wells,	John Currier,	Harlan P. Gerrish,
David A. Brown,	Hiram Gage,	John Carleton,
Thomas B. Wilson,	Jeremiah P. Boyce,	Josiah G. Hadley,
Jonathan C. Shepard,	Arthur L. Clifford,	Lewis W. Davis.

Of these there are still living (1899) only John S. Brown (90), and Charles Abbott (75).

The funds to pay for the engine had been raised by subscription and by appropriation of \$150 by the town of Boscawen. And on Aug. 10, 1844, a committee was chosen to solicit subscriptions to build an engine house. On August 17 they reported,

and Calvin Gage, Abner B. Winn, and Nathaniel Rolfe were chosen as a building committee. The house was built on the lot next south of the Congregational church lot,—the land being deeded by the Contoocook Manufacturing and Mechanic Company for that use, for \$1.00.

The records show that the annual meeting, March 25, 1845, was held in the new engine house. During the first year the clerk's record notes the names of members *not* present—most meetings show five to ten absentees, and one meeting shows a record of seventeen members absent.

At the annual meeting in March, 1846, paid the clerk \$2.56 for doing the business of the company. Not a very extravagant salary, but it appears to be all that he charged for his services. At this same meeting the company voted to *request* the clerk to have one hundred and fifty copies of the constitution and by-laws printed. Evidently he did not comply with that request, as the company voted again in August, 1847, to have one hundred copies of the constitution and by-laws printed. This time the clerk evidently succeeded, as at the annual meeting in March, 1848, the company voted that the clerk furnish each member with a copy *free*.

In 1850 Nehemiah Butler was chosen clerk, and the records assumed a more business-like form under his hands. Non-attendance at the regular meetings seems to have been a growing trouble, as the clerk records as high as twenty-four members not present at the October meeting, though but seven of these paid fines, the others being excused.

At the October meeting, in 1851, the company chose a committee of three, T. O. Wilson, Calvin Gage, Geo. H. Hinton, to make arrangements for a supper. Whether they performed that duty or not the record does not state; however, the name of the convivial Geo. H. Hinton on that committee is strong confirmation to the supposition that they did perform such duty and had a good supper.

In June, 1854, evidently there was some sort of trouble in the organization, as a committee of three was chosen "to look into the affairs of the company." That committee reported at the July meeting, but it is not recorded what the report was. At the

September meeting of the same year, the company "voted to erase fines from all members and square the Book up to date." At this meeting a committee was chosen "to *invest* the by-laws and report at next meeting." At the October meeting the company voted to accept the report of the committee in revising the by-laws. The principal change was a reduction of the amount of fine for non-attendance at meeting to ten cents, and for "absent at an alarm" to twenty-five cents.

After the meeting of October, 1855, there is no record of any meetings until July 30, 1859, when a meeting of citizens was held to form a company for Torrent Engine No. 1. A committee was appointed to draft a code of by-laws. The by-laws were reported at an adjourned meeting, August 6, and adopted, and a board of officers chosen, the new by-laws being much the same in form as the original draft of 1844.

On December 9, 1859, appears the first record of taking this engine to a fire, though it had undoubtedly done much actual service at fires during the fifteen years since it was brought to the village. At this date "the Torrent Engine was taken out to a fire "and work about two and half hours on Queen St., the first that "play on the fire by ten minuets."

On May 12, 1860, the company voted to have uniforms, and appointed a committee to see what kind of uniforms to get. The record leaves the matter just there.

At the date of the annual meeting, March 30, 1863, the clerk records that no one was present besides himself, and that he took the responsibility of adjourning the meeting to May 9, at which date enough members were present to elect officers, and fifteen members were recorded absent. At the meeting of June 13, 1863, the clerk records, for the first time, the names of members *present*, and notes that all other members were absent,—the number present was nine. Before this date the record shows the names of absentees.

On July 14, 1866, it was voted to have the engine repaired. It had been in use for twenty-two years. At the August meeting of that year the clerk records that the engine had been repaired, and that it worked very well.

The company went to the fire at the Dr. Little block, August

15, and did good service there. Also attended at the three fires at Penacook mill in November, and the larger fire at same mill, December 29, when the roof was burned off. June 8 the company attended the complimentary supper at the Washington House, given by the superintendent of the Northern railroad in recognition of their services at the fire at the railroad bridge. September 25, 1867, the company went on duty at the John Johnson shop fire, and on October 22 they were again on duty two hours at the old brick grist-mill. On January 2, 1869, the fire at the cooper shop of Barron, Dodge & Co. called for ten hours' service by the company. July 8, 1869, the fire at Sanders block required the attention of the company for two hours. November 5 the company put in two and a half hours for fire duty at the house of L. T. Boyce. The clerk's record shows no meetings between November, 1869, and August, 1870. Then there was another intermission until March 29, 1871. In July, 1871, the company voted to procure uniforms, and on December 29 of that year the first ball was given at Exchange hall with one hundred and twenty-five couples present. There was no other meeting until the annual meeting March 25, 1872. On July 4, 1872, the company celebrated the day by a trial of engines with the Pioneer company, which resulted in favor of the Torrent company, who then escorted the Pioneers to the engine house and served light refreshments, after which a part of both companies went to Laconia to attend the celebration there. In August the company decided to complete their uniforms by the addition of black pants with a white stripe. The annual ball of 1873 was held on January 10, and the companies from Lake Village and Laconia were invited guests on that occasion.

At the April, 1873, meeting voted to purchase a flag. On May 10 the company partook of a supper given by Mrs. Bonney, and at the same meeting appointed Charles Gilson as drill master. The celebration of the "glorious Fourth" this year cost the company twenty-five cents per member. On July 12 the company received a communication from Torrent Engine Co. No. 2, of Laconia, presenting a badge to the foreman. This seemed to impress the members with their own need of badges, and led to a vote at the August meeting to procure them. It appears that the

badges were highly prized, as at the September meeting the company voted that if any member loaned his badge to any person not a member of the company, such member should be expelled. September 23 the Torrents worked at the fire at Wm. R. Wadleigh's saloon. In October, 1873, it was decided to hold a series of six assemblies during the winter. Attended the annual parade of the Concord Fire Department this year, and on November 8 voted to attend the ball of the Torrent No. 2 company at Laconia. The annual ball of the company was held on January 9, 1874. On May 9, 1874, received an invitation from the Fisherville Memorial Association to join the parade and take part in the exercises of Memorial Day, June 6, and accepted the invitation. The Torrents accepted an invitation of the Concord Fire Department to parade with them on June 4, and they procured new hats for that occasion.

The company had a celebration on June 17, this year, having as guests on the occasion the Franklin Engine Co., and music was furnished by Brown's band, at an expense of \$50. There can be no records found of this company between November, 1874, and May, 1881. At the latter date the company received an invitation from W. I. Brown Post No. 31, to participate in the exercises of Memorial Day, but declined it. July 11, 1881, the foreman, Geo. A. Morse, resigned his office, this being the only case of the kind recorded, and the company voted not to accept his resignation, so he served out his term. September 30, voted to attend the fair of the Boscawen Farmers' Club; and on October 10 accepted an invitation to attend the annual parade of the Concord Fire Department. On March 3, 1882, the company served at the fire of the Pioneer engine house, which was totally consumed, together with the engine and everything inside the building. March 18 the Torrents also served at a fire at the Capt. John Sawyer place, the barn being consumed, but the house was saved. March 28 a committee was appointed to act for the company in the matter of building a new engine house, and on April 20 the location was fixed for the new house, on the lot near the Penacook House. August 21, 1882, the company attended a fire on Union street, where a barn belonging to G. W. Wadleigh was burned—total loss. At the meeting of January 18, 1883, it was decided to



TORRENT ENGINE HOUSE.

dedicate the new engine house on February 22, 1883. The new house seemed to require more service from the steward than heretofore, as the company voted to raise his salary to \$25 per year.

The constitution having become somewhat out of date, a committee was appointed to revise it at the annual meeting March 10, 1884, and at the April meeting voted to have the revised copy printed. June 9, 1884, the company challenged the Pioneer Engine Co. to play a game of ball; the result was in favor of the Torrents, who won the ball and bats, and placed them as trophies in the new engine house. In October, 1884, the members raised by subscription the sum of \$22 for the benefit of John M. Meserve, who was suffering from an accident. The company went to a fire March 30, 1885, at the house of John Gahagan, near Woodlawn cemetery. April 10, 1886, the company went to

the fire at Geo. E. Flanders's house at the Borough. In August, 1886, the company procured an alarm bell for their house. April 13, 1887, the company worked at the fire in the forge shop of Concord Axle Co., and on December 27 they also did good service at the fire in J. E. Symonds & Co.'s table shop. The annual supper in 1888 was held on February 22, as usual. On December 15 the company attended the fire at A. W. Rolfe's house.

In the spring of 1889 the company caused an article to be placed in the warrant for annual town-meeting, to see if the town would vote to purchase a new engine, and appropriate \$1,000 for the same. The town voted to appropriate \$1,000 for fire apparatus, and directed the company to purchase a new engine at a price not exceeding that sum. The new engine arrived early in June, and was taken out for trial at a special meeting, June 8. It proved quite satisfactory to the company, as well as to the citizens who were present. The final report of the committee who purchased the new apparatus, engine and hose wagon, reported June 10 that they had expended \$20 more than the town appropriation, and the company voted to pay that excess of \$20 from their own treasury. August 1 the company voted to pay \$20 on account of funeral expenses of the wife of Joseph Meserve, a member of the company.

In February, 1890, the company voted to ask the town to make the yearly payment to company \$350 per year, instead of \$250 that had been paid heretofore. It was also voted to have a ball on February 21.

April 16, 1892, the company turned out to a fire in the tenement house on High street, owned by W. W. Eastman. The ball for this year was held on January 15. The company also maintained a baseball team for two or three years about this time. On September 26, 1892, the company attended at the fire of B. Frank Varney's house at the Borough. The ball this year gave net proceeds amounting to \$19.38. The company had a little celebration of their own on July 4, 1892. The engine house was lighted with electric lights this year. The ball in January, 1893, gave net proceeds of \$89.75. In April, 1893, it was voted that all new members joining the company should pay a fee of \$2.00. This was a new feature in the organization.

At the March meeting it was proposed to form a hose company, this being on account of the introduction of the Penacock and Boscawen water system, which gave so great pressure in the hydrants that the engine was hardly needed. This action was consummated April 3, 1893. In 1894 the company had rather a modest celebration July 4, as the record shows that they were to spend only \$10 on the entertainment. On August 4 they accepted an invitation to join with the Pioneer Engine Co. in having a field day. The company received an invitation from the Boscawen Hose Co. to be their guests at a supper, in January, 1895, and the invitation was accepted. The annual ball in 1895 paid so well that those members who bought tickets were paid back. In June, 1895, the salary of the driver of the hose wagon was fixed at \$10 per year. The annual ball in January, 1896, gave the company a financial profit of \$37.85. In June they arranged for telephone service at the engine house. For the 4th of July this year \$15 was voted for expenses, and the Pioneer Engine Co. was invited to attend. The company's first record of using the "chemical" engine was on July 4, 1896, at a chimney fire.

There was the usual celebration July 4, 1897, and a clambake, in company with the Boscawen company, August 28. The ball in 1898 was more successful than usual, giving a net profit of \$51.64. The company again celebrated the "Fourth" in 1898, appropriating \$12 for expenses, and about this time the company raised a flagpole in front of the engine house and purchased a flag for same. On November 21, 1898, the company voted to purchase uniforms at a cost of \$14 each. At this time the company voted to join the New Hampshire Fire Association.

On December 5 the company voted to lower the flag; it had been flying since the declaration of war against Spain, but at the January meeting the committee on lowering flag asked for another month's time, which was granted. In February the committee reported that they had taken down the flag and had it repaired. The annual ball in 1899 gave a net profit of \$25.69. In March, 1899, the company called on the town to make repairs on the engine house at an estimated expense of \$200. The regular 4th of July entertainment was held as usual in 1899. Foreman A. F. Gage resigned his office on August 7, after serving nine years.

The company accepted an invitation from Captain Newhall of the Veteran Firemen of Concord to attend the muster at Manchester on October 12. After changing the organization to a hose company the engine was sold to go to Nantucket, Mass. The officers of the company have been as follows:

<i>Year.</i>	<i>Foreman.</i>	<i>Chairman Directors.</i>	<i>Clerk and Treas.</i>	
1844.	Henry H. Brown.	Abner B. Winn.	Luther G. Johnson.	
1845.	Abner B. Winn.	Henry H. Brown.	S. D. Quimby.	
1846.	John S. Brown.	Abner B. Winn.	S. D. Quimby.	
1847.	John C. Gage.	John Currier.	Wm. H. Allen.	
1848.	Albert H. Drown.	Samuel F. Brown.	Wm. H. Allen.	
1849.	Albert H. Drown.	Samuel F. Brown.	Geo. B. Davis.	
1850.	Abner B. Winn.	G. A. Peaslee.	Nehemiah Butler.	
1851.	Abner B. Winn.	Calvin Gage.	John C. Johnson.	
1852.	Calvin Gage.	Daniel S. Balch.	John C. Johnson.	
1853.	Calvin Gage.	S. D. Hubbard.	Luther G. Johnson.	
1854.	Calvin Gage.	Geo. H. Hinton.	Foster L. Balch.	
1855.	Calvin Gage.	Bickford Lang,	Isaac K. Gage.	
		<i>Ass't Foreman.</i>		
1859.	Calvin Gage.	Abner B. Winn.	A. G. Howe.	
1860.	Calvin Gage.	Abner B. Winn.	A. G. Howe.	
1861.	Abner B. Winn.	Healy Morse.	Luther Gage.	
1862.	Almon A. Harris.	Abner B. Winn.	Luther Gage.	
1863.	Abner B. Winn.	Isaac K. Gage.	Luther Gage.	
1864.	Abner B. Winn.	A. G. Howe.	Luther Gage.	
1866.	S. G. Danforth.	E. R. Manning.	Geo. A. Morse.	
1867.	S. G. Danforth.	D. E. Jones.	Geo. A. Morse.	
1868.	David E. Jones.	John F. Sessions.	Geo. A. Morse.	
1869.	John F. Sessions.	Abram Hook, Jr.	Geo. A. Morse.	
1870.	John F. Sessions.	Abram Hook, Jr.	Geo. A. Morse.	
1871.	David E. Jones.	Frank H. Morse.	Geo. A. Morse.	
1872.	Henry C. Briggs.	Frank H. Morse.	Geo. A. Morse.	
1873.	Henry C. Briggs.	Alanson Foster.	Geo. A. Morse.	
1874.	Henry C. Briggs.	Edward Campbell.	Geo. A. Morse.	
<i>Year.</i>	<i>Foreman.</i>	<i>Ass't Foreman.</i>	<i>Clerk.</i>	<i>Treasurer.</i>
1881.	Geo. A. Morse.	J. S. Boutelle.	D. E. Jones.	Geo. E. Fisher.
1882.	George Neller.	J. S. Boutelle.	D. E. Jones.	Geo. E. Fisher.
1883.	Edward Campbell.	A. Hook, Jr.	D. E. Jones.	Geo. E. Fisher.
1884.	Edward Campbell.	Chas. V. Fisher.	D. E. Jones.	Geo. E. Fisher.
1885.	Edward Campbell.	Chas. V. Fisher.	D. E. Jones.	Geo. E. Fisher.
1886.	Edward Campbell.	J. M. Morse.	D. E. Jones.	Geo. Neller.
1887.	Edward Campbell.	J. M. Morse.	Arthur A. Gage.	Geo. Neller.
1888.	Edward Campbell.	J. M. Morse.	Arthur A. Gage.	Geo. Neller.

<i>Year.</i>	<i>Foreman.</i>	<i>Ass't Foreman.</i>	<i>Clerk.</i>	<i>Treasurer.</i>	
1889.	James M. Morse.	J. S. Boutelle.	John Meserve.	Geo. Neller.	
1890	{ Addison F. Gage.	John S. Boutelle.	Addison Gage.	J. M. Meserve.	Geo. Neller.
		M. H. Fellows.	Geo. H. Gross.	W. T. Chandler.	
1891.	Addison F. Gage.	M. H. Fellows.	Geo. H. Gross.	W. T. Chandler.	
1892.	Addison F. Gage.	M. H. Fellows.	Geo. H. Gross.	W. T. Chandler.	
1893	{ Addison F. Gage.	M. H. Fellows.	Geo. H. Gross.	W. T. Chandler.	
		Ambrose Sweet.			
1894.	Addison F. Gage.	William Neller.	Geo. H. Gross.	W. T. Chandler.	
1895.	Addison F. Gage.	William Neller.	Geo. H. Gross.	W. T. Chandler.	
1896.	Addison F. Gage.	William Neller.	Harlow F. Rolfe.	W. T. Chandler.	
1897.	Addison F. Gage.	J. E. Howard.	Harlow F. Rolfe.	A. G. Harris.	
1898.	Addison F. Gage.	J. E. Howard.	Harlow F. Rolfe.	A. G. Harris.	
1899.	Addison F. Gage.	J. E. Howard.	Harlow F. Rolfe.	A. G. Harris.	
1900.	Almon G. Harris.	Ambrose Sweet.	Harlow F. Rolfe.	Henry C. Rolfe.	
1901.	Ambrose Sweet.	J. E. Howard.	Harlow F. Rolfe.	Henry C. Rolfe.	

PIONEER ENGINE CO.

This company was organized at a meeting of citizens held at the Washington House on April 7, 1849, under the name of the Concord Fire Association, attached to Engine No. 8. A code of by-laws was adopted at this meeting, and the names of the original members were attached thereto as follows. On April 8:

James Rand, Jacob P. Sanders, Eldad Tenney, John C. Pillsbury,
 David A. Brown, John A. Coburn, Jacob C. Whidden, Thomas Chase,
 S. R. Flanders, Oliver B. Elkins, Perley Knowles, Jeremiah A. Haines,
 Jos. W. Fales, Asa H. Morrill, Calvin Gerrish, George Dame,
 J. H. Willard, Rodney Dutton, Chas. W. Hardy, Alexander Ferson,
 Fisher Ames, Albert Ames, Jeremiah Burpee, Henry H. Amsden,
 Geo. B. Pushee, Moses H. Fifield, Moses G. Downing, Wm. G. Barrett,
 Sam'l B. Chase, Wm. H. Allen, Alpheus G. Howe, Jerome Stark,
 Joseph Brown.

On April 10, Horatio N. Harvey, Samuel Kennedy, Geo. B. Burnham, James Connor, S. W. Smith. On April 17, Albert H. Drown, Calvin C. Carlton, Albert A. Moore, Israel W. Drown, Moses H. Morrill, James L. Pitts, Daniel W. Long, and on April 28, John Sawyer,—making forty-six names in all. Of these forty-six original members only two are living in July, 1900, Albert H. Drown of Revere, Mass., and Moses H. Fifield of East Weare, N. H.

On April 7, the officers of the company were elected as follows: Foreman, James Rand; 1st engineer, David A. Brown; 2d engineer, Henry H. Amsden; clerk, Samuel B. Chase; auditing committee, John C. Pillsbury, Albert Ames, and Rodney Dutton.

At the meeting of April 17 a committee was appointed to correspond with the manufacturers of fire engines and ascertain upon what terms an engine could be purchased. This committee reported on April 28, and submitted a proposition from James Smith of New York city offering an engine for \$735. The same committee was then authorized to accept the offer of Mr. Smith and engage of him the engine as offered. This engine was known as a Button tub, and was of larger capacity than any engine in the city or vicinity, all the other engines in the vicinity being Hunneman tubs, built at Boston.

At this meeting of April 28 another committee was instructed to ascertain upon what terms the lot of land at the intersection of Merrimac street and Merrimac lane could be purchased for a location of an engine house. It appears that this lot could not be immediately obtained, as the first engine house was built on Main street, and is still standing and known as the Cleveland house. This engine house was completed in November, 1849, and furnished at an expense of \$34. 94.

There was considerable delay in the building of the engine, as the record shows that David A. Brown was sent to New York in August to hurry up the delivery of the engine. At the August meeting a committee was appointed to purchase a hose carriage, and it is still doing duty as a hose carriage at the Concord Axle Works. It went through the fire when the engine house was burned, but was refitted with new wheels and is still in good order.

The social duties received early attention by the company, as they voted to have a supper on October 17 at the Washington House, and invited the Torrent Engine company to be present, from which it appears that the relations of the two companies of the village were harmonious.

At the annual meeting April 5, 1851, a committee was appointed to revise the by-laws, which committee reported on May 30, and their report was accepted and adopted, the principal change at that time being the name of the company, which was then made "Pioneer Fire Company," attached to Engine No. 8 in Concord, but the general custom was to call the company "Pioneer No. 8."

The first uniforms for the company were obtained in the spring

of 1851, but the records do not give any information in regard to "ways and means" of procuring them. This uniform consisted of a red flannel blouse or jacket, a black belt, and a glazed cap. At the meeting of June 7 the company voted "that each member of the company furnish himself with a uniform, take the same to his residence, and be responsible for the safe-keeping and delivery of the same when he leaves the company." Also voted "that David A. Brown take charge of the spare uniforms." Subsequent records show that a part, at least, of the expense for uniforms was provided for by applying the amount received from the town of Concord for salaries of the company.

On May 22, 1852, the company voted to turn out on Saturday, May 29, and receive a visit from Engine Company No. 3 of Concord. A committee was appointed to make the necessary arrangements, and funds to provide entertainment for the visitors were raised by subscription, amounting to \$72, of which a balance of \$6.52 remained after the entertainment. This visit of Engine Company No. 3 was a great occasion for the Pioneer company, and for the whole village as well, for it was to be a grand trial for supremacy in the fire department of Concord. The Pioneers believed that they had the best engine, and had not hesitated to proclaim that belief during the three years that the No. 8 machine had been in the village, while the Concord boys of No. 3 company were quite as sure that their engine and their company had no equal in the city or elsewhere. So they came up for this trial of engines in full confidence of their superiority and expectation of showing the same to their rural competitors.

The No. 3 company was really a very fine body of men, all, or nearly all, being workmen at the Abbot-Downing shops. Their foreman was James L. Mason, the superintendent of the blacksmith department of those shops. The company wore a new and very stylish uniform, and beside them the Pioneers, in their red flannel shirts, looked rather rough and rural. After a parade through the streets of the village, in which the Concord company appeared to advantage, the engines were placed for trial at the east end of the canal in front of the Penacook mill. The first trial was with vertical streams, in which the Concord company appeared to have a little the best of it, and of course were duly

elated. The second trial was with horizontal streams, and in this the Pioneers were plainly superior, as they produced a more solid stream and forced it to a greater distance. This gave the village people their first opportunity to cheer, and they improved the occasion. This did not convince the Concord company that the Pioneer engine was the better machine, so they proposed a trial to see which machine could "wash" the other, feeling confident that their No. 3 engine could throw *more* water, even if it could not throw it as far as the Pioneer could. This was their great mistake.

The No. 3 engine was first set at the canal and pumped the water into the tub of the Pioneer engine for five minutes, but the most frantic efforts of the No. 3 men could not fill up the Pioneer tub, and much less "wash" it. The position of the engines was then reversed,—the Pioneer was set at the canal and pumped water into the tub of No. 3. In one half minute from the start the No. 3 engine was "washed," and the water poured out of the rear end of their tub in such quantity that more than one half the men of No. 3 company were driven away from the brakes, amid the cheers and shouting of the village people, who were wild with joy at seeing the Concord company so discomfited.

The Pioneer company, at this time under the command of Albert H. Drown, was drilled in the working of the engine with military precision, and their performance on this occasion reflected much credit on the commander. The company contained many of the most powerful men in the village,—big six-foot men, weighing two hundred to two hundred and fifty pounds,—who had the strength to pump on the engine brakes at a surprising speed, and could hold out for a long trial. It would be difficult to get so powerful a body of men together in the village in this last year of the century.

This great trial proved conclusively that the Pioneer engine was the most powerful machine in the city, and the superiority was never again questioned. After the trial was over the Pioneers escorted the No. 3 company to the hotel, and gave them a fine banquet in Washington hall, which was duly appreciated by their Concord guests.

In May, 1853, the company voted to hold a levee, and ap-

pointed a committee to make arrangements. This levee was held in Graphic hall on June 23; the price of admission was fixed at twelve and a half cents. It was a very successful and enjoyable occasion. One of the fire companies from Concord was present, also one company from Nashua came up and brought the Milford Brass Band with them. This was an excellent band, and their music was a prominent feature of the entertainment. The Fisherville Brass Band also played a few pieces during the evening. As there was not time enough to dispose of all articles on the first night, the affair was adjourned to the following evening, when the remaining articles were sold, and the proceeds of the levee amounted to \$152.62 after paying all expenses.

These funds were used in part to fit up and furnish the new engine hall, which job cost \$64.41, as reported by the committee. This hall was in the new engine house, erected in 1853 on the triangular piece of land at the junction of Merrimac street and Merrimac lane, this being the location proposed in 1849, at the organization of the company.

At the meeting of September 5, 1853, the company voted to attend the firemen's muster at Lowell on September 15, but the records do not show whether they went or not.

In the spring of 1854 the firemen of Concord petitioned for an increase of pay, and the refusal of the city council to grant the advance asked for caused considerable trouble in the department, but this company, by resolutions passed at their meeting of May 6, strongly supported the action of the city government.

On September 2, 1854, the company voted to turn out and do escort duty at the fair of the Merrimack County Agricultural Society on the 27th of that month.

September 25, 1854, the Committee on Flagstaff reported that they had performed their duty by erecting a flagstaff near the eastern end of the engine house, at an expense of \$101.93. This was the largest and finest flagstaff ever erected in the village. The company voted to raise funds by subscription to pay expenses, and it was done on the spot immediately, and then three cheers were given to mark the successful completion of this undertaking.

The original uniforms having been discarded, the company

voted to sell them at auction. That was done on June 2, 1855, and the proceeds of the sale amounted to \$11.04.

At the June meeting in 1855 the company voted to turn out for escort duty on July 4, for a Sunday-school celebration. This celebration was at the grove on the north side of Queen street, about one quarter mile west of Main street.

The chief engineer of the Concord fire department inspected this company on October 6, 1855, after which the company formed in line, and headed by the Concord Brass Band, escorted the chief and invited guests to the Washington House, where all partook of an oyster supper. After marching back to the engine house, the band gave a concert in the engine hall. It appears that the Concord band was modest in their charge for services on this occasion, as the record shows that the company raised seven dollars by subscription to pay the band for their services.

A committee was appointed September 5, 1857, to again revise the by-laws. The committee reported October 8, proposing a change by which the candidates for admission to the company should be referred to a standing committee, and that candidates must first be reported favorably by the standing committee before action was taken by the company. This change was adopted by vote of the company. On June 30, 1858, the company received an invitation from Horace Chase Lodge of Freemasons to accompany them to Concord on July 5, and participate in the celebration of Independence Day, and in the ceremonies of laying the corner stone of the Masonic Temple. The company accepted the invitation, and voted to procure white pants to wear on that occasion.

The Pioneers were always liberal patrons of the band, and the record shows that on September 4, 1858, the company voted to give the Fisherville Cornet Band the use of the engine hall for a band room—and on the same date refused to allow the debating club to use the hall.

On June 28, 1859, the company accepted an invitation to parade on July 4, but who gave the invitation or where they went is not recorded. Probably this was the 4th of July celebration which consisted mostly of an "Ancient and Horrible" parade in the morning. There was a large and elaborate procession, with many grotesque features. At the close of the parade in

Washington square, a photograph was taken of the company, including the band, which was in a large wagon,—a copy of which photograph is still in possession of the writer. On August 6, 1859, the record says: "Voted to adjourn for the purpose of taking measures to see about going to the Isles of Shoals." At the meeting of September 4, voted,—“That the thanks of Pioneer Engine Company, No. 8, of Fisherville, N. H., be returned to the Fire Department and citizens of Portsmouth, for their cordial reception and liberal entertainment during our late visit to that city.”

This is all that is recorded in the clerk's book of the most notable excursion in the history of the organization. The following is an account of that memorable occasion by one who was there: At the meeting of the company on the evening before the excursion, it was arranged to start on the train leaving the Penacook station at five o'clock a. m. Some of the members expressed the opinion that measures should be taken to wake up all of the members on the following morning so that no one should get left, and "Bill" Dyer then made the motion "that Mose Everett be allowed to snore in the streets from 4:15 to 4:30 a. m. without extra pay." The company turned out with full ranks, and were accompanied by a number of citizens and invited guests. The Fisherville Cornet Band furnished music for the excursion, and waked up the remainder of the citizens by their music while marching to the station "at five o'clock in the morning."

The ride to Portsmouth was without special incident, and the company arrived in the city by the sea at about 9 a. m. The first of the exercises there was a grand parade through the principal streets, escorted by delegations from the several fire companies of the city. Every engine house in the city was visited, and at each one there were "refreshments," mostly in a liquid form. Of course the Pioneers felt in duty bound to partake of the refreshments in a free and impartial manner to show their appreciation of the efforts made by the Portsmouth companies for their entertainment.

After all the engine houses had been visited the company accepted an invitation to call at the Eldredge Brewery. There the band, as usual, opened the exercises with some spirited music,

and then the whole party were invited to walk in and take some samples of the goods there produced. How many other breweries were visited is not quite clear, but it may be safe to assume that all the establishments of that kind received a call from the heroic firemen of the Capital city. The company was scheduled to attend a banquet at the Rockingham House at one o'clock p. m., and managed to arrive there about on time. The banquet was quite an elaborate affair for those days, and with a few speeches from the mayor, chief of the fire department, and others, occupied the attention of the party until three o'clock, when the line was formed and the company and guests marched to the wharf to embark for the Shoals.

All conditions for this little sea voyage were propitious. There had been a storm blowing in shore for several days, but the storm was past, the sun shining brightly, and hardly a breath of wind stirring. The conveyance was a schooner on which all embarked, as jolly and happy a crowd as one could wish to see. The boat dropped down the river on the ebb tide, with band playing and men cheering on the least provocation, but as soon as the boat reached the open sea, a sudden and alarming change took place. The previous storm had left the waves rolling furiously, and as there was hardly enough wind to give the boat steerage way, it was rolled and pitched in every conceivable direction, so that it was about impossible for inexperienced landmen to stand on the deck, in fact they did not care to stand. To say that the men were seasick, is stating the case very mildly,—they were terribly sick, probably more so on account of their exertions at the engine houses and breweries in the forenoon. Of the one hundred and ten persons on board not one dozen escaped the deadly seasickness. The Pioneers made a record for seasickness, on that day, that has never since been equaled by any party sailing out of Portsmouth harbor. For six hours (it seemed months) the men endured the most severe punishment from Neptune, so that when they finally arrived at the Shoals, at nine o'clock at night, they were in a pitiable condition. There was then no wharf at Star Island, on which they could land; the schooner was anchored at some distance from the shore, and the passengers were taken off by small boats,—the water being so rough that it

seemed quite wonderful that all were landed without accident. Some of the men recovered quickly after reaching the island, but many went immediately to bed, feeling too miserable to eat any supper.

By sunrise the next morning nearly all had recovered and were early out on the rocks viewing the ocean. The waves were rolling in with such force as to throw the spray entirely over the lighthouse on White Island, and on Star Island the waves lashed against the cliff with a noise like thunder.

To many members of the company this trip was their first acquaintance with old ocean, and it is doubtful if any of those men will ever forget that glorious display of ocean waves.

During the day a part of the company and most of the band were taken on small boats over to Appledore Island, where the band played before the hotel. This boat ride caused a serious relapse in the case of some of the convalescents.

The second night was spent on Star Island, and the second morning showed a much calmer sea, so that the company sailed back into Portsmouth harbor under more favorable conditions, but everyone was glad to get on the solid ground again, and the band played with its former vigor as the line marched from the wharf up to the railroad station. One or two of the men were still so weak that even the motion of the cars made them sick again, and they had to leave the train at Newmarket Junction. The remainder reached home in good order, and the great "Trip to the Shoals" passed into history.

The Pioneers attended the firemen's muster at Manchester this year (1859), accompanied by the band, and had an enjoyable time even if they did not win any prize.

On February 11, 1860, the by-laws were altered so as to conform to the requirements of the city ordinances in relation to the date for holding the annual meeting, and in relation to the compensation of the company clerk.

On November 23, 1860, the company turned out to attend the funeral of John A. Kilburn, who was the first member of the company who had died since the organization in 1849.

At the annual meeting February 2, 1861, the company voted to choose officers for the ensuing year, but after a number of

unsuccessful attempts to elect a foreman, a vote was taken to adjourn, and no further action was taken on the matter during that year, but at the next annual meeting in 1862 a foreman and a full board of officers were elected.

At this meeting the company appointed nine persons to serve as substitutes for members of the company who were absent in the army. One of the men thus appointed, David D. Smith, went into the army himself before the close of the war.

The patriotism of the members of this company is shown by the fact that sixty-two men, whose names appear on the roll of the Pioneer Engine Co., served either in the army or navy during the War of the Rebellion. Their names are as follows :

Jere. S. Durgin,	Samuel Holt,	Wm. C. Knowlton,	P. K. Shepard,
Albert H. Drown,	James Shepard,	Henry F. Brown,	Daniel Gibson,
Leonard Drown,	Chas. D. Rowell,	Samuel Cheney,	Wm. W. Flanders,
Isaac N. Vesper,	Isaiah L. Pickard,	James S. Tyler,	Geo. E. Flanders,
Fisher Ames,	Samuel Chandler,	B. Frank Morse,	James M. Chase,
Chas. G. Knowles,	Daniel S. Pickard,	L. F. Connor,	E. R. Manning,
Nathan Emerson,	Daniel W. Martin,	J. K. Brickett,	Orvis F. Blinn,
J. Scott Durgin,	John C. Linehan,	M. H. Sessions,	S. W. Stearns,
Joel A. Cushon,	Wm. Maher,	H. S. Goodwin,	Royal Scales,
Hiram Holbrook,	James C. Bowen,	Joseph E. Sanders,	Horace Holcomb,
Geo. W. Corey,	John G. Lovejoy,	Rufus Cass,	Chas. H. Green,
Ruel G. Morrill,	M. D. Boyce,	James Reilly,	Michael Griffin,
Harper S. Allen,	Joseph E. Symonds,	Geo. W. Vinica,	James Garvey,
Wm. H. Moody,	B. C. Morrison,	Robert Crowther,	Albert A. Huff.
Geo. N. Cheever,	E. H. Dixon,	Frank Marden,	
L. K. Elliott,	Calvin Gerrish.	Joseph Morrill,	

At a special meeting on May 17, 1862, the company voted to attend the funeral of Capt. Leonard Drown, of the Second regiment, N. H. Vols., who was killed at the battle of Williamsburg, Va., on May 5. Captain Drown was a very prominent member of the company before going into the army, and had been foreman two years. He was the first of the commissioned officers from New Hampshire that was killed in battle in the Civil War.

At the annual meeting in February, 1864, Samuel Merriam resigned the office of clerk and treasurer, in which office he had served for twelve years, and the company gave him a vote of thanks for his efficient and satisfactory services. The finances of

the company appear to have been in good condition at this period, as there was a vote passed instructing the treasurer to put one hundred dollars at interest for the benefit of the members. It was also voted, at this meeting, to have an oyster supper; probably this was also intended for the benefit of the members. On August 9, 1864, the company voted to refresh itself by an excursion on the 16th instant to Lake Winnepesaukee, and to have a dinner there, to be paid for from the treasury.

On June 30, 1865, the company turned out and attended the funeral of Horace Abbott, who had been the clerk and treasurer of the company.

The city council passed an ordinance January 27, 1866, providing that all members of the fire department must be residents of the city. This matter was brought up at the annual meeting of February 3, and it was voted that the names of all members residing out of the city be stricken from the roll. It was also voted that the company desired those non-resident members to remain connected with the company as honorary members without pay.

June 8, 1867, the company and Brown's band marched to Washington hall, where, in company with Torrent Engine Co., they enjoyed an excellent supper. This was furnished by the Northern Railroad officers, as a token of appreciation of the services of the fire companies at the burning of the railroad bridge on May 28.

On October 29, 1867, the company turned out and went to Concord to take part in the parade and reception to General Sheridan.

In the summer of 1872 the company procured new uniforms, but had much discussion about the ways and means for paying for them. The company was invited to go to Laconia on July 4 of this year, but, as they could not arrange to take the engine, voted not to go. This company and the Torrent company paraded at 7 a. m. on the 4th, and after that about fifty of the firemen concluded to go to Laconia to celebrate, and did so.

August 3 the company was furnished with fifty badges by the chief engineer, and Charles Abbott was given the use of the hall to drill his drum corps.

July 19, 1873, the company made arrangements for an excursion

sion to Hampton beach, a three days' trip. It is known that they went, but no record of the fact appears. Brown's band accompanied them, and Boar's Head Hotel was headquarters while at Hampton. October 18, 1873, they attended the firemen's parade at Concord, having Brown's Cornet Band to furnish music. May 11, 1874, an invitation was received from the Fisherville Memorial society to parade on Decoration day, and the invitation was accepted. At this meeting it was voted to procure new fire hats; also received invitation from Board of Engineers to parade at Concord on election day. They invited the Torrent Engine Co. also, and secured Brown's band to furnish music.

At the meeting of September 19, voted to attend the firemen's parade at Concord, September 29, and take Brown's band to furnish music. At the next meeting the company received a donation of \$25 from Old Fort Engine Co., No. 2, of East Concord, for the benefit received from Brown's band at the parade.

On December 17, 1875, the company had a supper and dance, to which they invited the Old Fort Engine Co., No. 2, and Brown's band. The supper was in the hall of the Young People's Union, and the dance in Exchange hall. In May, 1875, the company accepted an invitation from W. I. Brown Post to parade on Decoration day, and did the same in 1876.

The company took part in the annual parade and inspection at Concord, September 30, 1876. The company again paraded on Decoration day, 1877, on invitation of Post 31, G. A. R.

On August 22, 1877, the company paraded with full ranks, wearing new hats, accompanied by Brown's band, W. I. Brown Post 31, and Torrent Engine Co., and went to Concord to take part in the parade and reception of President Hayes. September 1 the by-laws were all repealed, and an entire new code adopted. On October 4 the company went to Concord to attend the annual firemen's parade and supper, accompanied by Brown's band and Torrent Engine Co. The company celebrated the 4th of July, 1878, by having a photograph of the company taken by M. S. Lamprey.

For the annual parade at Concord in 1878, the company voted to go without the band, but the band, to show their good will, offered to escort them to the railroad station, and to escort them

back to their house on their return from Concord at 10 p. m. The Torrent Engine Co. also turned out for escort at the return in the evening. Refreshments were served at the Pioneer Engine house, and the Torrent boys were then escorted home by the Pioneer company and Brown's band.

January 22, 1879, the company and their ladies visited the Old Fort Engine Co., No. 2, at East Concord. This year the company accepted the invitation of W. I. Brown Post 31, and paraded with the post on Memorial day.

At the annual firemen's parade at Concord, November 17, 1879, this company had Rolfe & Sanborn's drum corps for music, Brown's band having given up business. The Torrent company also went down, accompanied by Hildreth's band of Suncook. Sometime between October 4, 1879, and January 3, 1880, the company had a successful ball, as the committee reported at a later date that the net proceeds were \$53.73, from which they had expended \$41.53 for the purchase of two trumpets, for use of the foreman and assistant foreman.

At a special meeting January 21, 1880, the subject of a new engine house was discussed, and a committee was appointed to prepare plans. Another committee was appointed to petition the city government to appropriate a sufficient sum of money to build a suitable engine house and ward room. The petition and plan were brought before the city council by Alderman John H. Rolfe.

On May 29, 1880, the company accepted the invitation to participate in the exercises of Memorial day, and at the close of the exercises escorted the Torrent company to their house.

The company attended the firemen's parade at Concord, October 6, 1880, with Rolfe & Sanborn's drum corps.

In March, 1881, the city government came up and gave a hearing on the petition for a new engine house, and on April 2 the company heard that the city government had made an appropriation for the new house, and had a little celebration in the evening over the good news.

The company attended the annual parade at Concord, October 14, 1881, and were escorted by Torrent Engine Co., who had Aiken's band of Franklin to furnish music.

March 3, 1882, the engine house was consumed by fire, the

alarm being given at 11:20 p. m. The building was almost entirely consumed, and the engine which had been in service for thirty-three years was entirely destroyed. A number of uniforms, the flag, portraits, and trophies were all consumed, and the company was forced to an earlier removal to the new engine house than had been anticipated. The first meeting at the new house on Washington street was held March 4, the day following the



PIONEER ENGINE HOUSE AND WARD ROOM.

fire at the old house. The fire department had sent up the steamer Governor Hill, and the company was reorganized with officers required for steam engine service, and on March 7, Assistant Engineer D. B. Newhall and other members of the department from Concord came up and instructed the company how to operate the steamer.

At a meeting on March 9 the company voted in favor of having a hand steamer. On March 22 the department sent to the company the old Stark engine from Franklin, and the company

took it out to the river and worked it, finding it in fair condition.

On April 7, the steamer "Gov. Hill" and the "Stark" hand engines were both taken out for practice. The hand engine worked well, but the main shaft of the "Gov. Hill" was broken and the engine disabled. On May 6, after discussion of the subject, the companies decided in favor of the Silsby manufacture of steam fire-engines. At the meeting of November 4, 1882, a committee was chosen to take charge of a series of assemblies or dancing parties to be holden during the winter. December 9 a committee was appointed to draft a new set of by-laws; also instructed the alderman of this ward to request the city government to have the new steamer named "Pioneer."

The new steamer, Pioneer No. 3, was received early in January, 1883, and the official inspection and trial of the machine took place on Saturday afternoon, January 6. The chief engineer of the fire department, John M. Hill, with Assistant Engineers Newhall, Ladd, Lovejoy, and Dunklee and many other members of the fire department, came up from Concord, and a delegation of firemen from West Concord. The mayor, Hon. George A. Cummings, ex-Mayors Humphrey and Kimball, Gen. J. N. Patterson, Maj. D. B. Donovan, and many citizens from the city were present to see the new engine. There was also a delegation from the Amoskeag fire-engine works at Manchester. The engine was the first of its kind ever brought into New Hampshire; all previous steam fire-engines in use were of the Amoskeag pattern manufactured at the Manchester Locomotive Works, and the Concord people generally were strongly prejudiced against the innovation of a Silsby engine.

The trial was made in very rough, inclement weather, but was witnessed by nearly the whole male population of the village. The first trial was with 350 feet of hose to show how quickly the machine could be put in operation. In two and one half minutes from the time that the fire was lighted, the boiler being filled with cold water, steam began to make in the boiler, and in five minutes fifty-five seconds water was forced through 350 feet of hose and showed a stream at the nozzle. The pressure was rapidly increased and a stream from the one-and-one-eighth-inch nozzle was

thrown twenty-five feet over the spire of the Baptist church, with the engine standing on Canal street. Another test was made at the iron bridge on Main street, the engine drawing its water from the river, a lift of over twenty feet. This it did to the surprise of the firemen present. Another test was made with a one-and-one-quarter-inch nozzle, playing through 150 feet of hose, which sent a horizontal stream 240 feet. Another test was made with four lines of hose each 100 feet long, and with three-quarter-inch nozzles, by which four streams were sent 144 feet; these four streams were then thrown up vertically, making a very striking exhibition of the power of the engine. The engine worked so smoothly and steadily that a full tumbler of water was placed on the top of one hind wheel when the engine was running with full power, and it remained there without spilling the water.

The whole trial was satisfactory, and the engine was accepted by the chief engineer. After the trial, the company, the city officials, and the invited guests assembled at Exchange hall, where a fine dinner was ready for them; after partaking of that, congratulatory remarks were made by the mayor and many others, thus ending a memorable day in a very happy manner.

On February 1 and 2, 1883, the company held a fair to raise money to purchase a bell for the new engine house. The committee in charge of this fair were Foreman John H. Rolfe, Assistant Foreman D. W. Fox, William W. Allen, Abial W. Rolfe, John G. Ward,—and it proved to be the most successful fair ever held by this organization. The net proceeds were \$760.

The company on February 24, on recommendation of the committee, voted to procure a bell of 1,500 pounds' weight, of William Blake & Co., Boston, Mass., the price being twenty-five cents per pound.

At the meeting of April 14, 1883, the company was visited by Mayor Woodman, Chief Engineer Hill, ex-Chief Osgood, and Assistant Engineer Newhall. The engine was taken out and worked to the satisfaction of the visitors. On July 7 the company received a present from Hon. John C. Linehan of an elegant photograph album.

September 1 the company voted to hold a course of assemblies during the coming season. September 8 the engine was taken

out and worked ; with 200 feet of hose a stream was played 240 feet. This evidently pleased the boys so much that they desired to show the engine at Concord, and arranged to take the engine down to the annual firemen's parade, and give the Concord people a demonstration of its superiority. The engine was again tried October 6, and played a single stream through 100 feet of hose 256 feet, and by using two lines of hose, each 100 feet, siamesed, the stream was thrown 300 feet. At the firemen's parade, October 9, at Concord, the company gave an exhibition of the engine, playing one, two, and four streams ; and playing through 300 feet of hose they threw a stream over the eagle on the state house.

The company took up a new line of entertainment on December 8, 1883, by arranging for a lecture by Gen. Sam. Carey.

At this meeting a fine watch chain was presented to the retiring engineer, G. S. Locke. At the meeting of February 9, 1884, the company voted to send a challenge to Captain Toof of steamer Governor Hill, for a trial of engines for a stake of \$250. On June 17, 1884, the company received a challenge from Torrent Engine Company to play a game of ball, the company which should be beaten to pay for the supper for both companies. They accepted the challenge and appointed a committee to make all arrangements, but the game was won by the Torrent company.

July 5 the company voted to procure badges at a cost of \$1.25 each.

At the annual meeting, December 12, 1885, the foreman, steward, and engineer were made a committee on dances. Also voted to have a sleighride, and appointed a committee to make the arrangements.

August 9, 1886, the company attended the funeral of their late member, H. A. Clark. They also voted to pay the widow thirty dollars from the treasury, this being the first action of the kind since the company was organized.

On April 9, the foreman, in behalf of the Silsby Manufacturing Company, presented an elegant gold-headed cane to George S. Locke, this being a present from the manufacturing company to the engineer of the first Silsby engine in New Hampshire.

The fire at the table shop of J. E. Symonds & Co., on East Canal street, December 27, 1887, gave the company the most

severe work that they had known for many years; the fire broke out at 1:45 a. m. and the company were on duty continuously until 12 o'clock noon; the weather was very cold and handling of the hose was difficult.

The record of April 7, 1888, shows that J. E. Symonds donated his last six months' pay to the company, and the money was used to provide entertainment for the company on Fast day.

At the meeting of April 5, 1890, the company voted to procure new nickel-silver badges.

At the meeting in September, 1891, the company received from J. C. Morrison certain parts of the old Torrent engine, to be kept as mementoes of the first fire-engine brought into the village.

At the regular meeting in September, 1891, the company received an *order* from Chief Engineer Davis to appear at the Central Fire Station on October 1, at 1:30 p. m., to participate in the annual parade of the fire department.

Then appointed a committee to procure regulation uniforms and hire money to pay for same, and the amount of same be paid from the subsequent salaries of the members.

Twenty-nine new uniforms were received September 29, from G. W. Simmons & Co., Boston, cost of same \$405.60, and the company used the new uniforms at the parade in Concord, October 1.

December 31, 1891, the Sanders block was burned. The alarm was given at 7:20 a. m. The company responded very quickly and had a stream of water on the fire in three minutes after arrival. The building burned rapidly, and at one time the Washington House took fire also. Assistant Engineer Allen then telephoned to Concord for assistance and the steamer Kearsarge, with Chief Davis, arrived in forty minutes from the time of the alarm at Concord. All pipes on the engine were frozen on arrival, but were soon thawed out and the steamer did good service in helping drown out the fire.

The weather was extremely cold, so that the water thrown on the building quickly froze, and the ladders and hose as well as the building were shortly covered with ice. The Concord company returned at 10:30 a. m., as the fire had then been nearly extinguished. It was a dangerous fire, and with less prompt or less efficient work by the firemen would have soon been a great conflagration.

February 17, 1892, the company responded to an alarm of fire in a tenement house on Summer street. Fire was caused by overturning an oil stove, and Miss Mary Bean was burned so that she lived but an hour. This was the first fire in the village that caused loss of life.

In October, 1892, the engine house was wired and lighted with electric lamps. October 6, 1892, the company went to Concord and took part in the annual parade and supper of the fire department.

On April 20, 1893, the company received an order to go to Concord to assist in subduing a fire at the Mead & Mason shops. The engine and hose carriage were taken as far as West Concord, when another order was received ordering the company to return to the house.

On August 19, 1893, the company took their annual outing at Broad Cove, and on October 5 they went to Concord and took part in the firemen's parade.

The annual field day of the company for 1894 was celebrated August 10 by an outing at Broad Cove, in company with the Torrent Engine Company; C. P. Shepard and H. Morrill, caterers.

The parade of the fire department occurred at Concord, October 4, 1894, and the Pioneers were present.

The annual outing for 1895 occurred in August, ex-members of the company being invited to participate on this occasion.

At the meeting of December, 1895, the former method of electing members of the company was abandoned, and from that date the company simply voted to recommend persons to the chief engineer for election.

February 2, 1896, shows the first record of using the "Extinguisher" at a fire, this extinguisher being one of the small hand machines.

April 4, 1896, voted to put in a telephone at engine house. The outing for 1896 was an excursion to Nantasket Beach on July 31 and August 1.

October 30, 1896, the company participated in the parade of the fire department at Concord, in honor of Merchants' week. West Concord drum corps furnished music for them on parade.

August 6, 1898, the company sent a communication to the city

council, by a committee of citizens, asking for better facilities for taking the apparatus to fires.

At the meeting of September 3, 1898, the chief engineer being present asked for an expression of opinion about having a parade. One voted in favor and seventeen against it. At this meeting the company appointed a delegate to attend a meeting at Manchester looking to the formation of a state firemen's relief association.

On September 8, 1898, the company attended the funeral of Frederick Keefe, and did escort duty for the funeral procession. Mr. Keefe was a member of the First New Hampshire Regiment during the Spanish War, who died at the hospital at Manchester.

At the April meeting, 1899, the company voted to celebrate the fiftieth anniversary of the formation of the company, and appointed a committee to make arrangements for same.

This celebration took place on September 14, 1899, at Contoocook River Park. A large number of invited guests were present from the village and neighboring towns, including the chief engineer of Concord, W. C. Green, ex-Chief Daniel B. Newhall, and other members of the fire department; also officers and members of the Torrent company, and a host of citizens. Dinner was served in the pavilion, after which Hon. John C. Linehan read an historical address of great interest, which was received with applause by the audience.

PIONEER ENGINE COMPANY OFFICERS.

<i>Year.</i>	<i>Foreman.</i>	<i>Year.</i>	<i>Clerk.</i>
1849.	James Rand.	1849.	Samuel B. Chase.
1850.	Albert H. Drown.	1850.	Isaac K. Connor.
1851.	"	1851.	"
1852.	"	1852.	Samuel Merriam.
1853.	"	1853.	"
1854.	"	1854.	"
1855.	Leonard Drown.	1855.	"
1856.	"	1856.	"
1857.	Albert H. Drown.	1857.	"
1858.	"	1858.	"
1859.	"	1859.	"
1860.	"	1860.	"

<i>Year.</i>	<i>Foreman.</i>	<i>Year.</i>	<i>Clerk.</i>
1861.	Albert H. Drown,	1861.	Samuel Merriam.
1862.	"	1862.	"
1863.	Sylvester G. Long.	1863.	"
1864.	"	1864.	Horace Abbott.
1865.	John Whitaker.	1865.	"
1866.	"	1866.	Calvin Roberts.
1867.	"	1867.	"
1868.	"	1868.	"
1869.	"	1869.	"
1870.	"	1870.	"
1871.	John G. Warren.	1871.	"
1872.	Charles W. Hardy.	1872.	"
1873.	Rufus Cass.	1873.	Charles G. Morse.
1874.	"	1874.	John B. Dodge.
1875.	"	1875.	"
1876.	"	1876.	"
1877.	Robert Crowther.	1877.	"
1878.	"	1878.	"
1879.	John H. Rolfe.	1879.	"
1879	} John H. Rolfe.	1879	} John B. Dodge.
to		to	
1900.		1900.	

FIRES.

The first serious fire in the village occurred February 4, 1844, at the Contoocook mill, which had but just then been put in full operation by H. H. & J. S. Brown. The fire broke out at 5 a. m. and burned the two upper stories; the lower stories being damaged by water and smoke. It was a surprising fact that the fire was confined to the upper stories, as there was no fire-engine or protective apparatus of any kind in the village. The fire started before light in the morning, and the weather was so cold that water froze on the clothing of the men who handled the water-pails. The Messrs. Brown were early at the mill and organized an impromptu fire company by forming the men in line from the canal along to the ladders and up the ladders to the third story; these men passed a continuous line of water-pails which were emptied into the third-story windows, and by flooding that floor

prevented the fire from working down to the lower rooms. Soon after the alarm was given, Leonard Morrison mounted one of his horses and rode to Concord in twenty minutes, giving the alarm at West Concord as he passed through that village. At Concord the fire company responded promptly to his call for help, and had their engine drawn up to the fire in forty minutes, a remarkably quick run considering the weather and the distance. The fire company worked hard for two hours and extinguished the fire. The women and mill girls worked the engine while the men rested. There was one clergyman in the village, Rev. Mr. Thomas, who worked well on the engine brakes. The origin of the fire was never known. The mill was immediately repaired, new machinery put in, and was in full operation again in a few months.

On October 19, 1849, the barn of Benjamin Scales was burned to the ground.

The batting mill, which stood on the ground now covered by the warehouse of the Concord Axle Co., was burned December 9, 1852. That was a two-story wooden building, old and dry, containing very combustible material, so that it burned rapidly. The engine companies succeeded in saving the machine-shop building which stood but a few yards away.

A dye-shop, owned by Maj. Richard Gage, on Commercial street, was burned August 2, 1845, and was not rebuilt.

On December 9, 1859, the dwelling-house of Anthony Gahagan on Summer street, next east of the Methodist parsonage, was destroyed by fire, and no house has since been built on that lot.

April 26, 1860, the large barn of Ira Swett was burned. It made a hot fire; nothing could be done to save it, owing to the lack of water in that vicinity.

J. C. Martin & Son built a woodworking shop about 1855, on the site of the burned batting mill, and that building was nearly destroyed by fire on April 10, 1861. It was immediately rebuilt. The dwelling-house of Mrs. Rebecca Foster on Washington street was burned about 1863. The stable of Bonney's Hotel was burned May 29, 1864, and immediately rebuilt. On August 15, 1866, there was a fire in the upper story of the Dr. Little block on Washington square. Lively work by the firemen saved the building.

In 1866 there were three incendiary fires in or about the Penacook mill, on the following dates: October 29, in a lumber shed; November 5, in a wood and oil shed, and on November 12 in the picker room at the east end of the mill.

The excitement caused by these fires had hardly died out when a more serious fire occurred on December 27. This fire started in the attic story of Penacook mill, in the mule room at the east end, and spread very rapidly through the entire length of the building. The force pumps at each end of the mill did good service, the hose being handled by the mill hands and volunteer firemen, who took the hose up the stairway at the centre of the mill and sent streams in both directions into the attic until forced by the burning roof to retire from that position. The fire-engine companies were promptly at work and sent streams on to the fire both from the inside and outside of the building.

It was evident at an early hour that the local fire department was hardly strong enough for handling so large a fire, and a call was sent to Concord for help. The Concord department sent up the steamer "Gov. Hill" and the company, who arrived and got to work after the roof was mostly burned. The Cataract Engine No. 6, of West Concord, also came up and did good service in drowning out the fire. The great amount of water poured into the attic protected the floor, and so prevented the fire from working down to the lower rooms, but it did great damage to the yarn and cloth in process of manufacture. One man was somewhat injured (Robert Crowther) while holding the hose on the outside of the roof about midway of the west end,—was struck by a large sheet-iron ventilator which fell from the top of the roof above him. He was considerably bruised, and obliged to leave the hose and descend to the ground. The writer being just then at liberty from work in other positions, seeing the need of a man at that point, went up the ladder to the roof and held the hose until the fire was completely extinguished at that end of the mill. This was about the hardest fire to handle that the village fire department ever had to deal with, and with less efficient service the whole mill would have been destroyed.

May 5, 1867, the storehouse of A. Harris & Sons was burned. This building was located beside the railroad some little distance

above the crossing at the flour-mill storehouse, it being so far out of the village and so far from water that it was nearly consumed before any work could be done to save it. It was not rebuilt at that place. May 28, 1867, the railroad bridge next the station was burned. October 22, 1867, there was a fire in the old brick grist-mill, and in the same month the old sawmill, which stood a little above the present Holden woollen mill and was occupied by a Mr. Cilley as an excelsior factory, was totally consumed.

July 8, 1869, Sanders block was burned. This was a wooden, one-story building on the same ground occupied by the present Sanders block. It was replaced by a three-story brick block.

September 23, 1873, there was a fire started in the Mechanics block on Main street. This was a dangerous locality, the block being an old wooden building and surrounded by wooden buildings, but the prompt service of the fire department saved the building, with but little damage.

October 18, 1873, the dwelling-house of Hon. John C. Linehan was burned, and so nearly destroyed that it was necessary to rebuild it entire. Colonel Linehan lost many valuable papers that could not be replaced. His library was mostly ruined, but has since been replaced and greatly enlarged and is now one of the largest in the city. It is particularly full in historical subjects,—a line on which Colonel Linehan has devoted much time and study.

February 13, 1877, the white schoolhouse on Summer street, district No. 20, was burned. This was a two-story wooden building which had accommodated all the schools of the district since 1849. This was considered an elegant house when it was built. It had a good-sized bell hung in the belfry at the north end, and the writer remembers that the competition for the honor of being bell-ringer was very sharp for several years after the schools opened in that building. Many of our citizens recalled happy days spent in the white schoolhouse and regretted its destruction. This fire broke out at 2:15 p. m. and it was an unusual occurrence to have a building burn down in the day time. It burned rapidly and made a great heat. The dwelling-house of Charles Bean adjoining the school yard was in danger but was saved by the work of the fire companies.

October 25, 1878, the Goodnough block was nearly burned

down. This was quite a large two-and-one-half-story wooden building, standing near the site of Ed. McShane's present residence. The fire broke out at 2:30 a. m. and was thought to be of incendiary origin. It was not rebuilt, and the ruins were finally burned up on the night of July 15, 1880.

February 26, 1879, the dwelling-house and barn of L. W. Couch on Main street next above Bonney's Hotel were burned, and were soon rebuilt on the same location.

March 1, 1879, the dwelling-house of David E. Jones on the upper end of Main street was partly destroyed. This was rebuilt and is still occupied by Mr. Jones, a worthy veteran of the Seventh regiment, N. H. Vols., who still bears the marks of his service for his country in the Civil War. Two of his brothers gave their lives that the Union might be preserved.

August 30, 1879, a barn and ell belonging to Hale Chadwick was burned. This fire was at 1:05 p. m., and was extinguished before burning the house.

April 18, 1881, the upper part of the dwelling-house owned and occupied by E. P. Everett on Merrimac avenue was burned, but the lower story was saved and the house was repaired.

March 3, 1882, the engine house of Pioneer Engine Co. No. 8 was totally consumed. This was a two-story wooden building standing in the angle of land between Merrimac street and Merrimac avenue. Besides the building the Pioneer hand engine (the pride of the whole village), the hose carriage, hose, uniforms, furniture, pictures, and many valued relics were totally destroyed. When the fire alarm was given, at 11:20 p. m., the whole interior of the building was a mass of flame, so that it was impossible to get inside to save anything. The building burned very rapidly and made a great light that was seen for many miles around. The city was at that time building a new brick engine house and ward room on Washington street which was nearly completed at the date of this fire, and the fire department immediately sent up the steamer "Gov. Hill," which was put in the new engine house.

March 18, 1882, the barn of Capt. John Sawyer on Washington street, nearly opposite the new engine house, was burned, and this gave the fire company its first opportunity to try the steam fire-engine in actual work.

February 2, 1886, a fire at the dry house of C. M. & A. W. Rolfe made a lively time for the firemen on that afternoon.

April 10, 1886, the dwelling of Geo. E. Flanders was burned, the alarm being given at 11:20 p. m. This house was at the Borough—a mile or more from the engine house—and being at a time that most people were asleep, there was some delay in getting the apparatus there, and the house, which was an old one, was nearly all consumed.

June 12, of the same year, at 1:30 a. m., there was an explosion and fire at the boiler house of H. H. Amsden & Sons. The explosion was from ignition of dust in the shaving house. The watchman, Mr. Ira Phillips, was severely burned on the face and hands.

April 13, 1887, the blacksmith shop of the Concord Axle Co. took fire from one of the forges at 6:15 a. m., and was burning fiercely in the roof before much help arrived. The fire apparatus belonging to the works was put in operation as soon as the men arrived, the fire companies also laid their hose promptly, and the fire was extinguished with a loss of about \$4,500.

December 27, 1887, a serious fire occurred at the table factory of J. E. Symonds & Co., on East Canal, near Main street. The alarm was given at 1:45 a. m., and the fire department was promptly on hand. Lines of hose were laid from the Penacook mill and from the cabinet shop; both rendered efficient aid in controlling the conflagration. The building was of stone, three stories and attic, and filled with dry stock of hard woods, which made an intense heat. The floors of the building were well soaked with oil, the shop having been used at one time as a woollen mill, also as a machine shop, and so the floors were excellent fuel, as well as the roof, which was of wood. It was evident as soon as the firemen arrived that nothing could be saved from inside the table shop, for the whole interior was soon like a furnace. The white shop standing over the canal (now Chadwick's block) was connected with the table shop by a covered bridge at the second story, which formed a good conductor to carry the flames across to the white shop, and the firemen had much work to prevent that building from burning. It, however, escaped with slight damage. It also required a large amount of water on the

Knowlton block to prevent that from burning. The firemen had a hard night's work, and were successful in saving the surrounding buildings. Loss by this fire was \$13,800.

December 15, 1888, at 4:45 a. m., a fire broke out at the residence of Abial W. Rolfe, and burned the roof off before the fire could be extinguished. This was the old Rolfe family mansion that had been occupied by three generations, and a large quantity of papers and books were stored in the attic; many of these were destroyed, and could not be replaced.

December 31, 1891, at 7:20 a. m., a fire was discovered in Sanders' three-story brick block, on same location as the present block, adjoining the Washington house on the north. The third story was occupied by W. I. Brown Post 31, G. A. R., which organization saved a small part of their property, but lost books and records which could not be replaced. The second story contained a large hall and the printing office of G. A. Noyes & Co., who lost heavily by the fire. The three stores on the lower floor were occupied by C. H. Sanders, Geo. N. Dutton, and Fred B. Holt, all of whom lost their stocks of goods by fire and water, the total loss being about \$12,800. The weather was very cold and made it difficult work to handle the hose, especially on the ladders which were soon covered with ice. It was a big fire and being so near the hotel and stable gave the fire department lively work to prevent the flames from spreading to the surrounding buildings. When the fire was extinguished the brick walls mostly remained standing but were ruined for further use and had to be taken down before building the present block. An engine was sent up from Concord to assist the local fire department.

On February 17, 1892, occurred the only fire with loss of life in the history of the village. This fire was in a tenement house on Summer street, occupied by Miss Mary Bean. She was in one of the upper rooms when her oil stove exploded, setting her clothing and the house on fire. She was taken out alive but survived only a few hours. The fire was extinguished with but little damage to the house.

April 16, 1892, a fire broke out at 4:40 p. m., in the old Fifield house on High street, and burned the upper part, causing a loss of about \$2,600.

September 26, 1892, the dwelling-house and barn of B. Frank Varney was burned. This was located at the Borough—away from the city hydrants—and the firemen found some difficulty in getting water on to the fire.

February 9, 1897, the storehouse of C. M. & A. W. Rolfe, located beside the tracks of the Boston & Maine Railroad, was burned, and a large quantity of doors stored therein were destroyed, the loss being about \$3,000.

June 12, 1897, a fire in the tenement house of J. W. Bean on Center street caused a loss of nearly \$1,700.

CHAPTER V.

MUSICAL ORGANIZATIONS AND OTHER SOCIETIES.

Among the earliest musical organizations of the village one of the best was the choir of the First Baptist church, during the first years of that society, and it is doubtful if there has ever since been a choir of better singers in this village. The sopranos were Nancy Hosmer, Mrs. Ardel Hosmer, Hannah Brown, Mary Dickerman, and others; the altos were Frances Hosmer (now Mrs. Drew) and her sister, Mrs. Dr. Emery, and one or two others; tenors, Jacob Hosmer, Wm. H. Hosmer, and William and Eben Allen; bases, Dea. H. H. Brown, Edmund Brown, Dr. H. D. White, and several others not now recalled. The instrumental parts were rendered by David A. Brown and Jeremiah Burpee, violins; Samuel F. Brown, violincello; John S. Brown, double bass, and Otis Stanley, flute.

Nancy and Frances Hosmer both had very sweet and powerful voices, and were well-trained singers. Mrs. Ardel Hosmer was a professional concert singer, and one of the very best that ever lived in the state; she sang with the choir when at home, but Nancy was the regular first soprano. Jacob Hosmer was also a professional concert singer with his wife, Ardel, but had seasons at home when he sang with this choir. Dr. Wm. H. Hosmer sang much of the time with this choir for ten years or more; he had an excellent tenor voice and knew how to use it. The Allens,