

**1902 ANNUAL REPORT OF THE
Chief and Clerk of Fire Department.**

**Newmarket, N.H., Feb.14, 1903.
To THE Town of Newmarket :**

In compliance with the law, requiring the Chief Engineer of the Fire Department to make an annual report to the town, the following report is respectfully submitted.

FORCE OF THE DEPARTMENT.

The regular force of the department consists of a chief and three assistant chief engineers, two hose companies of 16 men each, one hook and ladder company of eleven men, and a driver for hose wagon. No. 3. Each company is allowed to have five substitute members, who, when acting as such, are paid for their services by their principals.

FIRE APPARATUS.

One hose wagon; one double runner hose; two two-wheel hose carts;
One hook and ladder truck; 2450 feet 2 1/2 -inch rubber-lined, knit hose;
1000 feet 2-inch Paragon rubber-lined hose;
Two two-to-one Siamese connections; 1 one-to-two Siamese connection;
Four Callahan shut-off nozzles; 9 flexible and 4 solid play pipes;
One chemical extinguisher;
2 single hydrant gates; 32 spanners; 7 hydrant wrenches;
8 lanterns; 2 torches; 2 crowbars;
6 shovels; 5 hoes; 2 fire axes; 3 coats; 18 fire hats.

The Gleason & Bailey steel frame truck carries:
One 45-foot East Somerville extension ladder;
One 26-foot, one 25-foot, one 24-foot and one 18-foot single ladders;
One pull-down hook and chain; 4 hand hooks; 2 crotch poles;
Two tire axes; 2 crowbars; two sledges; 200 feet of rope;
Four lanterns; 1 signal lamp; 2 torches: 1 13-inch gong.
There are also held in reserve 2 30-foot, 1 25-foot and 3 roof ladders.

The apparatus is generally in good condition, but the 1,000 feet of Paragon hose is 11 years old, while 2,000 feet of the rubber-lined knit hose is in its ninth year of service, when it was only warranted for four years.

WATER SUPPLY.

The water supply is from 52 hydrants, which are now owned by the town. The water pressure is good and the hydrant system is all right so far as it goes, but additional hydrants should be at once put in as follows:
Two hydrants on Main street, between the end of the present system and home of Frank Durell;
One at Rockingham Junction, and one opposite the home of Charles Leavitt on the Junction Road.

The hydrant opposite the Congregational church, also the one near the town hall, both should be taken up and in their places should be installed hydrants with three openings instead of two as at present. The change would be of great benefit in case of a big fire in the business section of Main street, as it would give six streams where now there are only four hydrant openings. The hydrants taken out would be all right to put in the Rockingham Junction section, a change which would cost very little but would give some fire protection where now there is none.

FIRE ALARM SYSTEM.

One 2000 lb. bell, mounted on steel tower; 2 18 inch fire alarm gongs; 3 6-inch gongs; 13 fire alarm boxes, and a little over seven miles of wire. The system is in first-class condition and enjoys the distinction of in nearly six years of service never having failed to work when needed for a fire alarm, which is something that cannot be said of any other electric fire alarm system in this section.

REPAIRS AND IMPROVEMENTS.

Station One has been painted and the Newmarket Manufacturing Co. have painted the exterior of Station Two. The fire alarm bell tower has been given a coat of white lead. Two " Boston " shut-off nozzles have been purchased, also one dozen " Taber " spanners. The fire hose, for which \$150 was appropriated at the last annual town meeting, has been purchased and the department is now well supplied with hose. The two new clay pipes purchased during the past year makes the pipe equipment very good. A 6-inch gong has been put in residence of the superintendent of waterworks, E. F. Harvey.

IN GENERAL.

Big fires in Newmarket seem to have become a thing of the past, for since the hydrant service, new fire equipment and electric fire alarm system were put in, although there have been 89 fire alarms in town, the fire loss has been very small. While the fire duty performed by the department during the past year has been much less than in some other years, there having been but 10 alarms, their promptness in answering to those alarms has saved much valuable property from destruction. No effort has been spared by the Board of Engineers in keeping the department up to a high standard of efficiency. There is loaded and ready for immediate use at Station One, Hose One, with 500 feet of hose and three play pipes; Hose wagon Three, 600 feet of hose, two play pipes and chemical extinguisher, hose pung, 600 feet of hose and two play pipes. At Station Two there is loaded on Hose Two, 500 feet of hose and 3 play pipes, with one play pipe and several hundred feet of hose in reserve.

The hook and ladder truck at Station One is loaded with a full equipment of everything needed by the hook and ladder company.

The hydrant system is one of the best in this state. The fire alarm system

never fails to work when needed for a fire alarm. The fire companies are well officered and I have full confidence in the ability of the department to successfully handle any fire which may occur in this town.

Very Respectfully,

WILLIAM H. SMALL,
Chief Engineer.

FIRE LOSSES And INSURANCE.

Total number of fire alarms during the past year, 10;
number of false alarms, 1;
number of still alarms, 1. The total amount of loss was \$1,020.87.
Amount of insurance paid on account of property damaged or destroyed by fire, \$797.37.

FIRE RECORD.

Statement of details of fires and alarms, losses and insurance, as reported to the Clerk of the Board of Engineers by property owners and insurance agents.

March 23, 1902. Box 12 was pulled at 12.40a. m. On arrival of the department the box was found open, but deserted, with no fire to be found. It was very evident that the box was pulled by some malicious person unknown to members of the department.

April 15. At 9.07 p. m. box 65 came in for a fire in the attic of a house owned by William Chapman and occupied by Jacob Sharples. It was thought, on arrival, that the fire was all out, but on investigation it was found that a large quantity of clothing and bedding was still smouldering, and on being moved blazed out in flames of fire. They were thrown out of the window, water put on and the fire extinguished. Building damaged very slightly. Property value, \$1200.00; insurance paid, \$100.00.

July 2. Box 12 came in at 12.50 p. m. for what proved to be a slight fire in the top of the blacksmith shop owned by A. Varney and occupied by John Cloutier. The department made a quick hitch and in one minute's time had hose from No. 1 reel and the fire was soon out. All-out was sounded at 1.15 and return made for quarters. Damage estimated at \$4.00. Value of building, \$50.00. No insurance.

July 5. Still alarm. A chimney fire was discovered at 10.30 p. M. in the house owned by Alec Roberge. Ladders were procured at the station and the extinguisher used several times. Men were detailed to watch the fire, but no damage was done and the men retired.

September 11. Box 49 came in at 3.12 a. m. for fire in a barn situated on the old Hodgdon place, owned by George O. Wood. There was some half-hour delay before the alarm was sent in. The men responded promptly; but the fire being beyond the hydrant limit, but little could be done beyond saving the house. The barn was a total loss. Insurance on building and contents, none. Loss on building, \$75.00; loss on contents, \$115.00. No insurance.

September 18. Box 41 came in for a chimney fire in the house owned and occupied by Stephen Wallace. The extinguisher was used and made short work of remaining fire. The all-out was sounded at 12.55.

September 29. At 6.25 a.m. box 21 came in and the department was soon on hand, but was not needed. The cause was the upsetting of a lantern in the stable in the rear of store occupied by N. Brisson and owned by the F. W. Baptist church and C. A. Tuttle. All-out sounded at 6.32. No damage.

January 28, 1903. At 4.13 a. m. box 21 came in for a fire in the Newmarket Manufacturing Co.'s boarding house over Ham's market, occupied by James Iverson. The fire caught from the chimney in the kitchen. The wood work was built on to the chimney, with an air space each side, up which the fire ran, under the doors and stairways, to the roof. The firemen had to work in a dense smoke, and had to make an opening in each floor to locate the fire. They made a good fight until the fire was out. The all-out was sent in at 5.15. Value of building, 57,500.00: Damage to same, \$786.37. Insurance on same, \$7500.00; insurance paid, \$786.37. Damage to contents, \$25.00 ; insurance on same, none.

February 4. Box 12 came in at 6.13 a.m. for a fire in a freight car of the B. & M. railroad, caused by a leaky barrel of gasoline. The freight agent, on opening the car in the morning, placed his lantern in the door and was about to enter the car when the lantern set fire to the gasoline and the car was quickly in flames. The firemen responded promptly and did remarkably good work in smothering the dangerous fluid before it had burned through the barrel.

J. H. Griffin's loss on gasoline, \$4.50.

February 14. At 6.30 a. m. a chimney fire was located in a house owned by Alec Roberge and occupied by Charles Roberge. Assistant Engineer Behan, with the assistance of a number of the ladder company, procured the chemical extinguisher from station one and were on duty until the danger was past. The fire was soon under control, with no damage to the property.

FIRE ALARM TELEGRAPH AND FIRE DEPARTMENT SIGNALS.

LOCATION OF BOXES.

Corner Chapel and Spring streets.

Granite Hose, Station 2, N.F.D.

Tiger Hose, Station 1, N.F.D

Town Hall.
Corner Exeter and Mt. Pleasant streets.
Exeter street, near residence of F. H. Durgin.
Pumping station, Newmarket water works.
Corner Main street and Tread well avenue.
Main street, near residence of H. W. Haines.
North Square, North Side.
Main street, North Side, near residence of Walter I. Ham.
No. 82. Newmarket Manufacturing Co.

DIRECTIONS FOR AN ALARM.

When a fire breaks out the person discovering it should immediately run to the box nearest the fire, break the glass in the front of the small key box which is on the side of the fire alarm box, take out the key, which is attached to a chain, unlock the fire alarm box, open the door and pull down the hook as far as it will go, then let go the hook. Stand by box to direct the firemen. Don't pull in an alarm for a fire seen at a distance or out of reach of the hydrant system, but notify some member of the department, who will give the proper alarm.

FIRE DEPARTMENT SIGNALS.

Second alarm, 8 blows, for reserve apparatus and call firemen.
2 blows after fire alarm indicates fire all out.
2-2-2. Out of town fire; companies assemble at stations and await orders.
3-3. Hose 3 call. For chimney fires, etc.
3-3-3. Engineers' call ; companies report, with apparatus, in front of town hall and await orders.
4-4-4. Call to Newmarket Manufacturing Co.'s hose company for assistance.
One blow at 12.30 p. m., daily -- U. S. Observatory standard time, by Western Union Telegraph.
Hook and Ladder Co. and Hose 3 will answer all box calls.
Hose I will answer boxes 12, 21, 32, 34, 45 and 49 with apparatus.
Hose 2 will answer boxes 5, 7, 21, 63, 65 and 82 with apparatus.

ORGANIZATION OF FIRE DEPARTMENT.

BOARD OF ENGINEERS.

William H. Small, Chief. Albert T. Stackpole, Clerk.
Alvah H. Place.

HOSE COMPANY NO. 1.

Matthew T. Kennedy, Capt. Charles A. Morse., Lieut., George O. Hodgdon, Clerk.
T. B. Batterbury, Michael J. Barrett, William J. Caswell, Irving T. George, Joel Hersom, Bernard J. Haines, Harry Rowton, Charles Caswell, Wm. L. Caswell, Steward, Harry W. Stackpole, Charles A. Sinclair, James L. Sinclair,

Albert Brown, Harry Varney, Charles Connor.

SUBSTITUTES.

Harry Briggs, Thomas Hersom.

GRANITE

John A. Gordon, Capt., C. Samuel Savage, Clerk.

Joshua Shepley, Fred Keniston, Carl Brackett, George Fitton, Herbert Brackett, William O'Connor.

HOSE CO., NO. 2.

John Shepley, Lieut.

Irving Caswell, Steward, John Edgerly, Frank Keniston, Olin D. Stevens, James Emerson, Adelbert Snow, Walter McDonald, Eddie Sharples, Albert Grant.

SUBSTITUTES.

Louis Cullen, Lewis Hersom.

HOSE NO. 3.

Herbert B. Smart, Driver.

HOOK AND LADDER CO., NO. I.

George F. Hogan, Capt., Benjamin Harrison, Clerk.

Hugh Reilly, Richard Starling, John D. Long, Fred Neal, Albert Smith, Lieut., Simeon Doucet, Driver., Albert Tebbetts, John Paisley, Thomas George, Maurice Griffin, George Hobbs, John Langley.

SUBSTITUTES.

Bert Langley, Albert T. Stackpole, Clerk., Board of Engineers.