## CHAPTER XVI.

THE CITY OF CONCORD.—TWO DECADES OF PROGRESS.—TOPICS, OLD AND NEW, TREATED TO CONCLUSION.

1880–1900.

The biennial system of electing city and ward officers had, under the amended charter, gone into operation in Concord on the Tuesday next after the first Monday in November of the year 1878. On that day those officers were chosen for the two ensuing years, as thereafter their successors were to be. Horace A. Brown, who had already served in the mayoralty eight months under the old, or annual, system, was the first to be elected to the same office under the new. The amended charter also extended the term of office of the city council, elected in November, 1878, from March, 1879, to the Tuesday next after the day of the biennial election in November, 1880.

The mayors during the years of the next two decades were: George A. Cummings, 1881,'82; Edgar H. Woodman, 1883, '84, '85, '86; John E. Robertson, 1887, '88; Stillman Humphrey, 1889, '90; Henry W. Clapp, 1891, '92; Parsons B. Cogswell, 1893, '94; Henry Robinson, 1895, '96; Albert B. Woodworth, 1897, '98; Nathaniel E. Martin, 1899, 1900.

With the change of time for holding the municipal election, the date of organizing a newly-elected city government was changed from the third Tuesday in March to the fourth Tuesday of January next after the November election. Under an amendment of the charter, the city council in 1882 came to be composed of an equal number of aldermen and common councilmen, each ward having as many men in either branch as it had members of the general court. Hitherto the board of aldermen had consisted of seven members, and the common council of fourteen; now each had twelve until 1891, when the number was increased to fifteen. When, however, in 1894, the two new wards, eight and nine, were created, the total membership of the city council was not increased.

Of an important enterprise, the continued record of which comes in order here, the board of water commissioners,—John Kimball, William M. Chase, James L. Mason, James R. Hill, Samuel S. Kimball, Luther P. Durgin, and Mayor George A. Cummings,[1]—made in 1882

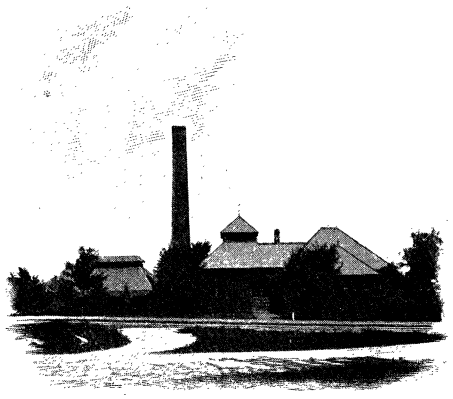
[1] See Number and Tenure of Water Commissioners, in note at close of chapter.

the following report: "Our city has now been supplied with water from Long pond for a period of ten years. We can review these years with much satisfaction. No one at the present time doubts the wisdom of the undertaking. The original works were thoroughly constructed, so that only a very small sum has been required for repairs. The cement-lined pipe has been found adapted to our wants. The water supplied has been pure and generally abundant. Takers have increased from year to year and are still increasing; the rates have been reduced; large improvements have been made in the works, and with moderate rates the income is ample to pay interest charges on the bonded debt, and all charges for care and maintenance. The destruction of property in the city by fire has been largely diminished in consequence of the ample supply of water at hand to extinguish fires. Insurance rates have been correspondingly reduced. The great majority of our citizens have been abundantly supplied with water for family uses, and large quantities have been furnished for sprinkling lawns and for other purposes. By the recent improvements, it is believed that every citizen who desires the water can be supplied, and that the annoyances that have heretofore occurred at the high points in the city by reason of an intermittent supply will be remedied."

One of the "recent improvements" referred to in the report was the laying of "a second and larger main from the dam to a point opposite the entrance to Blossom Hill cemetery, and another large pipe from that point through Walnut street to its intersection with Franklin street." This work had been done in 1882 at an expense of nearly forty-five thousand dollars, for which the city council made cheerful provision. The enterprise continued to prosper. The advantages of an adequate water supply were so earnestly desired by the residents of West Concord, Fisherville, and Millville, that in 1887 they were admitted to the water precinct. The city council had with remarkable unanimity consented to the extension, though involving a large outlay by which forty thousand dollars was added to the indebtedness of the city.

The works were self-sustaining. Thus, in 1890, the income from reasonable water rates was sufficient to pay the expenses of maintenance, the cost of new pipes,—amounting to seven thousand seven hundred dollars,—and the interest upon the water-works, and to leave a balance of earnings amounting to six thousand two hundred dollars. But the low pressure in the most elevated parts of the precinct was a defect which could be remedied only by expensive means. In 1890 the commissioners had under consideration two methods of relief: One, to pump water from Long pond into a reservoir located

upon a convenient elevation, and to distribute it thence by gravity; the other, to depend still exclusively upon gravity by bringing water from the higher level of Walker pond in the town of Webster. Which method to adopt was long and seriously considered. Each involved large expenditure. Finally, in 1891, the board of water commissioners, then consisting of George A. Young, William P. Fiske, James L. Mason, Joseph H. Abbot, Willis D. Thompson, James H. Chase, and Mayor Henry W. Clapp, adopted the first plan, thereby introducing "High Service" into the Concord system. Before the season closed a good beginning was made. The Pumping Station was located upon land purchased of Moses H. Bradley, and situated at the junction of State and Penacook streets. This was to receive water from a main leading from Long pond and force it into the Reservoir. This was located upon an elevation of land on Penacook street purchased of Joseph B. Walker; and from it distribution could be made with adequate pressure. Contracts were closed for the various departments of construction and supplies. The pumping station, with coal shed, shop, and stable, was completed in 1892, under contract, by Eben B. Hutchinson of Concord, at an expense of seventeen thousand six hundred dollars. This structure had separate rooms for its pumping-engine and boilers. Its boiler-room, measuring thirty-eight by thirty-two feet, had its monitor roof, and was connected with a chimney eighty feet high and twelve feet square at base. Two boilers were set in brick, each fifteen feet long and fifty-four inches in diameter. The pumping-engine was furnished by Henry B. Worthington of New York, for nine thousand two hundred dollars. The water was taken from the fourteen-inch main into the pump under pressure through a surface condenser, and then forced into the reservoir through a twenty-inch pipe. It was capable of delivering two million gallons of water in twenty-four hours.



Pumping Station.

The reservoir, constructed under the supervision of Engineer W. B. Fuller of Malden, Mass., had a capacity of two million gallons, and its grounds embraced nine acres. Water was let into it on the third day of December, 1892, its cost of construction having been about thirty-five thousand dollars. At the close of 1893, Superintendent V. C. Hastings could report: "The new high service system has worked very successfully during the year."

There had also been done, in 1892, in connection with the high service, a considerable work of laying pipes and setting gates and hydrants, involving, in labor and materials, an expense of about twenty-four thousand dollars. Indeed, the years 1892 and 1893 were marked years in the history of the water department, not only in perfecting the works themselves, but in securing for the city the absolute and unquestioned control of the water supply. Thus, in the former year, a settlement was effected with the Concord Manufacturing Company, whereby that company relinquished all right and title to the waters of Penacook lake for the sum of eighty thousand dollars. The next year, the commissioners, looking ahead to possible contingencies, secured of Charles H. Amsden, for five thousand dollars, his water-rights in Long pond, in Webster, favorably situated for giving the city an additional supply of water, should it be needed.

So this important enterprise went on through its first twenty-eight years—from 1872 to 1900—with an expense of nearly eight hundred sixty thousand dollars, but without financially oppressing the city.

"No city has purer water than this," said the Board of Health, in 1881; "surely nine tenths of our people within the water-supply use the water from the main source." "This city," added the board, "has now invested in sewers seventy-five thousand dollars; we believe we have a very complete system." Those statements were followed by the timely reiteration of suggestions as to the necessity of keeping the fountain of the water supply free from outside contamination, and of so laying, trapping, and ventilating sewer pipes as not to endanger health from noxious exhalation. The latter lesson, especially, needed enforcement not only then, but even in later days. Until 1888, the department of sewerage was under the care and direction of a committee on sewers and drains, composed of the mayor and two aldermen; the number of aldermen then becoming three, and later, four. The regular annual appropriation for sewers rarely exceeded five thousand dollars, but was sometimes aided by a special one; as in 1890, when a special appropriation of twelve thousand dollars—notwithstanding the unusually large annual one of seven thousand—was made for building the South End sewer, four thousand eighty feet long, extending from Allison street to the Merrimack river—an enterprise completed in 1891, and properly deemed highly important, since it relieved the Brook sewer of excessive pressure, and afforded drainage to the vicinity of Pillsbury street and Broadway, including the premises of the new Margaret Pillsbury hospital. Care was also wisely taken to provide newly settled localities with sewerage; as, in 1891, in the vicinity of Curtis avenue,

where tenement houses had been recently erected by the Concord Development Company.

Penacook, in 1887, West Concord, in 1892, and East Concord, in 1895, were constituted sewerage precincts by city ordinances that authorized loans on the credit of the city for constructing the system in those precincts; with provision that certain specified sums should be annually raised upon the taxable property therein, for paying the bonds as they should mature. Nor were the people of those precincts slow to improve the opportunities thus afforded them.

The continued and growing importance of the department was signified, in 1893, by creating the office of City Engineer,—the first incumbent being Will B. Howe,—and requiring that one of the duties of the engineer should be to act as clerk of the committee on sewers and drains. On the 31st of December, 1900, it fell to that officer to report that a total of nearly thirty-two miles of sewer lines permeated the city precinct—a fact denoting the interesting average of one mile of extension a year since the system of sewerage had its beginning in Concord a generation before.

For the six years ending with 1886, the Board of Health consisted of John Connell, city marshal, and two physicians; Alfred E. Emery for six years and George Cook for four years, with Sumner Marden and Herbert C. Cummings sharing the last two. This board kept a watchful and intelligent eye upon existing hygienic conditions, including water supply and sewerage, and, from time to time, suggested improvements. In 1887, the city government resolved upon a new departure in sanitation. A comprehensive and progressive ordinance "relating to the public health" was passed on the last day of March, prescribing that the city council should, before the 15th of April of that year, "by joint ballot, elect three health officers,"—one for three years, one for two, and one for one year,—"to be styled the Board of Health of the city of Concord;" with the further provision, that "annually thereafter" a person should be elected "for a term of three years to take the place of the member whose term expires." At least one of the members was to be a physician. The board thus chosen was, within ten days, to organize, and make a nomination of a Sanitary Officer, subject to the action of the city council in convention. This officer was to devote his entire time, from the 1st of May to the 31st of October, to the performance of the duties of his office,—receiving two dollars and fifty cents a day therefor,—and should, during the rest of the year, investigate all complaints relating to nuisances, and do other service under the direction of the Board of Health, with compensation of fifty cents per hour; provided, however, that his charge for services in any one day

should not exceed the sum of two dollars and fifty cents. The members of the board were each to be annually compensated in the sum of twenty-five dollars.

The first Board of Health chosen under this ordinance consisted of Granville P. Conn, Edward N. Pearson, and Herbert C. Cummings. The first sanitary officer was Howard M. Cook, who served till 1889. Thence to 1900 there were two other incumbents of the office,—Henry A. Rowell and Charles E. Palmer,—with a yearly compensation increasing to eight hundred dollars.

The board and its sanitary officer went to work with energy and common-sense discretion. A house-to-house inspection was systematically conducted for six months; revealing, among other things, the somewhat startling fact that there were three hundred eighty-eight dwelling-houses which were using "surface drains, cesspools, old wells, or stable cellars for the purposes of sewerage." "It seems strange," said the sanitary officer in his report, "that any one owning a house on the line of a street sewer should continue to violate the law, and incur the liability of disease and death by the use of surface drains and cesspools. . . . There are two hundred eighty-five houses that are using these, and some of them are on what are termed the best streets in the city." Efforts were also made to bring about the discontinuance of unwholesome wells and springs as sources of water supply; and, by timely warnings, to save Lake Penacook itself from pollution. The board, in its first report, declared "the house-to-house inspection" to be "but the taking of bearings for more effective work later." In fact, it was to be a prominent duty of the sanitary officer during the coming thirteen years, sometimes reaching, as in 1900, five hundred cases, and covering nearly as many localities. Within its wide range the last-mentioned inspection embraced private and tenement dwelling-houses, stores, stables, meat and fish markets, schoolhouses, business blocks, alleyways, Penacook lake, and the reservoir. But all along, especially in the later years, this inspection had to yield somewhat to other more pressing duties. To attend to hundreds of complaints against nuisances, to serve notices for their abatement, and to watch for the compliance of those notified; to enforce the laws, ordinances, rules, and regulations relative to sewers and drains; and—most important of all—to supervise cases of contagious disease, involving disinfection, and, frequently, quarantine, were some of the engrossing duties of the health department and its executive officer. Thus, in 1895, the sanitary officer examined more than five hundred nuisances complained of, and caused the abatement of most of them; personally inspected one hundred four sewers as to "connection

made and work completed;" visited eleven hundred forty-nine persons smitten with contagious sickness; placarded two hundred thirty-six houses; fumigated two hundred ninety-six rooms and two school-houses; burned fifty-three pieces of infected bedding; and attended fifteen funerals of victims of contagious disease.

After years of urgent suggestion, the wishes of the department were gratified in 1900, by legislation tending to abate the dangerous nuisance of defective plumbing. The sanitary officer became the inspector of plumbing; and provision was also made against the sin of ignorance therein by establishing a board of examiners to test the fitness of applicants for license to follow that pursuit. And it was the testimony of Officer Palmer in course of the first year's trial that the plumbers were accepting the new conditions "in a very fine spirit," realizing that the new laws were "working no hardship on them as a class." But another improvement, though persistently urged, was not secured. This was the providing of a hospital where diseases of a contagious character could be effectively treated. In 1895 there was some prospect that the scheme might prove successful; plans of a building were drawn, estimates of cost secured, and a suitable site granted the city, for a nominal sum, by the trustees of the Margaret Pillsbury Hospital.[1] But nothing practical resulted; and the pest house on the Plains remained a sorry apology for the desired institution.

In 1895 the Board of Health was, by state law, given the "charge of granting permits for the burial of the dead." Hitherto, since 1878, the city clerk had had, as registrar, exclusive charge of the department of Vital Statistics pertaining to births, deaths, and marriages—making annual reports to the city. Thenceforth, the records of vital statistics began to be given more frequent publicity by the board in the columns of newspapers, and to be sent in exchange to many cities of the United States and Canada.

The death rate during the two decades was moderate; hardly averaging 15 to 1,000 of the population, with a decreasing tendency in later years. At the close of the year 1900 the sanitary officer reported: "The general health of the city is good, and compares favorably with that of former years, also with that of other cities and towns in the state."

During the period from 1880 to 1900 the Fire Department felt the common impulse of improvement as it continued in its path of honorable and responsible duty. Its chief engineers in those years were: James N. Lauder, 1880, '81; John M. Hill, 1882, '83, '84, '85; Daniel B. Newhall, 1886, '87; Charles E. Blanchard, 1888, '89 (died

[1] The establishment of this institution is fully treated in the Medical chapter.

in office); Charles A. Davis, 1889, '90, '91, '92, '93, '94; William C. Green, 1895, '96, '97, '98, '99, 1900.

In the year 1883 the department had three steam fire engines. Of these two belonged to the precinct—the "Kearsarge," that had seen continuous service for more than sixteen years, and the new "Gov. Hill," exchanged for the old which had become practically unserviceable after having been in commission for more than twenty-one years. The third belonged to Penacook, having been purchased the year before for the company, whose name "Pioneer" it took. The "Gov. Hill" was assigned to Eagle Hose Company, and held as a relief. While the department was better supplied with water than ever before by the recent laying of the second, or eighteen-inch, main of the water-works; while it was kept fully equipped, thoroughly disciplined, and ever ready for duty—its services, fortunately, were but little needed for the four consecutive years, 1884, '85, '86, and '87. These were years of remarkable immunity from fire. In 1884 the losses by fire in the entire city were only sixteen hundred sixty dollars—with insurance of the same amount; in 1885 three fifths of the fire loss was twelve thousand dollars on the "Birchdale" property, four miles from the city proper; in 1886 the losses within a mile and a half of Main street reached only two hundred thirty-seven dollars and fifty cents—with ten thousand, however, in outlying districts, including West Concord and Penacook; in 1887 no serious fires occurred, though the losses aggregated somewhat more than the year before. But, as already suggested, no laxity in the fire service was induced in the department by such infrequency of conflagration. The corps stood ready for such severer duty as would occasionally fall to it in future years: as, when, in 1888, it fought the flames that devoured the High School building and the Unitarian church; and as, when, afterwards, with improved and improving conditions, it always made the best of the imperiled situation, and helped to keep at a remarkably low average the fire loss of the city.

Engine House at Penacook.

Nor did the city government begrudge the expense of supporting the department, and of supplying it with whatever was deemed requisite to its highest efficiency. It not only built, in 1888, an engine house in Ward 3; but within the precinct, on Jackson street,

raised a wooden tower sixty-five feet high, in which was placed for the electric fire alarm a metal bell weighing three thousand seven hundred forty pounds; while the tower of the central station was increased in height and furnished with a bell of the same weight and for the same purpose. New alarm boxes and three gongs were provided—the latter located respectively at the Northern and Concord railroad shops, and the establishment of the Abbot-Downing Company. The two-circuit alarm was changed to one of four circuits—known as North, South, East, and West, and requiring four miles of new wire and twenty-five poles. In 1896 a storage battery plant with appurtenances was purchased. While no ideas of false economy were allowed to curtail the usefulness of the electric auxiliaries of the fire system, the essentials thereof, such as improved hose and apparatus, were liberally supplied. In 1890 the "Eagle" was obtained as the fourth steamer of the Concord system. Five years later the "Holloway Chemical Engine,"—quietly answering the "still alarm," but surely extinguishing the flame—was introduced.

An ordinance passed in 1885, in revision of the ordinance of 1867, prescribed that the fire department should consist of a chief engineer, six assistants, and engine men, hose men, and hook and ladder men, appointed by the board of mayor and aldermen, with the following assignment into companies: Steamer Kearsarge and hose, sixteen men including an engineer; hose companies Nos. 1, 2, and 3, twelve men each; hook and ladder company No. 1, twenty men; steamer Pioneer, not less than twenty nor more than forty men; engine companies Nos. 2 and 3, not less than twenty nor more than thirty men each. Provision was also made for the appointment of a steward and assistant for the central fire station. The department continued under this organization until December, 1894, when another ordinance repealed that of 1885, and provided that the department should consist of a chief engineer, two assistants within the precinct, and one engineer each from Wards 1, 2, and 3; two steamer and hose companies of thirteen men each, including driver; one relief steamer of two men; two hose companies of eleven men each, including driver; a chemical engine company of two men; a hook and ladder company of twenty-one men, including driver; steamer Pioneer, of not less than twenty nor more than forty men; and hand engine companies Nos. 2 and 3, of not less than twenty nor more than thirty men each. The engineers and other members were to be appointed by the mayor and aldermen, with unlimited term of service; applicants for membership having been nominated by the chief engineer. Under this ordinance the former annual pay of the chief engineer was increased from two hundred dollars to nine

hundred fifty and house rent—that officer giving his entire time to his official duties. Compensation was allowed to others as follows: To the assistant engineers within the precinct, one hundred twenty-five dollars each, and to those in Penacook, West Concord, and East Concord respectively—in the order named—twenty-five, twenty, and fifteen dollars; to the permanent force at the central fire station, seven hundred twenty-eight dollars each; to drivers at Good Will and Alert hose houses, six hundred dollars each, per annum, paid monthly; to engineers of steamers, one hundred fifteen dollars each; members of steamer, hose, and hook and ladder companies, within the precinct, eighty dollars per annum, except foremen and assistants, who were to receive ninety and eighty-five dollars respectively; to engine companies Nos. 2 and 3, outside the precinct, two hundred forty dollars each, and to Pioneer steamer company, No. 3, five hundred dollars—said sums to be divided among the members as each company should direct. By 1900 the appropriation for the department trebled the seven thousand dollars of 1880.

In 1895 the Veterans' Auxiliary Company was enrolled in the department. It was composed of tried and true firemen, who still loved the department in which they had served their city well, and who now gladly placed themselves in liability further to serve it therein should occasion demand. It was well that at least they should thus stand together in brotherly sympathy. It was well, moreover, that they should remind a younger generation, through exhibitions of strength and skill in manning the brakes and handling the hose of their antique machine named the "Veteran," how once the fight with fire was won—and all this with not a little awakening of the public interest in a most important branch of municipal administration.

The Firemen's Relief Association, formed in the autumn of 1883, and destined to be permanent, was a natural manifestation of benevolent sympathy and interest, both on the part of the firemen themselves and of the community. The movement commended itself to the generosity of the public, and the fund of seven hundred dollars with which it started received liberal accretion.

The city ordinances provided sometimes for a general annual parade, and always for frequent company reviews. The annual parade was an interesting occasion, on which the department displayed its full strength of men, machines, and apparatus, marched in gay procession, and, at the appointed place, made skilful trial of hand-engines, in the earlier days, and of the steamers, in the later, to the delight of thronging spectators. Refreshments—sometimes a formal dinner—closed the exercises. Firemen's balls never lost the

favor of the firemen or the public. How they were regarded has been told thus by a veteran fireman:[1] "Who among the living members of the old Gov. Hill and Kearsarge steamer companies will ever forget the social pleasures and enjoyments of their firemen's life? The firemen's ball, the event of the winter, patronized by the best citizens and an honor to the department, was a pleasure for all, and ever spoken of with pride."

It remains only to be added in conclusion of this topic, that the history of fires—from the first recorded one, kindled by lightning in 1797, to the last in 1900, helped in its quenching by the same subtle agent—and of the means devised for their prevention and extinguishment, affords an almost unparalleled illustration of true progress.[2]

Until November, 1887, the streets and highways continued in charge of a highway commissioner, with an annual salary of six hundred dollars; this commissioner also being mayor, with a salary of five hundred dollars, to which it had been raised in 1868. During the first year of Mayor Robertson's administration the offices were separated. The salary of the mayor was made one thousand dollars per annum; that of the highway commissioner twelve hundred dollars—seven years later raised to fourteen hundred. James H. Rowell, who had been employed by Mayor Woodman as superintendent of streets, without fixed salary, became commissioner of highways. He held the office in 1887, '88; Daniel K. Abbott in 1889, '90; Alfred Clark from 1891 to 1898, inclusive; Henry H. Johnson in 1899, 1900. In course of Mayor Woodman's connection with the office, the one highway district embracing the whole territory of the city was for convenience divided into sub-districts, each of which was placed in charge of some person resident therein. The central district, mainly comprised within the compact part of the city, was in the special charge of the superintendent of streets. This arrangement, with modifications, continued some years.

In 1880 the appropriation for roads and bridges was twenty thousand dollars; in 1890, thirty-three thousand—including two thousand for sidewalks and crossings, two thousand five hundred for paving streets, and one thousand for repairing and re-coating concrete sidewalks; in 1900, thirty-five thousand for repairs, permanent work, sidewalks, and crossings, and all other necessary expenses. To promote macadamizing the streets, a stationary stone crusher, with engine, was obtained in 1881, under a special appropriation of twenty-five hundred dollars, and proved permanently serviceable, though reinforced in 1897 by a portable one at an expense of fourteen hundred

[1] David L. Neal, in *Concord Monitor*, 1892.

[2] See Detached Facts as to Fire Department, in note at close of chapter.

sixty-two dollars. A steam road roller of fifteen tons weight was procured in 1895 for twenty-seven hundred fifty dollars, and set in operation in June of that year upon State street, which was "picked up" and rolled from Thompson street to Franklin—more than a thousand loads of crushed stone having been used in the work. Crushers, rollers, and sprinklers were the most expensive items in the inventory of property belonging to the Concord highway department in the later years.

The mention of "sprinklers" suggests the fact that, as time went on, street sprinkling grew into such favor as to require an annual expenditure greater than the ordinary total expenditure for roads and bridges in the early years of the city government. Down to and including the year 1892, the expense had been partly contributed by the subscription of citizens. That year the amount raised was twelve hundred sixty-three dollars. But the next year (1893) a taxable sprinkling precinct was established, and five sprinklers were added to the four already owned by the city. The nine, Commissioner Clark declared, would do the work for which he deemed an appropriation of three thousand dollars sufficient. In 1894 the precinct was enlarged. In 1900, with appropriations, regular and special, amounting to somewhat more than four thousand dollars, and with ten sprinklers laying the dust and dispensing coolness over twenty miles of street, Commissioner Johnson reported: "The appropriation has always been too small to do the work properly. . . . The expense of sprinkling Pleasant street from Liberty street to St. Paul's School has been met by private subscriptions on the part of Christian Scientists and the School. Two additional sprinklers must be purchased before the next season to do the work necessitated by the inclusion of this territory within the sprinkled district."

Upon the appointment of City Engineer Howe, in 1893, more attention was paid to the scientific surveying of streets and grading of sidewalks; and this service was timely, for, as Commissioner Clark reported in 1894, the rapid growth of the city had resulted in a largely increased number of new residences, and a corresponding increase in the number of new streets. But in 1898, to check demands for new streets of doubtful public necessity, the mayor and aldermen declared, in amendment of their rules, that no petition for laying out a new highway should be considered unless accompanied either by a written agreement signed by responsible parties, that the said highway, if laid out, should be built at least fifty feet wide on a grade fixed by the city engineer, or by a certificate of the highway commissioner that it had been built of the width aforesaid, and graded to his satisfaction, and in either case without expense to the

city, unless two thirds of the board should decide the same to be of great public necessity.

The extension of Pleasant street eastward to Railroad square, over Railroad street, with the widening of the latter, was a vexed question for the four years from 1886 to 1890. In September of the former year, the last of Mayor Woodman's administration, the mayor and aldermen voted to increase the width of Railroad street, as an extension of Pleasant street, but subsequently rescinded the vote and discontinued the extension.

The matter was more or less agitated until 1889, the first year of Mayor Stillman Humphrey's administration, when, on the 13th of August, the mayor and aldermen voted to widen that part of Pleasant street formerly known as Railroad street, by forty-five feet, making its width seventy-five feet. This addition of width, all upon the north side of the street, necessitated the removal of the greater part of the Elm House, one of Concord's oldest hostelries. It was owned by James S. Dutton, and occupied by Merrick & Martin, lessees. On the 20th of August, 1889, the city council, by resolution, appropriated ten thousand dollars, "for the purpose of defraying in part the expense of widening Pleasant street"; and authorized the mayor to draw from the treasury "a further sum of ten thousand dollars to be used for the purpose of making a tender of damages to landowners for the completion and widening of the said street."

The tender of damages awarded by the mayor and aldermen was not accepted, either by the lessees for their broken lease and the enforced discontinuance of their business, or by the owner, for the destruction of the house, or that part of it which stood in the way of the proposed widening of the street. Appeals were taken to the supreme court. That tribunal referred the matter to the county commissioners, directing them to give a hearing, and decide the damages. The hearing was assigned for August, 1890. A settlement was effected with the owner (in the name of his wife), whereby he received seventeen thousand dollars instead of the fourteen thousand seventeen dollars awarded by the mayor and aldermen, he bearing the expense of removing the buildings. The county commissioners awarded damages to the lessees in the sum of twenty-eight hundred dollars. On the 18th of September, 1890, the city council, by resolution, appropriated thirty-eight hundred dollars "for paying additional damages" in the case. Finally, on the 9th of December, 1890, an ordinance was passed, authorizing the issuance of bonds to the amount of thirteen thousand eight hundred dollars, to cover the sums appropriated by the resolutions of August 13, 1889, and September 18, 1890.

The eastward extension of the "Hopkinton road" having thus been effected, a westward one, of itself expenseless, was accomplished in 1898, by establishing the street line on the same road, from Fruit street, west, so that the highway from Railroad square to St. Paul's School may properly be designated as Pleasant street.

In the Nineties seven new bridges replaced the old over the four rivers along and within the territory of Concord: over the Merrimack, the Lower, or Pembroke, in 1891, and the Free, or Loudon, in 1894, —the former of wood, the latter of iron; over the Contoocook, the Horsehill, in 1895, and the Boscawen and the Twin, at Penacook, in 1898,—all three of iron; over the Soucook, at Clough's mills, in 1896, one of wood; over the Turkey, at St. Paul's School, in 1898, one of iron. Both of the bridges at Penacook—the Boscawen of iron and the Twin of wood—had been condemned, but it was deemed safe to replace the latter by the former, building in place of the Boscawen or the main one, a new bridge of iron.

The figures of expenditure on account of roads and bridges during the two decades, though large, seem never to have been extravagant; rather, in fact, but the natural result of Concord's pleasant position upon the banks of useful rivers, its possession of three hundred miles of roads for easy communication, its political and business centrality, its steady growth in population, and its general prosperity and enlightened advancement.

It has been told in a previous chapter how the use of gas was introduced into Concord, and that in 1857 the city government ordered the streets of the city proper, at twenty-one designated points, to be lighted thereby at the public expense. The Concord Gas Light Company had continued its successful efforts to supply increasing private and public demands, and by 1881 the original public street lights had become one hundred thirty-three. Before long, gas found a rival in electricity, for by 1886 an electric light company had its plant in Concord. In May of that year the city council appropriated one thousand dollars "for lighting a portion of the city by electricity," and authorized Mayor Woodman "to contract for fifteen arc lights." On the 29th of April, 1887, the directors of the Gas Light Company, on motion of Colonel John H. George, voted it to be "expedient to put in an electric plant," and to make preparations to carry "the vote into complete effect the present season;" the president, John Kimball, and the treasurer, John M. Hill, being authorized "to procure any necessary legislation," and "to negotiate for any existing plant." Within a month later, however, it was decided not to take "immediate action."

In 1888, the city provided one hundred eighty-seven gas lights

and seventeen electric, under an appropriation of three thousand five hundred dollars for the former, and two thousand for the latter. Meanwhile, negotiations between the Gas Light Company and the Electric Light Company were continued, finally resulting in May, 1889, in the purchase of the latter's plant by the former corporation. The Gas Company had thus secured the exclusive field for furnishing both kinds of light, and that year it contracted with the city government to supply as many gas lights as the committee on lighting the streets should order, for eighteen dollars and a half, each, a year,—the same burning till midnight, twenty nights a month; and also to supply forty-seven electric lights for one hundred dollars, each, a year,—burning till midnight every night.

In 1892 the Concord Gas Light Company leased its plant to the United Gas Improvement Company, of Philadelphia, having a capital of ten million dollars, and already operating gas and electric works in forty towns and cities. It contracted "to increase the candle power 16 to not less than 20,"—thus affording an equivalent to a reduction in the price of gas,—and at once to make further improvements of the plant, involving the expenditure of fifty thousand dollars. As authorized, this corporation organized, under the laws of New Hampshire, a local company, known as the Concord Light and Power Company, which soon commenced operations.

About the same time the Concord Land and Water Power Company, being engaged in developing the utility of Sewall's Falls as a source of power, purchased the electrical plant formerly owned and operated by the Gas Company, and contracted with the city of Concord to furnish, for ten years from the 1st of July, 1892, arc lights,—to burn all night,—for seventy-five dollars each a year. Operations under the new arrangement were commenced before the middle of October, 1892, with sixty-five lamps, the current for which was supplied in two circuits, by two "50-light improved Wood dynamos," and transmitted over nine miles of wire strung upon three hundred poles erected in various parts of the city.

By 1900 the appropriation for the gas and electric lighting of the streets within the gas precinct reached ten thousand seven hundred fifty dollars. Mayor Woodworth, in 1897, had said: "The street lighting department shows a great increase in expenses during the past ten years, and I have no hesitation in declaring Concord to be now one of the best lighted of cities. This condition of things may be regarded as a great luxury, but it has come to seem to every one a strict necessity." [1]

There never was indifference, in Concord, as to the varied applica-

[1] See Earlier Street Lighting, in note at close of chapter.

tion of electricity to the practical uses of life,—an application so wonderfully characteristic of modern progress,—and never was there negligence in improving its advantages. The introduction of the electric telegraph has received notice in its chronologic place; but now, in the Eighties and Nineties came the period of a comprehensive application of electricity to telephonic, illuminating, and motor uses, as well as telegraphic. In 1895, Mayor Robinson, in speaking of "an electrical department, with an acknowledged adept at its head," then contemplated, said: "In a progressive city like ours, where a little forest of electrical wires is being reared through our business centers, blanketed with a rapidly thickening net-work of conflicting wires; with a growing electrical light plant in operation, a telephone system increasing in usefulness, an extending street railway, the lines of the telegraph companies, and the various other wires, alive and dead, with which our streets and buildings are bestrung,—we certainly require the superintendence of an electrical expert, who can give to the subject such attention as the safety of our people demands."

Instead of a regular electrical department, Fred W. Landon served during the years, 1895, '96, '97, as "Inspector of Electric Wires," and annually reported to the city government. His examination covered the fire alarm service and the following companies: Concord Land and Water Power; Concord Street Railway; New England Telegraph and Telephone; Western Union Telegraph; Postal Telegraph and Cable.

In 1899 Mayor Martin pronounced the system of "many poles and wires" as "dangerous and unsightly," and recommended the passage of an ordinance requiring the wires to be placed in conduits under ground. No ordinance to that effect was passed; but, that very year, the New England Telegraph and Telephone Company set the worthy example of voluntarily removing, along North Main street, the dangerous inconvenience complained of, from its otherwise acceptable, and almost indispensable, service.

In 1890 the Concord Street Railway, or the Horse Railroad, as then designated, adopted, by permission of the city government, electricity under the single trolley system, as its motor. It had been operated nine years; at first by horse power, and later, by steam. The final change of motors, though deprecated by many as an undesirable experiment, and, at best, premature, was not long in verifying the zealous confidence of Moses Humphrey, the aged but wide-awake president of the road, that, with the change, Concord would be given "a better service than any other city in the state enjoyed."

Soon after Concord became a city, the question of providing a Common or Park was agitated. From the first, there was in the city

council a joint standing committee on streets and commons; but on the 26th of August, 1854, a joint special committee was appointed "to make examination as to some suitable site for a Common." At the next meeting of the city government, held on the afternoon of Saturday, September 2, the members of both branches, in recess, visited, at the suggestion of the committee, a site for a common, "fronting upon and lying south of Thorndike street." Upon return from inspection, bills, each entitled "An ordinance providing for the purchase and location of a public Common," were reported by the committee to each branch. In the board of mayor and aldermen an amendment to purchase and locate in Fisherville, a common of not less than four acres, was rejected, and the bill itself was denied a passage by a vote of one yea to five nays. In the common council, the bill went to the committee on second reading, and got no farther. The day of parks in Concord had not yet come; nor was it to come for nearly twenty years.

In 1873 the water commissioners recommended the addition of a few acres of the city farm to the property of the water-works "to include those portions of the works situated on them." "Besides," said they, "the grounds can, with little expense, be improved, so that, in connection with the works, they will be very attractive and pleasant as a place of resort for our citizens." This practical suggestion did not go unheeded, and the next year (1874) the commissioners reported: "That portion of the city farm, which was placed under the management of the Board by an ordinance of the city has been fenced, and is now a part of Water Works Park; and "the Board would be pleased to receive private contributions for improving and beautifying the same." This wooded parcel of land, pleasantly situated near the dam of the city water-works in West Concord, and subsequently called Penacook park, began, by 1881, to receive appropriations from the city treasury for its improvement—one or two of these being one thousand dollars. A pavilion for musical and other entertainments was among the structures early erected within its enclosure. A small steamer plied the waters of the lake, contributing to the enjoyment of patrons. The street railway gave easy access to the grounds, and, incidentally, received financial advantage from visitors.

In 1882 the park was under the superintendency of Omar L. Shepard, and in 1883 came under that of Oscar F. Richardson, who held the place, by annual election of the city council, for twelve successive years. This first of the Concord parks was for years highly appreciated and largely patronized. It helped educate the public mind to the desirability of such resorts of healthy rest and recreation.

Rivals arose to engross popular favor, so that in 1895 it was reported of it: "Penacook park has been kept in a tidy and neat condition. Very few people visit these grounds at the present time. An annual appropriation will undoubtedly be needed for their maintenance and care."

The park tendency—as it may be briefly designated—became more and more decided, so that even the "Committee on Streets and Commons" of the city council became, by change of name in 1885, the "Committee on Parks and Commons." This tendency was encouraged by generous, public-spirited gifts of appropriate sites. In 1884 Mrs. Armenia S. White conveyed by deed to the city "certain premises on the northerly side of Washington and Centre streets for a public park." On the 27th of December of the same year the gift was accepted by ordinance, and the said premises were "established as a public park forever, to be known and called by the name of 'White Park.'" Thereupon provision was made that the mayor and aldermen should choose six legal voters of the city, to constitute, with the mayor *ex officio*, a board of park commissioners—two members to be chosen annually for three years, after the allotment of the first year. To this board were to be entrusted the care, improvement, and management of the park, with authority also "to receive the money proposed to be donated by Mrs. White." The first board, as constituted in January, 1885, consisted of Lewis Downing, Jr., John M. Hill, Joseph B. Walker, William P. Fiske, Benjamin C. White, Josiah Minot—with Mayor Edgar H. Woodman *ex officio*. It was not until the close of the year 1889 that the first annual report of the park commissioners, consisting then of Stillman Humphrey, John F. Jones, Benjamin C. White, Henry W. Clapp, Josiah Minot, and William P. Fiske, was made to the city council. In the summer of that year, the work of improving White park really began, the funds drawn upon being a gift of seventeen hundred dollars from Mrs. Nathaniel White, and another of five hundred from her daughter, Mrs. Charles H. Newhall, with two city appropriations of one thousand dollars each made in 1887 and 1888. Unsightly features of the grounds were removed; surveys and plans were entrusted to Charles Elliot of Boston, eminent in landscape gardening; the fine springs, which, years ago, had been an important source of water supply for Concord, were carefully preserved, and the artificial pond constructed, upon which, before long, stately swans—the beautiful gift of Mrs. Mary Baker Eddy—were to glide with attractive grace.

How the work thus auspiciously begun was continued for eleven years upon a plan calculated to make of this park a blessing and an honor to the city cannot here be specifically told. The original area

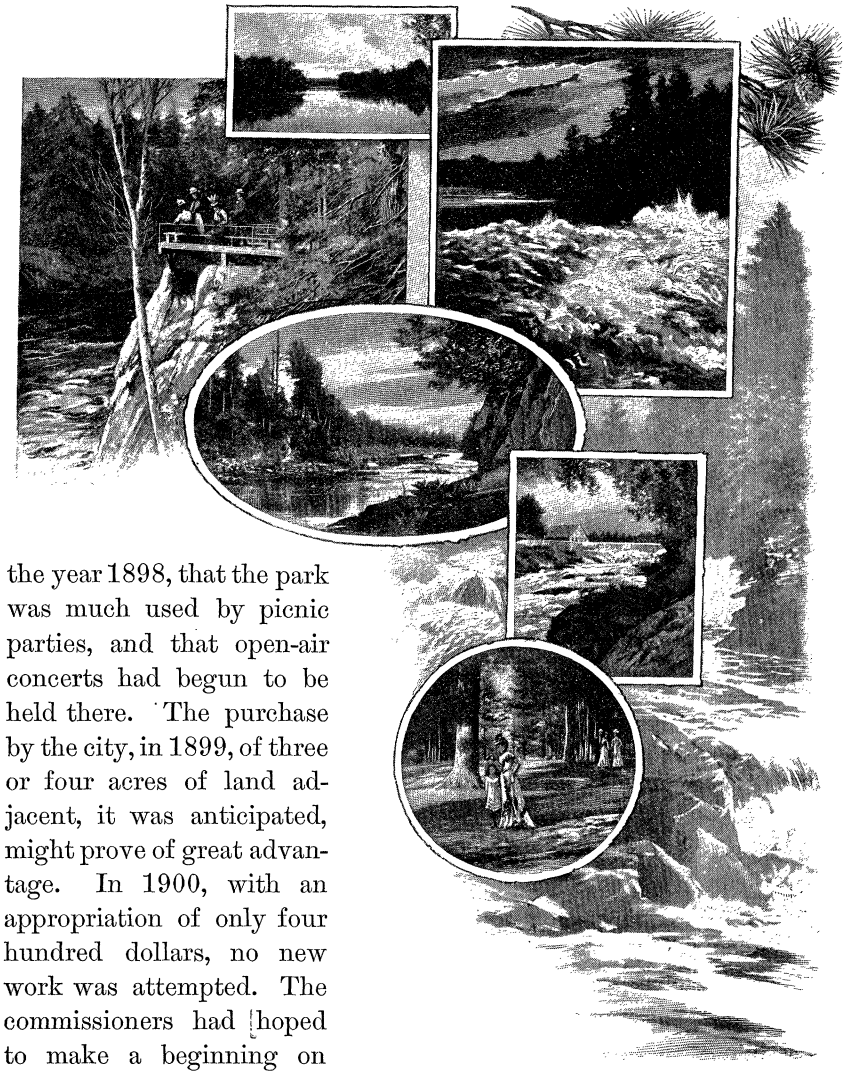
of the grounds was somewhat extended in 1890 towards Beacon street, by a strip of land purchased with proceeds arising from the sale of the "Boy's Playground," so called, situated on the interval near Free Bridge. Further extensions were made later, until the park was desirably bounded on all sides by streets. As just seen, the city had begun to appropriate in favor of the enterprise even before active operations therein commenced. The annual appropriation for the work was thenceforward regular. From the one thousand dollars of the previous years it became, in 1891, one thousand eight hundred; in 1892, two thousand five hundred; in 1893, three thousand—so remaining three years; in 1896, three thousand two hundred fifty—maximum figures which were retained two years. In fact, the city never failed to signify in its appropriations that it duly appreciated the high advantages, actual and possible, of White park.

Mayor Clapp, in his inaugural address in 1891, after speaking of "the most commendable development" of White park "during the past summer," as "a very delightful surprise to many of our citizens," said: "There is within our reach at the South End a very desirable woodland park. The trees on it are the growth of a century, and to save them from being cut down the tract has been purchased by some public-spirited gentlemen, and will, I understand, be offered to the city in memory of our late distinguished townsman, Hon. Edward H. Rollins." On the 15th of September of that year, Frank W. Rollins, trustee, tendered to the city, in writing, certain real estate for a public park. The premises thus tendered were accepted by the city council on the 20th of December, 1892, in a resolution promising that they should be kept entire, and forever known as Rollins park; the city further agreeing to enclose them with a suitable fence, lay out walks, introduce water, and, generally, to assume the future maintenance of the said premises in a proper and reasonable condition as a park.

This pleasant tract, of convenient situation, on Broadway below Pillsbury street, came, in 1894, under improvements looking to the important public use for which it had been set apart. The city made for it an appropriation of one thousand dollars, which was continued for the next two years, and the park commissioners, with enlarged jurisdiction, soon assumed the charge of it conjointly with that of White park. In 1895 they examined the grounds carefully, in company with James H. Bowditch of Boston, accomplished in park forestry, and came to the conclusion "that no special attempt at decoration or beautifying the grounds with choice plants would be wise, but rather to make it accessible by means of drives and paths, for a quiet, restful outing, where people could at once be ushered

into dense woods and study the beauties of a woodland park of natural growth."

The plan suggested was somewhat modified. In 1896 marked improvement of the premises was reported, an artistic bridge having been constructed; shrubs and trees planted; hundreds of ferns transplanted and rockeries built, and a stone wall, with entrance, begun along Broadway. In 1897 water was introduced, and a drinking-fountain provided; an artificial pond was constructed; tables and seats were placed in different parts of the grounds, and an attractive rustic shelter was erected in the center. It was reported, in the year 1898, that the park was much used by picnic parties, and that open-air concerts had begun to be held there. The purchase by the city, in 1899, of three or four acres of land adjacent, it was anticipated, might prove of great advantage. In 1900, with an appropriation of only four hundred dollars, no new work was attempted. The commissioners had hoped to make a beginning on plans already prepared to



Contoocook River Park.

develop further the beautiful spot, but funds were not available at that time.

Meanwhile the park system had been extended to embrace smaller areas of idle ground. In 1895, under a general appropriation of five hundred fifty dollars "for Parks and Commons," the triangle of land on North State street, just south of the pumping station, was made a small but attractive park; needing for its proper setting out with trees and shrubbery only a slight additional appropriation, which it received, and also the name of Bradley park. About the same time another triangular bit of land at the West End was presented to the city for the same purpose. The desired improvement of this was nearly completed in 1900, under an appropriation of one hundred dollars, and the improved ground was named Ridge Avenue park.

The parks thus far described belong to the city system, but another here to be spoken of—the Contoocook River—is appurtenant to the street railway, of which, in an important sense, it may be said to have been a creation. In the Nineties the railway opened an easy approach to a region of manifold natural attractions along the banks of the Contoocook, and John Whittaker of Penacook, with characteristic enterprise, commenced running a steamer six miles up the river to Broad Cove. Forthwith the locality so beautiful and picturesque with its shady woods, quiet or plunging waters, and other charming features of river scenery, all hitherto but little heard of and as rarely visited, became a favorite park. By 1900 it had gained full recognition as a summer resort where thousands might daily enjoy its many recreative attractions in outings replete with health and delight.

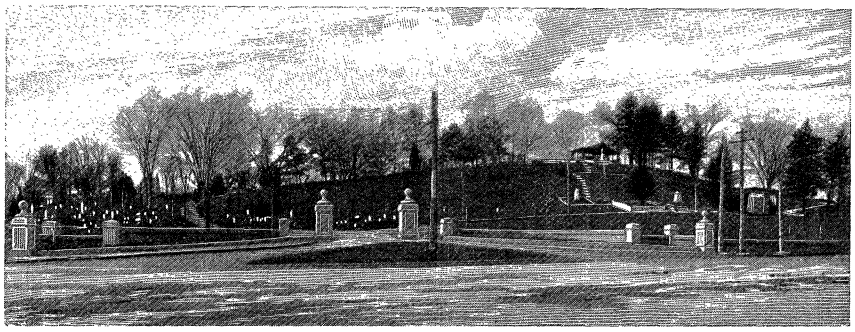
Other parcels of land in the city proper have also been designated as parks, such as those belonging to the state house, the city hall, and the state library. State Capital Driving park, which lay along Clinton street, finally became included in the State Fair ground.

In the earlier days, Centennial park, as one of the picnic places was called, lay near the highway at the Soucook bridge, some three miles from the state house, and consisted of several acres plentifully shaded with handsome elms, and having the river near by. For years this natural picnic ground enjoyed constant popularity, and attracted all classes for clam-bakes, chowders, and lunches.

While pleasant haunts of nature adorned by art were thus devoted to the enjoyment of the living, resting-places of increasing beauty came to be provided in sacred memory of the dead. The same artistic taste that beautified the Park, beautified the Cemetery; and thus the departments of park and cemetery found connection. Concord, as seen in former chapters, had never neglected her cemeteries.

Committees of her best citizens had for many a year been in charge of them; and town and city had from time to time answered suggestions of improvement by furnishing the means for its accomplishment.

In the Eighties the cemeteries of Concord, regularly in charge of committees of three chosen by the city council, were: The Old North and Blossom Hill, Woodlawn (at Fisherville), East Concord, West Concord, and Millville. Their relative importance, in 1887, was signified by the receipts and expenditures that year reported; those of Blossom Hill being five thousand six hundred eighty-three dollars; of the Old North, two hundred thirty-seven; of East Concord, sixty-four; of West Concord, twenty-five. There was entered upon in connection with the first a work requiring time, money, and taste, when, on the 16th of May, 1887, an ordinance was passed "for the improvement of Blossom Hill Cemetery." Under this a special com-



Entrance to Blossom Hill Cemetery.

mittee of twelve was selected to direct the contemplated work. At the head of the committee was Mayor John E. Robertson, who appointed Aldermen George O. Dickerman and John C. Ordway, with Councilmen Frank J. Batchelder and Josiah E. Dwight to be members of the same. The members of the regular cemetery committee selected James H. Chase to represent them upon the special committee; and finally the lot owners, at a meeting called by the mayor, recommended to the city council the six remaining members, who were confirmed; being Joseph B. Walker, Samuel S. Kimball, Gustavus Walker, William F. Thayer, Edson J. Hill, and Gardner B. Emmons. All were to serve for three years and without compensation. The committee organized with Mayor Robertson as chairman; Alderman Ordway, secretary; William F. Thayer, treasurer; Joseph B. Walker, Samuel S. Kimball, and James H. Chase, executive committee. After considerable deliberation "a front stone wall three feet high was agreed upon as the first work to be done."

Proposals were advertised for, and a contract made for building a part, but the city appropriation of three thousand dollars was not much drawn upon that year. In 1888 and 1889 the work was prosecuted under additional appropriations—three thousand dollars for the former year, and three thousand three hundred for the latter. In 1890 the city appropriated four thousand dollars, and the "front wall of Blossom Hill Cemetery" was—as reported by the committee, through Joseph B. Walker—completed with the exception of the "returns," or "curved approaches to the proposed gateway" at the main entrance. This had been done upon less than half of the last appropriation; the balance being "deemed sufficient to complete 'the returns,' and to commence the extension of the wall along the front of the Roman Catholic cemetery, if such be ordered—as, in the opinion of the committee—it should be."

By an ordinance passed November 11, 1890, the special committee was dissolved, and a board of commissioners of cemeteries was substituted. This consisted of six persons selected from Wards 4, 5, and 6—two from each—by appointment of the mayor subject to confirmation by the city council; the tenure of office being three years, with the Old North and Blossom Hill cemeteries in charge. The cemetery committee of three were retained in Wards 1, 2, 3, and 7. The first commissioners of cemeteries were Frank J. Batchelder, George O. Dickerman, John E. Robertson, Charles G. Remick, Joseph B. Walker, and Obadiah Morrill.

In 1891 the commissioners entered upon their duties. They gave finishing touches to the work upon the wall. Grading drew largely upon the appropriation of three thousand dollars for that year. The extension of the front wall along Calvary cemetery was begun, to be continued to completion in 1894, with special appropriations amounting to eighteen hundred dollars. But details of the labors expended and improvements wrought during the later Nineties, not only upon the larger cemeteries of the Old North and Blossom Hill, but upon Concord's smaller but no less sacred burial places, cannot be given here.

In 1895 the secretary of the board of commissioners, George O. Dickerman, wrote in the annual report to the city council: "While the city possesses a cemetery large enough to meet the requirements for several years, yet your commission would respectfully recommend that action be taken by the city council looking to the purchase of land lying between the southerly line of Blossom Hill cemetery and Penacook street." And again, in 1896, the secretary wrote: "The occupants of this 'City of the Dead' are increasing rapidly. Our superintendent reports that the number of burials is but a little less

than two hundred a year." These suggestions were heeded; and in 1897 the city council authorized the purchase of the Bradley lot to enlarge Blossom Hill cemetery. The lot included about thirty acres, and the sum paid was five thousand dollars. Along with this instance of the city's foresight in providing ample burial grounds is to be recorded the honorable fact that in 1900 the city treasurer was in account with no less than one hundred and forty trust funds for the care and improvement of cemeteries—the accumulation of twenty years.

The town or City Farm, with its almshouse, after having been for fifty-five years the characteristic feature of Concord's pauper system, was in 1883 dispensed with. That year a state law was passed making any indigent person who had not acquired a town settlement since the year 1870 a county charge. On the 13th of September, 1883, when the change under the new law as to settlements went into effect, there were four county and two city paupers at the poor farm. But after that date no city paupers were left to be supported there; the two having become a county charge, subject to be removed, as they soon were, to the Boscawen county farm. Thereupon, the joint standing committee on the city farm—Mayor Edgar H. Woodman, Albert H. Saltmarsh, Gardner B. Emmons, Daniel B. Smith, and Jeremiah Quinn—became satisfied, after thorough investigation, that the city farm could no longer be retained with benefit to the city. The committee reported that the buildings were much in need of repair, and to make them respectable for the purposes of continuing the city farm would require a considerable outlay, or a larger outlay for the erection of new buildings. It did not seem judicious to tax the citizens for either of those purposes, unless there should be a sufficient number of city paupers to be supported at the farm to warrant it. There being none at that time, the committee were unanimously of the opinion that it was a useless expense to continue it; the published reports showing that the expenses above receipts averaged about five hundred dollars per year for the past four years, without considering the interest upon the investment.

The city council having authorized the committee to sell the farm and personal property at auction, a sale took place on the 21st of December, 1883, at which Harrison Partridge, a former superintendent of the farm, bought the portion of the premises east of the highway for five thousand dollars. The portion left unsold, including the pasture containing the quarries, and the timber lot adjoining Penacook park, was valued at about three thousand dollars. The sales of personal property amounted to about seventeen hundred dollars.

"It is believed," further reported the committee, "that there will

be no immediate need of purchasing another farm, as it is found that small sums used for outside aid will generally enable the poor to meet their present necessities, and thus prevent their becoming permanent charges to the city. This course is more agreeable to people in needy circumstances, as it enables them to retain their self-respect, and it does not destroy their ambition to help themselves." This view of the committee had already been verified by the overseer system, noticed in a former chapter, which for fifteen years had been effectively and humanely dispensing to the indigent the city's appropriated aid, exclusive of the aid rendered at the almshouse, and which, thenceforward to 1900, was to be of itself the sufficient department of the poor. After 1890 the average annual appropriation for the city poor, reported by Overseer Joseph A. Cochran, as distributed, was less than one thousand dollars.

The Police department shared in the progressive tendencies of other departments of the city government. Under its city charter Concord, from the first, had its police court, with its justice, "appointed and commissioned by the governor to take cognizance of all crimes, offences, and misdemeanors, committed within the city of Concord." The justice of the court was to receive annually from the city the sum of two hundred fifty dollars in full compensation for his services, while the special justice was to be paid two dollars for each day's service.

The six incumbents of the office of police justice from 1853 to 1900 were, in order: Calvin Ainsworth, Josiah Stevens, John Whipple, David Pillsbury, Sylvester Dana, and Benjamin E. Badger. The last three held the position forty-three of the forty-seven years: Pillsbury, five; Dana, twenty-four; Badger, fourteen. In 1868 the salary became by city ordinance four hundred dollars per annum. In 1874, by amendment of the charter, the police court became a court of record, with the salary of the justice at eight hundred dollars, and the justice was required to appoint a clerk thereof at a yearly salary of two hundred dollars. The gradual increase of compensation of the justice was the natural result of the growing importance of the police court, not only as a criminal but a civil tribunal; for the legislature in 1887, under the amended state constitution, gave it jurisdiction in civil actions involving sums not exceeding one hundred dollars.

The special justices of the court, in their order of service, from 1853, were Stephen C. Badger, Arthur Fletcher, Ai B. Thompson, Luther S. Morrill, Arthur W. Silsby, Benjamin E. Badger, Reuben E. Walker, Robert A. Ray, and Amos J. Shurtleff. The clerks were Herbert S. Norris,—appointed by Judge Dana in 1874,—Rufus P. Staniels, George M. Fletcher, and Harry R. Hood.

The functions of the most important executive officer of the police department, the city marshal, were summarily defined in the amended city charter of 1859 in these words: "The city marshal shall, under the mayor, have the control and direction of the police of the city; shall attend upon the mayor and aldermen, when required, and shall be, by virtue of his office, constable and conservator of the peace." The original charter placed upon this officer the collection of taxes, and the first three city marshals of Concord performed that duty. The city marshals, from the beginning of the city to the year 1900, were, in their order, John C. Pilsbury, Jonathan L. Cilley, Benjamin F. Gale, Nehemiah G. Ordway, John Kimball, Jonathan L. Pickering,—with intermission between terms of service; William H. Buntin, in the intermission; John Connell, and George Scott Locke. The city marshal, his assistant or assistants, and other police officers were appointed by the mayor and aldermen, with compensation fixed by the city council. In course of the years to 1900 the salary of the marshal was increased from two hundred dollars per annum to twelve hundred.

Up to 1883 the whole police force never numbered more than nine —generally less. That year it consisted of the city marshal, assistant marshal, three regular police and night watch, and eighty special police appointed for the seven wards of the city, and also twelve for the railroad. This arrangement continued till 1889, though the personnel was somewhat changed, and the number of the police and night watch had become one more. George Scott Locke had, the year before, succeeded John Connell, resigned after eighteen years' service as city marshal. The salary of the office now became twelve hundred dollars per annum; a uniformed police squad of fifteen, with Charles L. Gilmore as captain, was organized, later to be known as special reserve officers, and of whom George H. Silsby was captain after 1896. The special police for the wards and railroad was continued with the addition of four for the Concord Horse Railroad. In 1890 the special police of the wards numbered one hundred, while, on the petition of the Concord & Montreal Railroad Company, two hundred policemen were appointed for that corporation, and at its expense. This large—sometimes larger—supply of police was yearly made for the railroad until 1896.

The number of regular police and night watch, including the captain, rose from four in 1888 to ten in 1892. In 1898 it became nine, and so remained through 1900. During the first two years of the period from 1892 to 1900, James E. Rand was captain of the night watch, but served for the remaining years as assistant city marshal, being succeeded in the captaincy by Daniel S. Flanders. Speaking

of the police force in January, 1889, Mayor Stillman Humphrey said: "The uniforming of our patrolmen has met with universal approval, and will doubtless be continued. The special squad organized during the past year, which has done escort and other duty in this city and elsewhere, has won the hearty favor of all, at home and abroad, by its gentlemanly bearing and excellent deportment."

Under a law passed in 1893, a board of three police commissioners was appointed by the governor, to which was assigned the power of appointing or removing police officers, hitherto vested in the board of mayor and aldermen. The commissioners were required to report quarterly to the city council, and annually to the governor and council. The first appointees upon this commission were Charles C. Danforth, Stillman Humphrey, and Giles Wheeler; but by 1900 the board had come to consist of Josiah E. Dwight, Giles Wheeler, and Myron J. Pratt. During the first year of service the commission issued a book of rules which, as City Marshal Locke reported, "proved valuable to the force." Mayor Woodworth, in 1897, at the close of his first year's administration, expressed this opinion of the commission feature of the police system: "Careful observation leads me to believe that the removal of the police department from the domain of politics has been a good thing for the efficiency of our service." On the contrary, Mayor Martin, in his inaugural in 1899, took this ground: "The people are fully as competent to choose their police officers as to elect other officers. They should choose their police officers, and remove them when occasion requires. There is no doubt in my mind that the police department would be more efficient under the control of the city than under a commission."

"Police Signal Service" was a desideratum supplied in 1898, when a police telephone line with twelve boxes at convenient points was constructed by the New England Telephone Company from the South end to Penacook, and proved to be an efficient aid to the department. The number of duty calls that were rung in by police officers during the year 1900 was twenty-nine thousand three hundred, besides a large number of emergency calls.

Police Station, Warren Street.

Eight years before, in 1890, the department had had occasion to express its gratification over an improvement in these enthusiastic words of its chief mar-

Police Station, Penacook.

shal in his report: "To Mayor Stillman Humphrey and the city council, the citizens of Concord should be grateful for the model police station which was so much needed. That we have one of the most convenient and suitable buildings for its purpose in New England, there is no doubt." The erection of this building for police and other purposes upon the city lot on Warren street had been preceded by not a little opposition from those who urged the disposing of the city's interest in the city hall property, and the building of a large and expensive structure in "some central location." But a progressive conservatism had prevailed; and now a suitably dimensioned, two-storied edifice of brick, granite-trimmed, and firmly built without extravagant ornament, arose, where for fifteen years had stood the lobby, nicknamed the "St. James," unsightly, unhealthy, and unfit even for the detention of criminals, much more for the temporary lodging of innocent unfortunates who had no other shelter. Later a handsome police station was built at Penacook.

In connection with the police department may here be named the ten City Solicitors, who for forty-seven years held the position of municipal law officers. They were, in order from the beginning: William H. Bartlett, Lyman D. Stevens, William E. Chandler, Napoleon B. Bryant, Lyman T. Flint (two terms), John Y. Mugridge, Charles P. Sanborn, Robert A. Ray, Henry W. Stevens, Harry G. Sargent.

Previous narration left the City Library in the Board of Trade building, with nearly seven thousand volumes upon its shelves; with its librarian for more than twenty years—Frederick S. Crawford—still in custody; and with its annual appropriation of one thousand dollars from the city treasury. Early in the Eighties a movement was made in regard to the erection of a building for the state and city libraries. At the request of a citizens' meeting, Mayor Cummings appointed a committee of eighteen to take the matter into consideration; but no practical result followed. At another time, petitions numerously signed by business men were presented to the city council, representing that "the credit and welfare of the city would be greatly promoted by the establishment of a Public Library Building with a Reading Room and other suitable connections;" and that "a favorable opportunity now" presented "itself

for the successful accomplishment of those purposes. The premises of Mr. Lorenzo D. Brown, at the corner of State and School streets," were, "in location and other respects, very eligible and suitable for a City Library; and a comparatively small sum" would "be sufficient to place them in proper condition for present use. The whole cost of the premises and fitting up" would "probably be less than twenty thousand dollars." The petitioners therefore prayed the city council to "authorize the purchase and completion of the same by the city." This project did not succeed.

On the 29th of June, 1887, Lurana C. Brown—widow of Lorenzo D.—conveyed by deed to William P. and Clara M. Fowler the premises already mentioned as situated at the corner of State and School streets. The brother and sister had made the purchase with the intention of presenting to the city of Concord a building for the use of the public library, "in grateful and loving remembrance of their parents, Asa Fowler and Mary C. K. Fowler, for fifty years residents of Concord, and always active promoters of the educational and intellectual improvement of its citizens."[1] They soon made arrangements to alter the large brick dwelling-house into a library building. On the 6th of February, 1888, they formally communicated to the city government their intention, and requested the appointment of an advisory building committee, that should "also be authorized to agree upon the terms of the deed of gift, and to accept the same in behalf of the city." They also suggested the names of Benjamin A. Kimball, William L. Foster, and Charles R. Corning as members of the committee. The city council, in convention, so constituted the committee, with Mayor Robertson joined thereto. After deliberation the architectural plans, prepared by Walker & Best of Boston, were agreed upon, and the terms of the deed were accepted. On the 10th of October, 1888, occurred the dedicatory exercises of the Fowler Library Building. Mayor Robertson presided. An original hymn having been sung by the choir of the Unitarian church, an address was delivered by the Rev. Dr. Augustus Woodbury, of Providence, Rhode Island. The choir then rendered the anthem, "To Thee, O Country," and Mrs. Abba Goold Woolson, of Boston, read a poem. After the applause elicited by this effort, William P. Fowler, of Boston, presented the deed of gift to the trustees of the library in fitting words, to which William L. Foster responded in behalf of the trustees. Concluding prayer was offered by the Rev. Dr. Franklin D. Ayer, of the First Congregational church, and the exercises were brought to a close by the singing of "Auld Lang Syne," in which the audience joined.

[1] Inscription over entrance to delivery room.

Four days later—October 22—the removal of the books to the new library building was commenced; and on the 1st of November the rooms in the Board of Trade building were given up. By November the 12th the books for circulation were so far arranged in their new quarters that their delivery began.

A newspaper description of the building, given at the time, contains the following points: "There are two entrances, one from School and the other from State street, both of which are reached by granite steps, and both have porticos of handsome design. The School Street entrance is the main one, and opens into a large vestibule. This opens into a two-storied delivery-room, twenty-two by fifteen feet, lighted by triple windows; the delivery-desk being on the right of the entrance. . . . Opposite the delivery-room is the reading-room, eighteen by thirty feet, while the office of the Librarian is on the right of the vestibule and adjacent to the delivery-desk. To the right of the desk is the library proper, twenty by twenty-seven feet, and two stories in height, with a winding iron stairway. It contains alcove book-cases with a capacity of twenty-three thousand volumes. An open gallery, with a handsome balustrade, ten by twenty-three feet, adjoins the upper story of the library, and is designed for the accommodation of foreign books. The second floor, which is reached from the vestibule by a broad oaken staircase, contains the trustees' office, fourteen by twenty-five feet; a room directly over the reading-room, which it is proposed to set apart for a 'Shakespeare Club Room';[1] and a cloak-room. . . . The interior is handsomely finished in hard wood, mostly oak, and, with the ceilings painted in oil, presents a rich and tasteful appearance. The contract for the entire work was awarded to Eben B. Hutchinson, and was carried out in a most creditable manner."

The Fowler Library.

The entire outlay for this gift of such auspicious import in the history of the library was twenty-five thousand dollars. It was met by a liberal increase of city appropriations. To be sure, these had been increasing till, by 1888, the sum of three thousand dollars a year had been reached; but from that date to 1900 the figures never—with the exception of those of 1899, and then but little—fell below five thousand dollars. For four of the twelve years, the

[1] See Shakespeare Clubs, in note at close of chapter.

regular annual appropriation was six thousand dollars, and for two, six thousand five hundred—the latter being the maximum. In addition to the earlier Lyon and Pierce bequests, the institution received two in the Nineties from gentlemen who had been of its board of trustees: one, of five hundred dollars, from the Reverend Thomas G. Valpey, of St. Paul's School; the other (in 1895), of five thousand, from ex-Mayor Parsons B. Cogswell.

In 1888 the yearly charge of twenty-five cents for each card issued to patrons was abandoned, and the library became—as required by the laws of the state, and in accordance with the conditions of the Fowler gift—free for the use of all the inhabitants of Concord. The library had, for years, been open every week day; but now, under the terms of the deed of gift, the reading-room was to be "open at seasonable hours every day throughout the year." By vote of the city council an arrangement was effected in 1888, whereby books might be transmitted twice a week for use in Penacook; and sometimes eight or nine thousand volumes a year were sent thither, and safely returned.

In 1882 Frederick S. Crawford, after nearly twenty-five years of faithful and acceptable service as librarian, resigned his trust. Daniel F. Secomb succeeded, and in the fourteenth year of work and duty to which he was eminently adapted, and which he loved, was called away by death. His successor, entering office in 1895, was Miss Grace Blanchard, as to whose official service, the trustees' report of 1900 bears the following testimony: "The trustees are gratified by the excellent work of the librarian and her assistants. Thoroughly business-like methods everywhere prevail, and especially to be commended is the solicitude with which the public are served and their wants anticipated."

By this time twenty-two thousand volumes were upon the shelves of the institution, and more than half a thousand new patrons, or borrowers, had applied during the year for the right to use the library. Indeed, such privileges as it affords have been nowhere else more highly appreciated and improved than in Concord, where, in a single year, ninety thousand books have been given out at the delivery-desk.

Amid other activities, Literary Production, outside that of the newspaper press, continued to manifest itself after the Sixties as it had done before. Though literature has not been a profession in Concord, yet there has existed sufficient literary taste and talent to do creditable literary work. And such work has been done in various departments of letters—history, biography, travels, essays, fiction, and poetry. Some of the men and women of Concord—native or resident—whose writings can thus be classed, have already been named;

others find record here, with mention of the department or departments in which each labored:—

History and Biography—Frances M. Abbott, Franklin D. Ayer, Nathan F. Carter, William E. Chandler, Parsons B. Cogswell, Howard M. Cook, Charles R. Corning, Ebenezer E. Cummings, Sylvester Dana, Samuel C. Eastman, William L. Foster, Jacob H. Gallinger, John H. George, William F. Goodwin, Amos Hadley, Isaac W. Hammond, Otis G. Hammond, Walter Harriman, Alma J. Herbert, Howard F. Hill, George E. Jenks, John Kimball, John C. Linehan, James O. Lyford, G. Parker Lyon, John N. McClintock, Henry McFarland, Henry H. Metcalf, George H. Moses, John C. Ordway, Harlan C. Pearson, Jonathan Eastman Pecker, Chandler E. Potter, William Prescott, Henry Robinson, Joseph W. Robinson, Henry P. Rolfe, Frank W. Rollins, Harry G. Sargent, Jonathan E. Sargent, Daniel F. Secomb, John C. Thorne, Joseph B. Walker.

Travels—John Bell Bouton, Parsons B. Cogswell, Charles R. Corning, Jane Anthony Eames, Walter Harriman.

Essays—Frances M. Abbott, Granville P. Conn (medical), William H. Kimball, Edward P. Tenney, Irving A. Watson (medical), Abba Goold Woolson.

Fiction—Helen Mar Bean, Grace Blanchard, John Bell Bouton, Clara F. Brown, Samuel C. Eastman (translations from the French, German, and Norwegian), Charles H. Hoyt (playwright), Will Cressy (playwright), Frank W. Rollins.

Poetry—Helen Mar Bean, Laura Garland Carr, Nathan F. Carter, Alma J. Herbert (translations from the German), Edward Augustus Jenks, George Kent, George Frederick Kent, Daniel C. Roberts, Abba Goold Woolson.

Of these writers, some of whose productions have been published as books, are the following: Helen Mar Bean, John Bell Bouton, Clara F. Brown, Laura Garland Carr, Parsons B. Cogswell, Charles R. Corning, Jane Anthony Eames, Amos Hadley, Walter Harriman, Edward A. Jenks, John N. McClintock, Henry McFarland, Chandler E. Potter, William Prescott, Frank W. Rollins, Daniel F. Secomb, Joseph B. Walker, and Abba Goold Woolson.

Many productions in the departments of literature under consideration have found exclusive publication in pamphlets, society proceedings, magazines, reviews, and newspapers. But, outside these restricted departments, many minds have wrought with more or less of literary art upon scientific, educational, political, social, moral, and religious themes, and have helped to give Concord a good position in the domain of letters.

The Lyceum, with its courses of miscellaneous lectures, had been